

April 2024 spotlight



ANECCC
Association of North East
and Cumbria Car Clubs



ANWCC
Association of North Western Car Clubs

ANCC
Association of Northern Car Clubs



DISHFORTH WINTER TARGA &
CLASSIC RALLY
24th February
2024



24

Mark & Blake Blunt
6th O/A 1st Novice
Photo Courtesy of Gary Plimer

www.sd34msg.org.uk

Front Cover :- Dishforth Winter Targa Rally

Pg. 2	Contents	Pg. 47	Hexham & DMC March Melee 12 Car Rally
Pg. 3	SD34MSG Contacts	Pg. 48	March with Hexham & DMC
Pg. 4	Member Club Contacts	Pg. 49	Club Day Autotest : Rufforth
Pg. 5	Chairman's Chat	Pg. 50	Club Day Autotest : Rufforth
Pg. 6	ANWCC Chatter	Pg. 51	Wern Ddu Gravel PCA
Pg. 7	Dishforth Targa	Pg. 52	BTRDA Autotest Curburough
Pg. 8	Dishforth Targa	Pg. 53	BTRDA Autotest Curburough
Pg. 9	Dishforth Targa	Pg. 54	Generations Rally
Pg. 10	Dishforth Targa	Pg. 55	Radio Mutterings : Malcolm Wilson Rally
Pg. 11	Dishforth Targa	Pg. 56	Radio Mutterings : Malcolm Wilson Rally
Pg. 12	Dishforth Targa	Pg. 57	Radio Mutterings : North West Stages
Pg. 13	Dishforth Targa	Pg. 58	Radio Mutterings : North West Stages
Pg. 14	East Riding Stages	Pg. 59	Radio Mutterings : North West Stages
Pg. 15	East Riding Stages	Pg. 60	GEM Rally Radio (Event Dates etc)
Pg. 16	Rali Bro Caron	Pg. 61	Grumpy Old Git
Pg. 17	Rali Bro Caron	Pg. 62	Grumpy Old Git
Pg. 18	Rali Bro Caron	Pg. 63	Grumpy Old Git
Pg. 19	Rali Bro Caron	Pg. 64	Grumpy Old Git
Pg. 20	Rali Bro Caron	Pg. 65	Inside The Industry
Pg. 21	Knockhill Stages	Pg. 66	Inside The Industry
Pg. 22	North West Stages	Pg. 67	Inside The Industry
Pg. 23	North West Stages	Pg. 68	Inside The Industry
Pg. 24	North West Stages	Pg. 69	BXCC is Back
Pg. 25	North West Stages	Pg. 70	Rallycross
Pg. 26	North West Stages	Pg. 71	Mini Miglia Tour
Pg. 27	North West Stages	Pg. 72	White Heather Classic & Targa Rally
Pg. 28	North West Stages	Pg. 73	Useful Friends to have
Pg. 29	North West Stages	Pg. 74	SD34 Awards Night
Pg. 30	North West Stages	Pg. 75	SD34 Awards Night
Pg. 31	Kinloss Spring Stages Rally	Pg. 76	SD34 Awards Night
Pg. 32	Tour of Cheshire	Pg. 77	ANCC Awards Night
Pg. 33	Rally North Wales	Pg. 78	3 Sisters Competition
Pg. 34	Rally North Wales	Pg. 79	MSUK Scrutineering Bulletin
Pg. 35	Rally North Wales	Pg. 80	Training
Pg. 36	It ain't all bad.	Pg. 81	Racing Car Project for Sale
Pg. 37	It ain't all bad.	Pg. 82	Racing Car Project for Sale
Pg. 38	It ain't all bad.	Pg. 83	Forthcoming Events & Classified
Pg. 39	It ain't all bad.	Pg. 84	Forthcoming Events & Classified
Pg. 40	It ain't all bad.	Pg. 85	Forthcoming Events & Classified
Pg. 41	It ain't all bad.	Pg. 86	Forthcoming Events & Classified
Pg. 42	It ain't all bad.	Pg. 87	Forthcoming Events & Classified
Pg. 43	It ain't all bad.	Pg. 88	Forthcoming Events & Classified
Pg. 44	It ain't all bad.	Pg. 89	NESCRO 2024
Pg. 45	BTRDA Award : Test a Puma Rally 1	Pg. 90	Forthcoming Events & Classified
Pg. 46	C&A MC March Hare Nav Run	Pg. 91	Forthcoming Events & Classified
		Pg. 92	Forthcoming Events & Classified
		Pg. 93	And Finally - Meeting Dates & Credits



MOTOR SPORT GROUP

Contacts

- President** : **Alan Shaw**
Safeguarding Officer : shawalan555@gmail.com
01282-602195
- Vice President** : **Garry Heslop**
gary.heslop@btinternet.com
0161-6430151
07973-816965
- Chairman** : **Steve Johnson**
steve.amsc@gmail.com
07718 051 882
- Secretary** : **James Swallow**
jamesswallow.blmcc@gmail.com
07807 211829
- Vice Chairman** : TBA
- Treasurer** : **Steve Butler**
Road Rally steven.butler9@btinternet.com
- Lancashire RLO** : **Chris Woodcock**
MSUK Rallies Committee pdschris@aol.com
Chairman of ANCC 01254-681350
- Sprint /Hillclimb** : **Steve Price**
sp.sales739@gmail.com
- League Compiler** : **Steve Lewis**
Individual Compiler : slewisbb1@gmail.com
U18 Compiler
- None Race/Rally** : **Tracey Smith**
& Stage Rallies tracey.amsc@hotmail.com
- Registrations** : **David Barratt**
davidpbarratt@gmail.com
01254-384127
- Newsletter** : **Maurice Ellison**
sd34news@gmail.com
07788-723721

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Contact either

Steve Johnson steve.amsc@gmail.com

Maurice Ellison 07788-723721

sd34news@gmail.com

SD34MSG Member Clubs & Contacts

Accrington MSC

Contact : David Barratt
Email : davidpbarratt@gmail.com
Tel. : 01254-384127
Website : www.accrington-msc.org



Aintree Circuit Club

Contact : Michael Ashcroft;
Mobile : 07821 230 961
Email : mja@aintree.org.uk
Website : www.aintree.org.uk



Airedale & Pennine MCC

Contact : John Rhodes
Email : rhodesj3@sky.com
Tel. : 07497285339
Website : www.apmcc.co.uk



Blackpool South Shore MC

Contact : Dave Riley
Email : rileydavea@virginmedia.com
Website : www.bssmc.com



Bolton-le-Moors MC

Contact : Jack Mather
Email : jackmather95@hotmail.co.uk
Website : http://blmcc.co.uk/



Boundless by CSMA (NW)

Contact : Paul Kelly
Email : pmk@autosolo.co.uk



Chester MC

Contact : Mark Smalley
Email : mark.smalley@mjck.co.uk
Website : www.chestermotorclub.co.uk



Clitheroe & DMC

Contact : Steve Lewis
Email : slewisbb1@gmail.com
Website : www.clitheroedmc.co.uk



Garstang & Preston MC

Contact : Ian Farnworth
Email : ian-farni@hotmail.co.uk
Tel. : 07866 950693
Website : https://gp-mc.co.uk/



High Moor MC

Contact : Gary Heslop
Email : gary.heslop@btinternet.com
Mob. : 07973-816965



Hexham & DMC

Contact : Jonathon Webb
Email : jonathonwebb@icloud.com
Tel. : 07929 229413
Website : www.hexhammotorclub.co.uk



Kirkby Lonsdale MC

Contact : Nick Townley
Email : nick.townley62@gmail.com
Tel. : 07776-415623
Website : www.http://www.klmc.co.uk/4



Knowldale CC

Contact : Stephen Broadbent
Email : sbroadbent402@hotmail.com
Tel. : 07745 934895
Website : www.knowldale.co.uk



Knutsford & DMC

Contact : Russ Henstock
Email : rallyruss2014@gmail.com
Website : www.knutsfordmotorclub.co.uk



Lightning MSC

Contact : Andy Rhodes
Email : andy.rhodes@btinternet.com
Tel. : 01772-632820

Lancashire A.C.

Contact : Chris Lee
Email : info@lancsautoclub.com
Tel. : 07831-124417
Website : www.lancsautoclub.com



Longton & DMC

Contact : John Coole
Email : john.coole@gmail.com
Website : www.longton-dmc.co.uk



Liverpool MC

Contact : John Harden
Tel. : 0161-9697137
Email : lmc-chairman@liverpoolmotorclub.com
Website : www.liverpoolmotorclub.com



Manx AS

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.manxautosport.org



Matlock MC

Contact : Guy Robinson
Email : guy@robinsonpackaging.com
Website :



Mull CC

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.mullcarclub.co.uk



Pendle & DMC

Contact : Ray Duckworth
Email : raymond.duckworth@btinternet.com
Tel. : 01282-812551
Mob. : 07484161972
Website : pdmc.secretary1@gmail.com



Preston MC

Contact : Terry May
Email : telden46@blueyonder.co.uk
Website : www.prestonmotorsport.club



U17MC-NW

Contact : Chris MacMahon
Email : chris.macmahon1@virginmedia.com
Website : www.u17mc-northwest.org.uk



Regardless MC

Contact : Myles Gleave
Tel. : 07876 686915



Stockport061MC

Contact : Mark Wilkinson
Email : markwilkinson81@icloud.com
Tel. : 07879-657580
Website : www.stockport061.co.uk



Wallasey MC

Contact : Steve Price
Email : sp.sales739@gmail.com
Tel. : 07814 953346
Website : www.wallaseymc.com



Warrington & DMC

Contact : Ann McCormack
Email : annmccormack13@yahoo.com
Website : www.warringtondmc.co.uk



Wigan & DMC

Contact : Tony Lynch
Email : tlrallymaster@aol.com
Website : www.wiganmotorclub.org.uk



West Cumbria MC

Contact : Maggie Bateman
Email : wcmsec@outlook.com
Website : www.wcmcrallying.co.uk/



Wigton MC

Contact : Eddie Parsons
Email : eddieparsons5@icloud.com
Website : www.wigtonmc.co.uk



2300 Club

Contact : Neil Molyneux
Email : 2300@fcs-uk.com
Website : www.2300club.org





Chairman's Chat March 2024



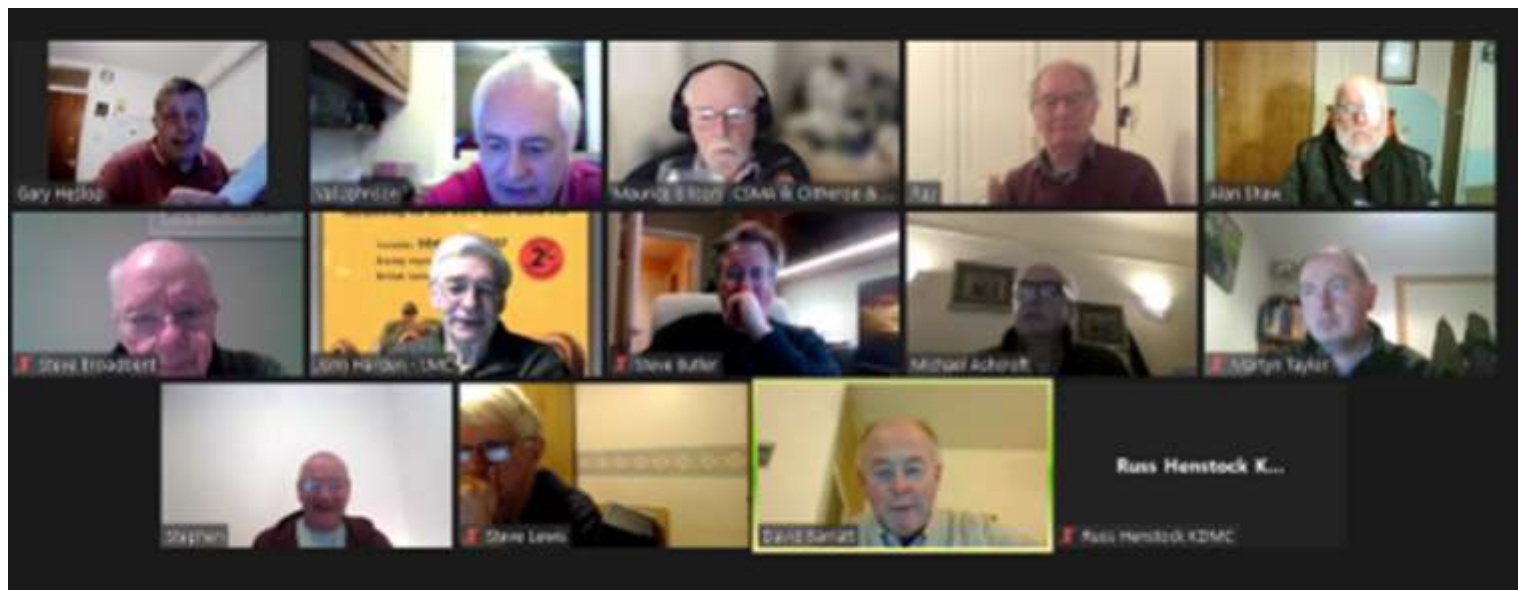
A quarter of the year, 2024 has now passed; time, does fly when you are busy!

The opener for the month was the SD34 MSG awards night on the 9th March with Nick Pollitt, Mike Broad, Ian Grindrod and lots of award winners. A great night for the award winners and a good chat was had about WRC and grass root motorsport. ... see pages...74-77. I would like to thank all the clubs and people that helped on the night as well as those that provided raffle prizes! The Under 17 Motor Club North West, Accrington MSC and Boundless by CSMA members worked together and helped to make the night, very successful.

I had a rally car to build after Hazel's visit to a well 'rooted' object at Weeton in February! Rupert has now gone to 'Rust in peace' Rolled twice and still finished both rallies with trophies for them both! numerous other incidents, two years in use by Mark and Steve and winning the 2023 SD34MSG Stage Championship!, but the tree won the day at Weeton!... The car – Barney (cleanest ever Micra for me, at scrutineering!) was finished, just in time by Friday afternoon to be out on the LFNWS. Massive thanks to all at MJ Motorcare in Clitheroe for the car preparation work. Seats, belts and fire extinguisher transfer from Rupert to Barney, was my department, to be honest these were the easy bits, as the fire extinguishers need their 2 year service any way!

The SD34 MSG meeting on Wednesday 20th March was possibly the most positive about grass root motorsport in the last 4 years. Those clubs that attended, *Many club delegates had commitment for the LFNWS that night...* but the 14 who turn up, gave the group a good assessment of what we are doing and how we can help and improve, this is always a good thing to listen to your customers!

The Minutes will appear in next month's spotlight as LFNWS has taken priority for the volunteer's time this month.



Garstang and Myrescough College on Friday and Saturday was everything that Dave Read and myself talked about whilst walking around the Wales Rally GB service park in Deeside some 10 years ago. All the crews had been allocated a service area, a fan zone and entertainment with the crews in the middle of it all! You had to have been at Garstang and the Myrescough Service park to see what Motorsport NW achieved for the opening BRC round this weekend, a great show!

Whilst nine out of the ten member clubs of Motorsport NW, happen to be SD34MSG members, many other members of our group and those from far and near marshalled the rally as well! See a great report from the orange army on page 57 - 59

Looking forward the sustainability of our sport now rests with the competitors who are willing to help.....

When was the last time you helped marshal a motorsport event?

Thankfully on setup Saturday - at Lymm, several competitors do help the organising team to set up the venue! The AutoSOLO's at Lymm run the Drive - Rest - Marshal - Rest system and without the help of all the drivers these events would not happen!

Drive Safely Steve Johnson SD34MSG Chairman



ANWCC

Association of North Western Car Clubs

March proved to be a very busy month. Starting with the Malcolm Wilson Rally in Cumbria and now comprising a Friday night and Saturday event. Later in March we had the Rally North Wales with more competitors trying to score Forest Championship points.

Our Stage Championship also had two big events, the popular Trac Môn (Ty Croes to most of you!) hosted the Lee Holland Memorial Stages, then we had the big one – the Legend Fires North West Stages where the organisers were stretched to the limit to rescue the event as supposedly experienced drivers who should have known better threw their cars off the road and caused the first half of the event to be effectively cancelled as most crews were given notional times. Fortunately things calmed down for the second loop of stages.

On the roads just the Rali Llyn on map 123 which gained 90 starters – for some reason Welsh events are allowed 90 starters if it's in the Welsh Championship, but only 75 if it's not. There were 53 ANWCC championship contenders on the event, WAMC had 31, and 19 of them were common to both championships. Don't ask me to explain that one, I cannot!

Historics toured Cheshire but not many of the full entry list were registered with us, so if you are one of the competitors who isn't then have a look at the calendar and consider joining in!

Autosolos and PCAs - there were no less than 4 in March qualifying for ANWCC ... Bolton and Knutsford held events with almost all the competitors registered, whereas Warrington ran a two-day Wern Ddu event with only a small number of ANWCC contenders, so many missing out on possible championship success.

Our Speed Championship got under way with a Loton Park hillclimb with just one ANWCC registered contender. A few more did tackle the first two sprints, one at Cadwell Park and the other at Mallory, but as this is written there is no sign of the latter event results. We will catch up!

Our Inter-Club Championship has Caernarvonshire & Anglesey lead by quite a margin already, helped by the fact that a total of 51 of our championship contenders are representing that club! It's close for the next few clubs though, and during the year there will be quite a bit of shuffling about depending on which disciplines are being supported by that club's contenders.

Allrounders sees four competitor already qualified and that is a number that will grow steadily through the year.

The Trials season gets under way in early April so we expect a few more registrations from the trialling band of competitors.

As usual, please help promote the ANWCC Championships, plenty of events and one registration fee covers the whole lot! We will allow the back-dating of points if a new contender registers within 7 days of the event, cannot be any fairer than that, can we? We are very close to passing the 286 number that we achieved in 2023, it would be nice to achieve that!

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



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

Clitheroe & DMC Dishforth Targa

24th February

Neil Raven : Ilkley & DMC

Cones in the Mist

The only time my alarm clock goes off before 9am on a Saturday is when there's a rally on and this Saturday was one such day! The Dishforth Winter Targa was about to get going as I was putting my lucky underpants, lucky socks and lucky buff on!

The organising team from Clitheroe motor club had made the trip over the Pennines and across the A1 to see what England looks like with no hills and to put on a superb targa for us all to enjoy. It was very good of them to travel this distance because it meant the event was only 45 mins from home for Claire Nevar and I, so we got a bit of a lay in! It was also their second event in 7 days and the setup team were fueling themselves on OEM and copy Hob Nobs to keep their cone planting strength up. A sterling effort from the club to dedicate so much time to the local motorsport scene, the first of many Thank You's

The first port of call was Ripon Farm Services where we lined up in their repair facility to have the cars scrutineered by Chris Woodcock and Matt Parkinson. Chris sees the MX5 on a regular basis at different events but I like to keep him on his toes by forgetting to do something that is important, like not refitting the cover for the live terminal on the battery or turning up with more lights than allowed

Fortunately I was on my best behaviour and I didn't get any rolling eyes or sighs from Chris so headed off to the venue in Dishforth.

When we left the scrutineering shed it was bright and sunny and I was looking forward to a bacon butty but as we crossed the mystical ley line that seems to run up the middle of the A1, the fog rolled in and the sunshine vanished! It made the large expanse of Dishforth airfield look even more spookier as the impressive turn out of trailers and cars appeared through the rolling mist when we trundled down the holding area.

Mrs Rave had refused to put the ice-covered soft top down at home so we were still in the warmth of the Mazda but that soon changed when we went to sign on! It was freezing!

Continued on Page 8

DISHFORTH WINTER TARGA & CLASSIC RALLY

24th February
2024



14



Dishforth Targa

Continued from page 7

It was all stacking up to create a very slippery and entertaining first run of the tests that the organisers had set out for us. They had made the best use of the perimeter tracks and brought us into the hard standings where the planes used to be tethered, waiting to be called in to action.

With the amount of mud present it felt like the MX5 was tethered, as the wheels were spinning but no forward movement was being achieved! And as the morning went on the mud was being brought on to the smooth concrete which gave the rear end of the MX5 no reason to grip at all, leaving it to chase it's back end round like a crazy dog before settling down and going the way Mrs Rave was shouting! It was full on for both of us and when we got to the end of the first three runs we needed a coffee to recover!

To add to the fun we were now topless and lapping up the mist to get our daily dose of wind and dust. Mrs Rave loves her hair flapping in her teeth and face all day, especially when she had a hot date with Rick Astley straight after the event! I always wear my best clothes for rallying, because it's the best thing I do, but Mrs Rave is a bit more sophisticated and had brought a change of top to present herself to Mr Rickley in, so wasn't too worried about a bit of WW2 runway muck bouncing off her shoulders on this occasion!

The first three tests were spread out around the airfield and as one led in to another there was only a couple of minutes to catch your breath and glance at the map for the next test. Test 1 had gone well, if not a bit sideways, but test 2 was about to cock that good start up, and potentially our whole day! If I've typed this once I must have typed it lots of times, never follow the car in front! Or when you're sat on the start line, never watch the car in front because they might have missed something! And they had. Stephen Holmes and John Pinder sped off into the mist then stopped at a shadow that looked like a cone. They had a reverse, then stopped then set off again. I glanced at the test diagram but it made my head hurt so made a mental note to take it steady as we approached that cone.

5, 4, 3, 2, 1...Go... we hurtled off up the runway towards the cone with the instruction 'Drivers side of cone' coming from the nav seat. The cone we arrived at had a 31 on it. Bugger, no wonder Steve and John stopped. Then Mrs Rave realised what had happened and pointed to the gap in the mist just behind us!



Continued on Page 9

Dishforth Targa

Continued from page 8

Once facing into the gap we could see the required cone sitting there like a silverback gorilla in the misty mountains, chewing on a bit of Dishforth turf with a smug grin on its reflective sleeve!

Other than a bit of time wasting no harm was done but it could have resulted in a test maximum if we had continued and made the route fit the cones we could see. Of course, I thought it was the end of the world and that my goal of getting in to the top ten was now in tatters, along with my bottom lip, which was dragging along the runway for the remainder of test 2.

Fortunately, the marshals on the event were enjoying their day out and weren't the slightest bit interested in my miserableness. The passage control checks were signed off quickly and the stop line marshals were always pleased to see us with a smile and plenty of energetic conversation. We only had a minute to gather ourselves and help Suzanne Barker remember the time she'd just given us, before we were counted down and set off on test 3. This test involved a split which carried on to a lovely long left curve on the first lap but ended abruptly on the second run in a hairpin lefffffffffffft! We got round but the door handles of the MX5 had go-faster lines on them now, brilliant fun.

Test 4, 5 and 6 were a rerun of the first tests followed by an hours break to allow the organisers to turn the tests around so we would be running in a clockwise direction. This is genius really because the route is the same on the road book but the red arrows on the lines point the other direction. It also makes for a quicker physical turnaround of the tests and totally messes with the crews heads, especially us simple drivers. I mean, even the tyre marks are there to follow but turning the car a different direction seems to interfere with a neurological pathway in the brain somewhere! Enter the cone clipping zone! Test 5 brought the gift of our first 10 second penalty for nudging a cone, for once the Mazda didn't slide wide and I ran over the cone's foot. It wasn't the smug gorilla in the mist cone but an innocent by-stander at the top of an open box type manoeuvre.

The mist had lifted by now, as had my mood, so I wasn't unduly worried about the error, it was clear it was going to be a long day with plenty of opportunities to mess stuff up for everyone. The total distance for the tests was just over 38 miles which meant about 2 million cones to go past and clipping one wasn't too big a deal! To add to this, the last test, which was shown as 5.3 miles long, would be in the dark, making life interesting to say the least.



Continued on Page 10

Dishforth Targa

Continued from page 9

The other factor which might cause a bit of an issue, was that you could only service with the spares and tools you had in your car when you went through scrutineering and you were only allowed to use 6 tyres for the whole event. Quite a few crews, us included, had driven to the event so tyre management was critical! A great format which keeps the expense and advantages to a minimum.

After test 12 a spot of lunch was required as we had the first of three 5 miles tests coming up and the organisers were on the move, joining up all the tests we'd done through the day to make one big test, fantastic. Fortunately, Nicola Harper, and able assistant mum Linda, were on hand to keep us fed and watered. The egg butties and soup got rave reviews and I worked my way through the flapjack and pastries on offer! I had brought some leftover pizza from the night before but warm food was much more appealing than a few soggy pieces of cling film wrapped Morrisons chicken fajita pizza.

Lunch also saw a few layers come off! The sun was on maximum setting and the glowing brakes were warming the MX5 up nicely. We were having a great day and moving up the leaderboard nicely, just creeping into the top 10 in 9th place. My other two goals for the day were to keep off the cones and away from test maximums! I'd achieved two of my three goals at least!

To make sure we had enough grip to go and see Rick I put my two spare tyres on for the last three tests and hoped they would be ok. The mud was drying out nicely and some resemblance of grip was appearing in the hard standing areas but I did manage to find a non grippy bit on a left hander on test 13, which sent us into a bit of a spin. Mid rotation I thought I would select reverse so we could prepare to turn round and get going again but needn't have bothered as the car kept on turning and was facing the way we'd been going anyway, so 1st gear it was and off we went! Nothing to see here! Unfortunately, several did see and commented on my lack of talent. Where's the dark when you need it?

We'd made it to the last two tests, both feeling the cold, with the setting sun, and started to think about heading down the A1 to the Leeds Arena to have a boogey with Mr Astley. There was a final hour break to give the set-up crew time to change the last two tests around and to mess with my muscle memory again. Yep, the last two tests would be back to an anti-clockwise direction with the final one in the dark!



Continued on Page 11

Dishforth Targa

Continued from page 10

We actually had a great run on test 14 with a 4th fastest time which set us up nicely for the final dark one. I'd remembered a few bits, like the first cone after the start and the hairpin left coming into the finish, all useful stuff. The rest I was relying totally on the fabulous Mrs Rave to direct me to and through. She'd been spot on with her calling all day and when she felt I was about to start making my own route up she shouted that bit louder to regain my attention!

The covers came off the spotlights and a bit of a rough setting was done, we were ready to line up. The next 13 ½ minutes were a torrent of shouting, pointing and peering into the dark whilst trying to aim the MX5 towards the reflective sleeves on the cones. The manned passage controls gave the odd clue of direction but as the airfield filled up with spotlights it looked like a 1980's glitter ball picking out reflective bangles on night club ravers waving arms!!

As we approached Suzanne and Iain's passage control, I thought I'd thank Suzanne for her long day marshalling with 120 watts of Philips Racing Vision GT200 light which she was overjoyed with. As her retinas adjusted she signed our sheet and waved us off with two fingers! We sped to the next manoeuvre and passage control which was manned by Jez Turner who had been stood in the dark on his own for a while and was keen to show off his best handwriting skills to us. I thought he was broken, he was walking over to us that slowly, but what he was actually doing was letting us have a well-earned rest as he wrote his name very, very, very, very, very, very neatly which obviously took some time to do! We were in stitches as he completed his full name in perfectly formed letters!

Free from the J. T. school of calligraphy, we continued to play 'hunt the cone' then accelerate towards the next glimmer of light. I had remembered that on the top split, the airfield ground lighting of the outfield followed the dividing barriers round nicely to lead us onto the straight before the stop astride. It worked a treat and reminded me of the cones that lit the bottom curve of Blyton up when the Hall Trophy used to run there! They were a brilliant guide round the corner and allowed the right foot to stay in place for that bit longer to gain an advantage. This was the same and helped us keep momentum to the stop astride. We completed the last section of the test, flung the tortured tyres into the final hairpin then screeched to a halt on the stop line. Superb! **Continued on Page 12**



Dishforth Targa

Continued from page 11

We'd had an amazing day and had got through without any wrong tests, which on the last run was quite an achievement considering 12 of the 51 crews had got test maximums on the dark run!

We had Joe Mallinson and Jason Metcalfe in front of us in Joe's new Fiesta ST rally car which he was checking out on its maiden voyage. A leaking clutch master cylinder was the main issue but he managed it all day to set some quick times. Behind us, by 1 second at times, were Mark Blunt and Blake Blunt in their Fiesta ST, Mark putting his driving gloves back on and Blake on his first time out as a navigator, a real baptism of fire for him! To help them pass us I hit two more cones on the final runs, putting us in 7th overall and them up to 6th, but they had been getting quicker all day and had also had a cone penalty, so really, they were the faster crew.

John Gornall and Martin Gornall were trying out some 'new to them' gravel tyres on the flying Peugeot. They had to evacuate the snails and rub the moss off them before fitting to the rims but in usual John style he drove the car on the limit all day and didn't look at the results until the end, 3rd overall for them and the snail houses.

Fellow York auto tester and MX5 rallyist, Gaz Wriggo, was having a great time! Steven Bingham was calling the tests for him and holding tight as Gaz went full Tiff Needell and drifted the MX5 around a long corner in a perfect example of luck over management!. Gaz was fresh off an overall win at the last York autotest and had his lucky autotesting tyres on which were giving him plenty of grip on the muddy bits and loads of fun in the corners

Between tests, the service area was full of competitors relaying their stories of caught drifts, 'just seen' cones and helping each other out if there were any repairs to be done, the whole day had a great atmosphere about it. The commitment from the Clithero club to organise, set up and run this event so close to the previous event can be summed up by Katie Woodcock and Matt Parkinson who were working hard on the event all day with the thought that their baby may arrive anytime, it's due date being the 5th March! They make them tough over 't' hill!

All the time keepers and marshals were treated to some winter sunshine but it got blummin cold once the dark set in. Thank you all for giving up your day to come and let us play, it's much appreciated. And to Chris and Heidi Woodcock who were busy making sure the results were being updated as quickly as possible. A massive thanks to the setup crew who must be able to spot a rouge Hob Nob a mile off now and will have touched up more cones than Mr Whippy! Top job guys.

A lot of people I spoke to during the event were going to be moving further East on Sunday to be part of the East Ridings stages rally in one form or another. A real commitment to the sport we enjoy and spend all our money and time on. A superb day at a cracking venue with a great community of people. We're both looking forward to next year where we will be running night vision goggles and buying a rubber stamp for Jez Turner

P.S Rickley was excellent and we eased the aches of our bucket seat bound bodies by dancing away to his greatest hits



Clitheroe & DMC Dishforth Targa

24th February

Liam Charlton : Hexham & DMC Car 16

Me and Chris “king” Dodds were out on the first running of the Clitheroe “Dishforth Targa”. It was a single venue Targa held on an old airfield. Originally the plan was to use Chris’s trusty Proton as we imagined it would be similar to other airfield events with broken tarmac and gravel, but after a quick look on google maps and an email saying it was mainly smooth tarmac the decision was taken to use the mk3 MX5, because let’s be honest RWD is more fun.

The event consisted of 15 tests, 2 loops of 3 in one direction and 2 loops with the tests reversed, then they were linked together to form a 5.3 mile test that we did one way then twice reversed again. The last test was in total darkness.

The first 3 tests ended up being in the fog which definitely caused some issues for some crews, especially on test 2 as you couldn’t actually see the first cone because of the fog leading to the two crews in front of us getting it wrong, luckily I spotted it last minute. Getting right tests was the game plan for the day as the penalty for a wrong test was massive. The start intervals for the morning were 30 seconds, so if people hesitated at any point you could easily catch someone. Not only did the navigators have all the normal targa stuff to deal with, but there was also splits and merges to contend with, and as we all know I love to get a split wrong. I knew I needed to be on the ball especially because Doddsy was flying right out the box so much so that we were sitting second after the first three tests. We did encounter some brake fade on test 3 which was something that he would need to manage throughout the day.

Unfortunately we had a half spin on test 4 and caught a cone which dropped us down to 5th. The next 6 tests were the same but in reverse. Even though they were the same, in reverse they definitely kept the navigators honest, the diagrams from Motorsport diagrams were fantastic as ever, but like all Targa’s, it always looks different in person and you could easily get caught out.

The next 6 tests went great and we consolidated our 5th overall. We were kind of sitting in no-man’s land 30 second behind the always rapid Kris Coombes & Charles Andrews and 30 seconds in front of Joe Mallinson and Jason Metcalfe. Test 13 was all 3 linked together with a few mild changes, this meant we would definitely have to mangle the brakes if we had any chance of staying in the top 5.

We actually moved up a place after Matt Hewlett and Phil Savage had gear selection problems dropping 2 minutes in the process. During test 14 the light was starting to fade but we knew that we needed to keep pushing as a wrong test or a couple of cones could change everything. We had a minor slip up as one cone was difficult to see in the low light but only cost us a couple of seconds. Matt Hewlett took 39 second out of us so keeping a hold of 4th was going to be a tall order. The last test was in total darkness. With the Mazda being a standard road car we didn’t have any spots so we weren’t sure how we would fair, but we were going to give it our best go. We went 7 seconds faster in the dark but it wasn’t enough, Matt Hewlett was flying in the rapid Proton to beat us by 8 seconds.

But we were still chuffed to finish 5th in a bog standard car with some old road tyres on just shows what you can do. Hats off to Clitheroe & District Motor Club for putting on a fantastic event. The marshals were brilliant and on the ball all day the venue is perfect, just one question, when can we do it again?

Special thanks to the king for a fantastic drive maybe we need some better pads for next year.

**DISHFORTH WINTER TARGA &
CLASSIC RALLY**

**24th February
2024**



16



Liam Charlton : Hexham & DMC Car 16

BEVERLEY & DMC

EAST RIDING STAGES RALLY

24TH FEBRUARY

PAUL COMMONS



2024

EAST RIDING STAGES RALLY

Mark Kelly and Will Atkins held off a late fightback from the Hyundai I20 R5 of James Williams and Ross Whittock to claim 2023 East Riding Stages rally victory aboard their Skoda Fabia R5.

Now in it's third year, The East Riding Stages rally has obviously continued to capture the imagination of competitors having attracted a whopping 133 car entry, this despite not featuring in any of the major championships! In fact the top of the entry list was flooded with R5 / Rally 2 machinery as many leading crews elected to use the event as a shake-down for their 2024 plans with 10 challenging stages, mainly to the East of Beverley, totaling almost 55 miles the order of the day.

Having no fewer than 7 overall rally victories to his name in 2023 (according to [ewrc](#)), Mark Kelly would have started as one of the pre event favourites and the Garstang Motor Club man wasted no time living up to this hype as he and co-driver Will Atkins set fastest time on all 3 opening tests. And, despite seeing their lead marginally pegged back in stage 4, would hold a 6 second lead by the time the crews reached the mid event service.

The top 5 crews were however all still in contention with the Hyundai of James Williams, Ford of Callum Black, Citroen of James Ford and VW of Kevin Davies all within 15 seconds of the lead. Thus leaving everything to play for over the afternoon loop, which consisted of a second run over the morning's 4 stages but preceded by two short blasts through the Westwood spectator stage.

New for 2023, the Westwood stage was an attempt to bring the competitive element of the event closer to Beverley town centre but I am guessing no-one would have expected it to be so pivotal to the event outcome! Ridiculously however early leaders Kelly and Atkins managed to traverse the 2 runs of the 1.63 mile stage 6.2 seconds quicker than anyone else, more the doubling their lead to 12.6 seconds in the process.



Continued on Page 15

East Riding Stages

Continued from page 14

And that time gain did indeed prove vital as 2nd placed crew James Williams and Ross Whittock lit up the timing sheets over the final four stages of the day to close the gap to 5 seconds by the time the cars arrived back in Beverley!

A story of what might have been for the Hyundai crew, but another win for Mark Kelly who continued his strong recent form.

2023 Protyre Asphalt Rally Champions, Callum Black and Jack Morton were another crew to lose ground on the two short spectator stages but dug in over the afternoon loop to claim a hard fought third, whilst Kevin and Owain Davies finished fourth in their VW Polo and Neil Roskell and Dai Roberts rounded out the top 5 (Ford Fiesta).

Historic events is where I am mostly found and therefore it was extra pleasing to see two wheel drive honours go the way of Gareth James and Steffan Evans aboard their Historic specification MK2 Escort. A sublime drive by the Welsh duo saw them end the day in 14th overall, not only finishing ahead of more powerful and more recent 2 wheel drive machinery but also many a R5 / Rally 2 machine.

MK2 Escorts would in fact complete the historic podium with Martin Rossiter and Dan Petrie ending the day 20th and Phil Rogers and Jordan Jones ten places further back, both improving on their start positions by a massive 58 and 47 places respectively!!

Elsewhere class victories would go the way of Gordon Montana Morrison / Ian Parker with 15th overall in their Ford Escort (Class D), Jake Briggs / Harry Walshaw in another of the Blue Oval favourites with 17th (Class C), Ben and Andrew Wilkinson in their Peugeot 106 Maxi with 32nd overall (Class B) and Mark and Andrew Constantine (Class A) with 36th in their Vauxhall Corsa.

All in, it had been a brilliant day in the stunning East Riding countryside. Having never been to this area of the country before there is now a good chance I'll be back to the area with the family, if not for future East Riding Stages; a tick in the box for bringing tourism to Beverley then!

Closed road rallying is pretty special and whilst we seem to be losing usable forests annually it is great to see a few of these events now popping up. Ease of access on this event and fabulous late winter weather definitely aided the spectacle and watching the top drivers take the Eastfield Farm 'crest' on the rev limiter in top was something to behold, definitely whetting the appetite for more in 2024. Fingers crossed for the South Yorkshire Stages!

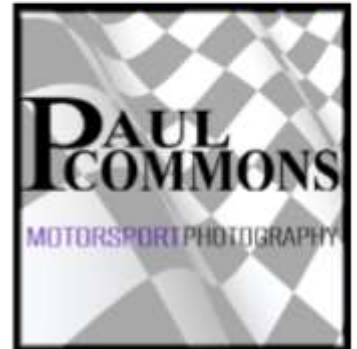
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Paul Commons Motorsport Photography

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

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



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Lampeter MC Rali Bro Caron

2nd / 3rd March

Greg Harrand : Lampeter & DMC

The weekend of the 2nd and 3rd of March saw the forty-first running of Lampeter and district motor club's Bro Caron road rally. Once again this rally would feature in the Welsh road rally championship, being the second event in the championship. Once again joint Clerks of the course were club chairman Dafydd Evans and club secretary Cadog Davies, and together with a team of dedicated volunteers, hosted a 110 mile event that used the very best roads on OS map 146. Windy corner coaches would again sponsor the event, with Rhydian being a dedicated member who is always on hand to help out in all things with the club.

Naturally, with the rally featuring in the Welsh championship the entries flooded in at an incredible pace, with the event filling within 10 minutes, in total the rally received over 120 entrants, meaning a long list of reserves was formed, all hoping for the chance of a run. Rally HQ would again be the Black Lion Hotel in the centre of Lampeter and once again competing cars would leave via travelling through the hotel's arch, a tradition that has been part of Lampeter motor club's rallies since the motoring news heydays.

The full car 90 field featured many regulars and contenders and multiple overall and class winners throughout, with car 1 going to last year's winner, Andy Davies in his familiar Subaru Impreza IDZ. Andy was originally going to be partnered with regular navigator Michael Gilbey, but a couple of last minute changes saw him partnered with Dai Roberts. They were out for fun this year with Andy wanting to get some miles under his belt with the car on this event. At 2 was current champion Arwel Hughes-Jones with regular navigator Dylan John Williams out in Arwel's red Mk2 Ford escort over his familiar blue car. They would be strong contenders for victory with the performances they have been achieving over the past couple of years. Stefan "DR" Davies and Kieran Price took number 3 in Stefan's newly built Mk2 Ford escort. They would be another crew in contention for victory on this event. At 4 were Ieuan Evans and Dafydd Sion Lloyd in Ieuan's regular Mk2 Ford escort, still clearly a very popular car with the front runners of the road rallying community. George Willams was at number 5, with regular navigator Cadog being part of the organising team George would again be accompanied by Nick Bloxham for this event, this pairing having recently seen them take a victory together on the Telford Motor club's Moonbeam rally a couple of weeks ago.



Chris Richmond Hand and Shaun Richards guide their escort round the lanes for their maiden Bro Caron victory



**Masters class winners John "tyres" Davies and Eurig Davies
Photos Courtesy of Adrian Convery Photography**

Continued on Page 17

Rali Bro Caron **Continued from Page 16**

At 6 were John “tyres” Davies and Eurig Davies, this pairing have managed multiple victories over the years and are always in contention of taking the top spot, no matter which part of the country they compete in. They would be using John’s familiar Vauxhall Astra GTE. At 7 were Chris Richamond Hand and Shaun Evans, they have been in excellent form recently gaining a couple of wins, they would no doubt be a crew to keep an eye out for here. Their car of choice being a Mk2 Ford escort. At 8 were Richard Jerman and Alan James in another Mk2 Ford escort, Richard and Alan being another crew capable of big things. 9 Went to Lewis Morgan and Marc Hughes in Lewis’ Mk2 Ford escort, whilst Lewis has had a run of bad luck recently there is no denying his pace and Marc’s navigating skills definitely put them as a crew to watch. At 10 were former Welsh champions Mark Lennox and Ian Beamond in Mark’s Honda powered Mk2 Ford escort. They would be another crew out for a strong result. Eight of the top ten vehicles would be Mk2 Ford escorts, and made for a great sight in the start car park all in their bright colours.

There would be a good number of talented crews in the other classes too, with Owain Evans and Arfon Griffiths being first off in the expert class. They would be strong contenders for the class win and a very strong result.

They would be another crew in a Mk2 Ford escort and seeded at 20. Steven John Williams and Jac Wyn Roberts followed them at 21 in Steven’s regular Mk2 Ford escort, and would be another strong contender for a great result. They would be followed by more talented crews, with the Mazda MX5 of Owain Rowlands and Jamie Mills at 22, Dan Morris and Justin Davies in a Ford Puma at 23, and Dewi Davies and Richard Hughes at 24 in a Vauxhall Astra, all capable of a strong result. Also worth keeping an eye on were club members Sam Woodcock and Lewis Jenkins that were running at 36 in Sam’s Subaru Impreza, and Behind them were Osian Jones and Llyr Davies in Osian’s Nissan Micra, they would both be capable of a great finish.

First off in the semi expert class were Carwyn “bol” Jones and Steffan Thomas in Carwyn’s regular Proton Satria, this pairing have been on a tremendous run recently and are knocking on the door of expert class with their pace and consistency. Their start number was 49. Tomos Roberts and Rhys Wills were behind them at 50 in a Peugeot 206 GTI, and then it was Rhodri Lewis and Trystan Leyshorn behind them at 51 in a Citroen saxo. Owen Rose and Dafydd Jones took number 62 in a Proton Satria GTI, and were another pairing capable of a good result.

In novice class at 69 were Sion Busson and Llion Evans in Sions recently purchased and refurbished Honda Civic Type R. Sion has been getting some excellent experience over the last year and with Llion they would be contenders for the class victory. Thomas Jones was at number 70 with former Clerk of the course George Eadon on the maps, they were out in a Peugeot 206 cup car. Andrew Davies and Jona Louise Shand took the number 71 slot in Andrew’s well presented Proton Satria GTI. Owain Dixon and Megan Williams were at 75 in Owain’s BMW compact, they were hoping for a good finish here. Arfon Jones and Mathew Pryce were another in contention of a good result in their Subaru Impreza at car 77. Running at number 80 were Arthur Jones and Trystan Bryn Evans in Arthur’s regular Ford Fiesta ST, and lower down there were a couple of crews making their debut in the lanes, with Daniel Jones and Iestyn Jones running at 86 in a Vauxhall corsa, they had originally been reserves but got a space last minute, and at 87 were Ben Frost-Jones and Gregory Harrard in a hired Mini Cooper. Rounding off the entrants at 90 were Jade Phillips and Tjay Lewis in a Peugeot 106.



Expert class winners
Osian Jones and Llyr Davies



Semi expert class winners
Carwyn "bol" Jones and Steffan Thomas

Photos Courtesy of
Adrian Convery Photography

Rali Bro Caron **Continued from Page 17**

With scrutineering taking place at Huw Lewis Tyres and noise test being carried out at Gwili Jones, showing the support the rally had from local businesses, it was off to the Black Lion for signing on and the drivers briefing. Huge crowds had gathered in the town and the start car park was a flurry of activity with people who had ventured over for a look and the banter between competitors and enthusiasts flowed all evening. The burger van once again proved very popular and would have a queue of hungry enthusiasts waiting for a burger or portion of chips all night. The route cards were handed out with plenty of time given for all competitors to plot the intricate 110 miles route on their maps, with extra time given to novice crews to ensure that they had a fair chance of getting everything on the map ready for the night.



Novice class winners
Thomas Jones and George Eadon

Photo Courtesy of
Adrian Convery Photography

Then it was off under the arch and off into the lanes, with the first section taking place at Maestir just outside of Lampeter, where the first of the spectator points were located on the first corner of the rally where competitors would turn a harpin right. Following this they would turn right again at a give way, then left at the next one, where the first passage control was located. Following this it was a simple dash towards Cribyn where the section finish was located. This section was a straightforward introduction into the rally and all competitors that managed to pass through it passed through without incurring any penalties. Sadly the escort of Mark Lennox broke its diff on the give way junction, putting them into an early retirement.

The second section of the event began just outside of Cribyn and passed through Dihewyd, but would first visit Ffynonwen farm where there was a codeboard located after competitors went round the yard. Following Dihewyd the route would turn left at the fork at the bottom of the village and head for Neuadd Lwyd, before turning left into a track where another codeboard was located. The section finished just outside of Llwynceilyn. There were two tight sections in this part of the route, both before and after passing through the village, and they were Time control 4 and Section finish 6. Doing best at Time control 4 were Stefan and Kieran who had 11 seconds gained, right behind them were John and Eurig with 12. Andy and Dai managed 16 seconds, Ieuan and Dafydd achieved 24 seconds after having a slight off in a field, however they would be the quickest at Section finish 6, stopping the clocks on 43 seconds, putting them joint leaders with Stefan and Kieran, who were second quickest with 56 seconds. Behind them were Chris and Shaun with 59 seconds.

Even in these early stages of the rally there would be names on the retirements sheet, with Arwel and Dylan being excluded for a give way infringement and Lewis and Marc retiring with a broken rotor arm on their escort. Leading experts here were Steven John and Jac with 28 seconds gained. Best semi experts were Jonathan Davies and Lee Taylor in their escort with 44 seconds, and in novice class it was Owain Dixon and Megan Williams that set the standard with 47 seconds.

Following a neutral through Llwynceilyn and Llanarth the next section began by Fron-wen farm where there was another code board to be picked up before the route turned right at the give way. Following this there would be passage control at Blaenwern where the white was used. Time control 8 followed after here, and here it was expert class runners Owain Rowlands and Jamie Mills that had a storming run and stopped the clocks on 13 seconds, Chris and Shaun also did very well here with 15 seconds, this would see them inherit the lead. John and Eurig were next with 33 seconds, and then it was Andy and Dai with 37 seconds. Best semi experts were Owen Rose and Dafydd Jones who had an excellent run and achieved a great time of 37 seconds, great going by them. In novice class it was Ryan Dabner and Jamie Thorp that did best with a very respectable time of 1 minute and 22 seconds. Sadly more would join the retirements list, with Arwel Evans and Richard Williams escort's engine letting go.

Continued on Page 19

Rali Bro Caron : Continued from Page 18

Also out were Rhydian Ebenezer and Liam Evans who had a minor off in their Honda civic which damaged the lights, so sadly they were unable to continue. Sion Busson and Llion Evans were going very well but missed a via and didn't collect a codeboard so they inherited a couple of fails, they decided to save the car for the up and coming Llyn in North Wales in a couple of weeks time.

A long easy section through Mydroilyn followed which most cars passed through without adding to their penalty count, and following from there another tight four minute section followed. Beginning just outside of Mydroilyn the route went South past Perthyreglwys before competitors slotted left into the narrow road that is full of 90 degree bends. Following here the route turned right at the give way into Time control 10, this would be another tight one where penalties were gained. Here Andy and Dai tied with Stefan and Keiran on 19 seconds, sadly this would be the last section that Stefan would do, the escort's dry sump belt snapping after passing through the Time control, forcing them into retirement. Next best at this control were John and Eurig with 21 seconds, then one second further back were Ieuan and Dafydd as well as George and Nick on 22 seconds. Best expert class here were Owain and Arfon with 30 seconds. In the semi expert class it was Carwyn and Steffan that were doing best here, 56 seconds of penalties gained, they would spend a fair amount of their rally catching cars in front of them. In novice class it was Thomas and George that did best with 53 seconds.

Moiddyn white would feature in the next tight section which followed immediately, featuring a spectator point at the entrance to the farm where a crowd of people gathered to catch the action which was made even more tricky for the competitors by the rain and hail that had fallen heavily during the early stages of the night. Once again it was Chris and Shaun that were the pace setters with 25 seconds of penalties gained, Ieuan and Dafydd were once second behind on 26, and then it was John and Ieuan on 27. At this point only 9 seconds separated the top three competitors.

A straightforward section through the edge of Cribyn finished the section off. From here the route went through Cwrtnewydd for a short four minute section that ended just outside of Cwmsychbant. It was Ieuan and Dafydd that took the best time here with 24 seconds, they would be four seconds in front of Chris and Shaun who had 28 seconds. Sadly this is where Ieuan and Dafydd's rally would end as they would melt the throttle cable on their escort here. A great shame as they were involved in an incredible battle for the lead.

The rally would now move to the southern half of the map now as competitors travelled through Llanybydder for the final section of the half. The next section would begin just outside of the village before turning right at a give way, followed by a slot 90 left, then a harpin right into the white at Pant-y-fen. After this they would turn left into another white and into Time control 16. This part of the route was cleaned by more or less everyone, but from here the going would be tough again as the route went into Esgair Dawe. There would be three not as map controls in this part of the route, one code board and two passage controls before a slot harpin right by the church, which was another spectator point. Section finish 17 was located along this part of the road, and here it would be John and Eurig that set a time that no one else could match, gathering only 33 seconds of penalties here. Richard Jerman and Alan James would lose a little time on this section as they picked up a puncture, pushing them outside of the top ten at the halfway petrol halt.

Petrol would be at Checkpoint garage in Harford, here the top five would read as:

1st.	John Davies Eurig Davies	3 minutes 53
2nd.	Chris Richmond Hand Shaun Richards	3 minutes 55
3rd.	Andy Davies Dai Roberts	4 minutes 45
4th.	Kevin Kerr Daniel Jones	5 minutes 10
5th.	George Williams Nick Bloxham	5 minutes 26

Leading expert crew at the halfway halt were car 28, Mathew Davies and Dion Lewis who were holding eighth overall with a penalty count of 6 minutes and 18 seconds, best semi experts were Carwyn "bol" Jones and Steffan Thomas who were in twenty-fifth, they had a penalty count of 10 minutes and 6 seconds. Novice class leaders were Thomas Jones and George Eadon with 12 minutes and 11 seconds of penalties, which saw them thirty-first overall. Unfortunately there would be more retirements with Owain Rowlands and Jamie Mills Mazda mx5 retiring with a bent suspension arm. Also retiring were Andrew Davies and Joanna Louise Shand who went OTL at MC2 and the BMW of Owain Dixon and Megan Williams cracking its sump so they would also be out.

Continued on Page 20

Rali Bro Caron : Continued from Page 19

The second half began on the Sarn Helen road with a short 4 minute section between Harford and Pumpsaint. Here it was John and Eurig that did best, gaining 15 seconds of penalties. Behind them on 20 seconds were club members Malcolm "tar" Jones and Rhys Jones, they had been having a good rally with some very quick and consistent times all night. They were matched by more club members, as Osian Jones and LLyr Evans put in an excellent performance here, also achieving 20 seconds. Gareth Edwards and Andrew Lowe in another Mk2 Ford escort, were also doing well here, they had 21 seconds.

The route would now go to its most southerly point with a long section that would include six Time controls including the section finish one. Starting near Maestwynog competitors would travel through a ford before turning left at a give way, then the route would cross the A482 and go over Mynydd Llansadwrn, where Time control 21 was located. It was John and Eurig that did best here, stopping the clocks on 18 seconds, George and Nick did well here too with 20 seconds, and then it was Chris and Shaun who had 22 seconds. A straightforward run from Mynydd Llansadwrn down to the edge of Waenclunda followed, then it was Time control 22, which was on a not as map junction, which claimed a few victims, including Andy and Dai in the Subaru who decided to withdraw at this point. Also affected were Kevin Kerr and Daniel Jones who would drop a few places, and the mini of Ben Frost-Jones and Gregory Harrand who would also go the wrong way here.

Time control 23 would be at the end of this difficult section and here one it was Chris and Shaun that did best, passing through this control without occurring in any penalties, John and Eurig came next with 1 seconds gained. George and Nick actually arrived early and received a 16 second penalty for an early arrival. More would join the retirements list in these sections as the escort or Rob Stephens would retire with a cracked exhaust manifold. Also retiring during the second half were club member Alan Gaunt, he with Gareth Parry navigating retired with their Peugeot 206 GTI developing an oil leak.

Section finish 26 would be just before Derwen Fawr farm, before the lanes rejoin the A482. Here it was George and Nick that did best with 37 seconds gained, behind them were Richard and Alan with 43 seconds, and then it was John and Eurig with 45 seconds. Best in expert class here were Steffan Davies and Moi Williams who were running at car 30 in a Peugeot 206 GTI who managed 55 seconds, in semi expert class it was car 53, Rhys Jones and Thomas Wyn Shakespear in a Subaru impreza with 1 minute and 38 seconds here, sadly they would soon retire. In novice class it was Arthur Jones and Trystan Bryan Evans that did best, stopping the clocks on 1 minute and 46 seconds

Back up to the northern half of the map for the final two sections of the rally, and into classic Bro caron lanes. The first section began with a run up to the village of Cellan before competitors turned right and visiting the "impossible harpin" used as a give way junction this year, then it would be down the tarmac white before turning left over the mountain road that goes nearly all the way over to Llanddewi Brefi, before turning left and finishing near Cellan again. There would be three tight sections in this part of the route, the first being at Time control 29, which was just outside of Cellan. Here both John and Eurig, and Gareth and Andrew stopped the clocks on 5 seconds, with the other front runners all gaining some six to twenty seconds of penalties here. Following this would be Time control 31, which would be located on the mountain road just after the give way. George and Nick were the crew to beat over this section, putting in an excellent time of 17 seconds here, they would be the only crew to achieve a penalty count of under 20 seconds here, with John and Eurig being next best on 28 seconds.

The final tight part of this section was at its finish, being Section finish 33. Chris and Shaun retook the rally lead here with their time of 25 seconds, 17 seconds better than their nearest rival. The escorts of George and Nick and Gareth and Andrew followed as they both managed 20 seconds here.

The final section of the rally was another 4 minute affair, doing a loop around Parc y rhos on the lanes on the lanes that exist between the A482 and the A485. It was Richard and Alan that did best here, passing through the section penalty free, and behind them with 9 seconds were Steven John and Jac followed with 9 seconds gained.

At the rugby club for a well earned breakfast for the surviving crews, a demanding route that provided fifteen "droppers" for the front runners, claiming a well earned victory were Chris Richmond Hand and Shaun Richards in their escort, after a string of consistently great times.

Continued on Page 21

At the end of the rally the top five results read as follows:

1st.	Chris Richmond Hand Shaun Richards	7 minutes 03
2nd.	John Davies Eurig Davies	7 minutes 11
3rd.	George Williams Nick Bloxham	8 minutes 49
4th.	Malcolm "tar" Jones Rhys Jones	9 minutes 59
5th.	Gareth Edwards Andrew Lowe	10 minutes 30

Winning the expert class were Osian Jones and Llyr Davies who finished in an excellent seventh overall, they had a great night setting excellent times, even with having to carry out repairs to the car at the petrol halt they got round and finished in a very impressive placing with a penalty count of 12 minutes and 8 seconds Semi expert class honours went to Carwyn "bol" Jones and Steffan Thomas in their Proton. They took yet another class win with a time of 19 minutes and 42 seconds which put them eighteenth overall. Definitely a crew to keep an eye out for over the year, even with having a moment at the beginning of the second half and sliding half of the car into a ditch, they managed to bounce out of it and continue on their way to another class victory. Winning novice class were Thomas Jones and George Eadon in their Peugeot 206 cup car. They had been very consistent all night and ended up twenty third overall with a total penalty count of 25 minutes and 20 seconds. It had been a very challenging night with forty-seven crews managing to register as finishers.

The organisers would like to thank all the competitors, marshalls, establishments and volunteers that made the event possible, and to the general public for allowing the route to pass by their properties during the course of the night.

Greg Harrand : Lampeter & DMC

Border Ecosse CC

Grants Construction Knockhill Stages

18th February

Neville Simmons

AS Performance North of England Tarmacadam Rally Championship 1st round took place at Knockhill Circuit in Scotland on Sunday 18th February. Competitors woke to find a dry circuit and warm temperature, unusual for Knockhill.

Seeded at Car 1 was Hugh Brunton in his Skoda Rally 2, and was on top form winning all 10 stages and thus winning the rally from Peter Stewart/ Kerrie McGillivray on their Citroen C3 R2.

Ian Forgan was partnered by one of our registered Co Driver Chris Lees in their Ford Fiesta and saw them finishing the top 3.

Ashleigh Will partnered non registered Barry Groundwater in their Mitsubishi Evo and ended up 4th Overall. In 5th place was non registered Ross McFadzean partnered by Cameron Dunn in another Mitsubishi Evo.

Ricky Wheeler/Mark Casey Ford Escort RS finished 9th, ahead of non registered Dave McIntyre partnered by registered Darrell Clark Citroen C2R2.

Simon Jennings/Greg Bates Vauxhall Nova were to finish 13th overall, while Cole Hastings, in his MGZR finished 15th ahead of Drew Barker/Shona Hale in their Vauxhall Corsa.

Richard Stewart/Carin Tait Logan in their Peugeot 208 finished in 19th place, ahead of 20th Michael Cruickshank in his Citroen C2. While Kenny Moore/Fiona Moir in their Historic Hillman Avenger finished 33rd overall.

Unfortunately Steven Davies/Andrew Hancil Renault Clio encountered a problem and failed to finish.

Neville Simmons



Legendfires 

North West Stages

23rd March

James Williams takes the early Protyre Asphalt Rally Championship lead after turning North West Stages orange

James Williams has taken the early lead in the Protyre Motorsport UK Asphalt Rally Championship after taking maximum points in his new Orange Amplifiers Hyundai i20 N Rally2 on the opening round of the series, the Legend Fires North West Stages (22/23 March).

The Newcastle Emlyn man became the 100th driver to register for the UK's premier sealed-surface series this year on the eve of the event – before he and co-driver Ross Whittock put in a masterclass performance over the slippery Lancashire closed roads to finish fourth overall and top Protyre Asphalt crew in their Pirelli-shod car.

“We battled the elements and some of the best in the business on the opening round of the series,” said James.

“It was a mission to get here after five thousand kilometres to pick up the car last week, but it was well worth it! It felt great in the car – there are a few things to iron out, so there is more in the tank to come.”

Neil Roskell got his championship campaign off to a great start by taking home second-placed points. There was damage to the front of his ND Civils/Lomand Plant Hire/Hauraton Drainage Products/Witham Motorsport Fiesta Rally2 at the finish, thanks to a mishap at a very tricky end to SS10 – and the strong result puts Dai Roberts at the top of the co-drivers' standings.

Mark Kelly admitted that it had been a challenging day of learning in his Kelmore Škoda Fabia R5. Partnered by Will Atkins, like many the Bolton pilot had to deal with an awful lot of mud that had been pulled out by the cars ahead cutting corners and the road conditions were made all the more treacherous by the changeable weather which included heavy showers of hail and rain. But Mark survived everything that was thrown at him to secure the final Protyre Asphalt podium position.

Hugh Brunton/Drew Sturrock had a mixed day with some good and some not so good stages. On SS8 they clipped and bent something in their Škoda Fabia Rally2 but got the car to a well-earned fourth-place points finish.



PROTYRE
MOTORSPORT UK ASPHALT RALLY CHAMPIONSHIP CALENDAR 2024

LEGEND FIRES NORTH WEST STAGES	1	22/23 MARCH
MANX NATIONAL RALLY	2/3	10/11 MAY
BEATSON'S BUILDING SUPPLIES JIM CLARK RALLY	4	24/25 MAY
DUNDON PRESENTS ARGYLL RALLY	5	21/22 JUNE
NIGEL FERGUSON FABRICATORS TOUR OF EPYNT	6	3/4 AUGUST
JDS MACHINERY RALI CEREDIGION	7	31 AUG - 1 SEP
HILLS FORD STAGES	8	14/15 SEPTEMBER

Legend Fires North West Stages

Continued from Page 22

Simon Bowen//Craig Simkiss lost time with a puncture, but still brought their Ford Fiesta S2000T home to a fantastic fifth-placed Protyre Asphalt finish.

Steve Wood's risk-free approach paid dividends as the 2022 Protyre Asphalt champion, co-driven by Kenny Hull, collected sixth-placed points in his Sligo Pallets Citroën C3 Rally2.

An inspired tyre choice in the afternoon helped William Hill to another giant-killing finish. Co-driven by Peredur Wyn Davies, the Hills Ford Fiesta Rally3 driver took home seventh-placed Protyre Asphalt points and won class B14 in the four-wheel drive 1.5 litre EcoBoost engined M-Sport built car.

Stephen Simpson/Mark Glennerster enjoyed a good run to take home eighth-placed points in their Tudor Glass Fiesta Rally2.

Darren Atkinson/Matty Daniels were on sensational form, and despite the extremely slippery conditions finished as the top 2WD crew in their Haldane Fisher Escort Mk2 – taking home ninth-placed overall points and winning both class B13 and the Escort Challenge category.

Defending Protyre Asphalt champions Callum Black/Jack Morton led after the opening two stages but hit the back of their Pallas Connections Fiesta Rally2 on SS3. The 586 Sports crew thought they were out, but when the following two stages were scrapped, they were able to repair the broken rear suspension and return to the event. Having been given a stage maximum time of nine minutes for SS3, they thundered through the afternoon's five stages to salvage 10th-placed points.

Hugh Hunter admitted that it hadn't been the best days for him and co-driver Rob Fagg, as they just missed out on a Protyre Asphalt top 10 result in their Robert Hunter & Son Tarmac/Lewis & Hunter Contracting Fiesta Rally2.

Roger Duckworth lost time on the morning loop with a puncture and his Technia Fiesta R5's engine cutting out. Co-driven by Alun Cook, the Towcester driver enjoyed a clean afternoon to take home 12th-placed points.

Wayne Sisson/Michael Hendry showed what is possible against an army of R5 and Rally2 cars by collecting 13th-placed points in their AMS Arnside Motorsport Mitsubishi Evo 10 – one place ahead of Joe Mckeand/Charlotte McDowall in their Subaru Impreza, with Wayne Jones/Dafydd Evans next, and second in class B13, in their Darrian T90 GTR.

Mark Holmes/Mark Perryman survived a puncture and a couple of spins to score a solid finish in their Mark Holmes Auto Engineering Fiesta R5, while Richard Slinger (co-driven for the first time by Mark Twiname) finished in style with a very sideways slide in his smart Mitsubishi Evo 6.



Continued on Page 24

Legend Fires North West Stages

Continued from Page 23

Lee and Cole Hastings collected a puncture on the same stage during the recce and the event but reached the finish in their John Gibson & Sons Subaru Impreza. Darrell Taylor/Dylan Thomas finished despite punctures, driveshaft issues and a flashing dash in their Fiesta Rally2, while Ant Eaton/Ian Jackson overcame gearbox problems before the start to record a solid start to the season in their Autotest Fiesta R5.

Sam Touzel/Aaron Nicolle caught several Escorts in their Fiesta Rally2 but were nonetheless happy to finish, as were James Labey/Robbie Hannah (Weaver Motorsport Fiesta Rally2), Roger Moran/Daniel Petrie (Moran Motorhomes Fobia R5), and Roger and Tommi Henderson (DKMS We Delete Blood Cancer Fiesta Rally2).

James Ford/Neil Shanks crashed their Sligo Pallets Citroën C3 Rally2 on the opening stage, while David Wright/Paula Swinscoe crashed their Fix Auto/Grove Hill Garage/Dampertek Ford Fiesta R5 on SS2 – both times temporarily blocking the stage.

North West Stages event sponsor John Stone and co-driver Laura Marshall retired their Legend Fires Volkswagen Polo GTI R5, while Kevin Davies/Owain Davies also failed to finish in their Cobra Hydraulics Volkswagen Polo GTI R5.

Jonathan Mounsey/Richard Wardle retired their JD Mounsey/3 Peaks Cycles/JDM Models Fiesta R5 with a water leak, and when Peter Jackson/Sam Spencer hit a tree head on their Escort Mk2 on SS2 the stage was blocked for a second time.

Despite not being used to 2WD, Gordon Morrison/Ian Parker finished third in class B13, one place ahead of Brad Cole/Jamie Vaughan who had lost time with two punctures, a spin and windscreen wiper issues in their Hydroline Solutions Escort Mk2.

Mathew Dance/Jason Davies regretted going out on full slick tyres in the wet afternoon but survived to bring their Escort Mk2 home fifth in class B13, while Huw James/Lewis Sim survived a heavy landing on SS2 to come home sixth. Dave Willett/John Davies finished just 9.9 seconds behind in their Escort Mk2.

Nikki Addison/Iain Thorburn had a great run to class B12 victory in their Honda Civic. The Inverness driver also takes the lead of the new Ladies' Challenge class.

Former Scottish Ladies' rally champion Ashleigh Morris was second in the Ladies' Challenge in her Fiesta R200, while Emma Morrison takes the lead in the co-drivers' section.

Kalum Graffin won the Protyre Asphalt Junior and class B11 categories. Co-driven by Richard Crozier, the Toomebridge youngster was outstanding in his KG Motorsport/Kilmac Group/Lyons Road Transport/Woodland NI Peugeot 208 Rally4.

Ben Crump/Ian Beamond were first reserve on the eve of the event and rushed to the start when a slot appeared in the starting line up. Running at car number 135, they finished a well-deserved second in class B11 in their Escort Mk2.



Continued on Page 25

Legend Fires North West Stages

Continued from Page 24

Reigning B11 champion Michael Harbour, co-driven by Cameron Dunn, finished third in class in his two-litre Vauxhall engined VS Pro Pressure Washing Services/Miller Waste Water Escort Mk2, one place ahead of Chris Butcher/Jonathan Hawkins, who finished despite late clutch issues with their Severnside Defibs Nissan Sunny GTI F2.

Nick Heard/Oliver Mathison finished fifth in class after a sensor-related misfire in their Ginetta G40, Mal Boyd/Chris Sanderson were sixth in their Winsford MOT Centre Escort Mk2, while Geoff Glover/Keith Barker were seventh in their Vauxhall Astra RWD.

Rory McCann/Paul McCann won class B10 in their Metalways Honda Civic, while Kyle Casement/Liam McCann and Max Murray/Matty Owen were second and third in a pair of Citroën C2s. Despite a day-long misfire, Paul Evans/Callum Young reached the finish – but it was a dramatic ending to the event as they spun within sight of the finish line and were unavoidably hit by Tim Cole/David Sutcliffe, who were out for the first time in their BMW E36 Compact.

Simon Hunter/Howard Pridmore won class B9 in their Kwiktrak Vauxhall Corsa S1400, despite a misfire above 7,000rpm. Will Mains/Tomos Whittle were second in a Vauxhall Nova, while Nicky Cowperthwaite/Helen Hall skidded their Cowperthwaite's Garage/H&K Travel Opel Corsa off the road and into a ditch.

Geoff Roberts (co-driven by Steve Hallmark) takes the early lead in the BTRDA Historic Asphalt Cup after a great drive in his Escort RS1800 Mk2, while Martin Melling/Neil MacDonald won the Plastics4Performance Mini Challenge.

Reigning R2 class champions Archie Swinscoe/Jane Nicol missed their chance of going top of the category after breaking the suspension in their Rallytech Vauxhall Adam.

Action from the North West Stages, which was broadcast live, is available to view on the Special Stage TV Facebook and YouTube channels, plus specialstage.tv.

Rounds 2 and 3 of the 2023 Protyre Motorsport UK Asphalt Rally Championship is the double header Manx National Rally on the Isle of Man (10/11 May).

For more information on the Protyre Asphalt Rally Championship, please go to asphaltrallying.com.

Legend Fires North West Stages

Top 10 registered 2024 Protyre Motorsport UK Asphalt Rally Championship finishers:

1. James Williams/Ross Whittock (Hyundai i20 N Rally2)....45mins 10.5secs
2. Neil Roskell/Dai Roberts (Ford Fiesta Rally2)....46mins 00.0secs
3. Mark Kelly/Will Atkins(Škoda Fabia Rally2)....46mins 03.2secs
4. Hugh Brunton/Drew Sturrock (Škoda Fabia Rally2)....46mins 46.5secs
5. Simon Bowen/Craig Simkiss (Ford Fiesta S2000T) 47mins 40.4secs
6. Steve Wood/Kenny Hull (Citroën C3 Rally2)....47mins 43.4secs
7. William Hill/Peredur Wyn Davies (Ford Fiesta Rally3)....48mins 15.9secs
8. Stephen Simpson/Mark Glennerster (Ford Fiesta Rally2)....48mins 21.1secs
9. Darren Atkinson/Matty Daniels (Ford Escort Mk2)....48mins 26.8secs
10. Callum Black/Jack Morton (Ford Fiesta Rally2)....48mins 27.6secs

2024 Protyre Motorsport UK Asphalt Rally Championship

Top 6 drivers' overall after Round 1:

1. James Williams....30pts
2. Neil Roskell....28pts
3. Mark Kelly....27pts
4. Hugh Brunton....26pts
5. Simon Bowen....25pts
6. Steve Wood....24pts



Legendfires

North West Stages 23rd March

Barry Allman : Clitheroe & DMC

I have known my mate Adrian for over 45 years!! and have been helping at his unit off and on for a few years, even getting back into navigating in 2021.

When the Co Driver he had in the car for the Legend Fires North West stages Ashley Trimble (cracking lad from Northern Ireland) broke his ankle, it was fingers crossed for a speedy recovery. Ashley's bones hadn't heard the message, with a week to go and NO Co Driver, Adrian looked at the subs bench (Sorry folks to mention football) all his usual subs where already doing the event. So just like my school sport days I was last choice He He.

Since my come back in 2021 I had competed on quite a few stage rallies and been lucky to have sat in lots of R5's on test days to. Lots of Road Rallies and Targa's so the navigational/timing side of the challenge wouldn't be a problem.

Plus three fastest times with Tarmac Champion Damian Cole in his Skoda R5 he had at the time, I think I was ready he he.

A trawl through the records Thanks David Thomas of the ANWCC for such an archive of old results !! came up with the last time Adrian and I had had sat in a rally car together and that was 1992 yes folks (Nineteen Ninety Two) 32 years ago, No Way we both thought !!

Adrian went on to do the Welsh Tarmac Championship and I went off to do the stage rallies including the National Forest Championship plus road rallies.

I had all the required stage rally kit so that was OK, on the Thursday before the Saturday rally the notes (which Ashley had got and modified, cheers Ash) arrived, slight hiccup there as the original set of Safety Notes had the severity of the bend the wrong way round !! Our Six being slow and our One being fast, good spot Ashley !!

I had a seat in Adrian's ADGESPEED / RED sponsored Subaru Impreza 2 litres of turbo power with all the upto date upgrades on, quite a weapon.

Time to dig out OS Map's 97 and 102, always useful even on a stage event, sort out the stages pleased to see most I had already road rallied on, YES. Play the DVD and check out the notes.

Friday bright and early it was down to the unit for final car prep, van load up and off to Myerscough College to meet the service crew Bruno and Taff and sort out the paper work ready for the Recce.



Continued on Page 27

Legend Fires North West Stages Continued from Page 26

For all my Fans who are now use to me, you will not be surprised to find the Recce sign on Map reference was WRONG (I'd not even got to MTC 1 by then) luckily I remember where it had been in 2022 !!

Got to the venue to find NO service crew, they did turn up not long after. Off on the Recce about 11 ish with two passes allowed of each of the five stages, the notes read well, as we cruised around lanes I had only seen before in the dark he he.

Lot's of Bin, Pole, House, Tree extra notes so we had reference points on the route, the lanes look in good condition with most of the route dry and clean !! The outline of where the bales where going to be sort of made some sense we finished our two loops quite happy. We even managed a stop for a brew and cake, well cake for some, keeping to my not much to eat plan, just in case.

Back to the college and the lads had put the car through the usually test for noise and car compliance, only one issue was one missing pair of rally togs ! A frantic few minutes as I looked for my rally suit and all my kit, panic over as my Sparco bag was in the boot of the car with rally suit in, my most stressful moment of the whole event !!

Where was Adrian's kit ? all found and taken to be check and breath again ... Off we wandered to signing on all relaxed again now, get there and NO process card Oooops (if not in the car I usually look after all this side of things). quick phone call and our card appeared. Time for another brew and chat time with all the folks there.

Some work for me updating our notes then around 18.30 time to pull on the rally kit and set off for the Start podium in Garstang, amazing to see so many people about and lots of pictures taken, lots of grins with my " CROCS " sticker made for me by a mate StickerPaul Paul Harwood. Running car 59 out of 130 plus we popped onto the ramp then back to the College. Final sort of the car ready for the morning then tucked it's cover on then set off for home.

Back on the notes again to check them against the DVD a few additions then time for a rest.

Got back to the car in the morning for 8am with aour start time of 09.38 big decision as always is what tyres to use ? Adrian decided to go safe as the weather was very changable but was never going to get warm and so some new Michelin Wets went on.



Continued on Page 28

Legend Fires North West Stages Continued from Page 27

By 09.38 (I had found MTC 1 this time) we had our due time and set off for Stage 1 (SA1 stage arrival) got there to find most of the field all queued up !! Hoping this wasn't a sign of what was to come ? This stage being around Beacon Fell , the first half a mile being a favourite of mine. An hour later and we where still there when the organisers rightly cancelled the stage, so off to stage two startting near Chipping. Time to dig out the OS maps and check out the alternate Tulip road book. With us being near the front of the queue for SS1 we ended up at the back of the field (like forest stages reverse seeding). The organisers used the car park in Chipping to regroup most of the field which helped us. Rally timings went out of the window with so much lost time, even so I worked out what time we should have got and the system used allowed our due times to be entered into it, YES.

Always nice to be complemented by Marshal's as I knew what time I wanted he he, Road Rallying skills coming into play again.

Back in another queue ! Finally at 11.52 we started stage two " The little Trough " in road rally speak or Long Knots 4.37 miles pass the Phone box and finishing at the B road.

Belts tight on my FHR (Forward Head Restraint) or Hans device ? although mine is a stand 21 he he.

3 , 2 , 1 , Launch I braced myself as the accleration from a standing start is incredible 1L (40) 1R (40) into Right Entry / 4 bale chicane and we where rallying Yesssssssssss.

Notes worked at pace and we where flowing ok a nice steady start just over a mile in we came across the Escort of Peter Jackson, looking very second hand, we stopped, to see if we could help, the marshal team where the first on the scene. I marked the point and then finished the stage at 75% as a correct time wasn't going to happen.

We did end up with a notional time which turned out to be 50 seconds slower (which we couldn't pull back) than our class competition who had a clean run, at least we had done the correct thing.

Off on a long road section passed Dunslop bridge and along the Trough to Stage four "Crossgill", up near Caton, thank goodness we had road intercoms as the new swirl pot pumps are LOUD.

This section had some more Hairpins Oh yesssssssssss.

Getting to the Cross road entrance into the stage to find due to issues the stage had been cancelled
Noooooooooooo

Instead of turning right into stage 3 we had to turn left and set off on another long road section towards Abbeystead and stage 4, at least keeping the fuel consumption down he he.

Using lots of the road rally lanes local events use down towards the stage called "Hawthornthwaite" it was well after midday and we had just done over a mile !!

We kept the mood light in the car as these things happen, time for some Lucosade and viewing the ladmarks we could see, if it had been a bit clearer I reckon we could have seen the Isle of Man the next round of this championship.

Arriving at the stage arrival 4 control area to find another queue !! At least we where close to Steve Cotton a friend and Subaru driver too, time for a chat again.

After another queue outside Abbystead we where instructed we were going to drive through Stages 4 and 5 and return to the service area.

Gutted that we had only done just over one mile of stage 2 Long Knots before we stopped when we came across a bumped car.

A minor benefit meant I could check our notes out for both stages as we only had had two slow recce's of the stages. We arrived back into service at 13.50 luckily with nothing to do apart from a spanner check and refuel.

Our restart time was on the Sportity App and so we arrived at MC 2 (YES I found a MC again he he) ready for 14.40, out of the college grounds and back to Beacon Fell stage 6, this time just the usual line up of cars !

Continued on Page 29

Legend Fires North West Stages **Continued from Page 28**

WOW where we going to get a stage in ?

YES all belted in and sorted 3 , 2 , 1 , Launch about three bends in we noticed how much mud was on the lanes which had been so clean on the recce. Even the dry sections had LOTS of mud on the bends, in particular were the cars in front had cut the bends and covered the tarmac.

As we went through the first ford a cloud of steam came into the car ? Then as we went through the second ford I noticed the steam was coming up from the sequential gear lever hole He He, panic over !

We stopped the clock after the 7.21 mile stage on 8 mins 37.0 48th fastest with cars seperated by tenth's of a second !! A short road section got us to Chipping and the Long Knots stage.

It was 4.37 mile in length (using the Little Trough road rally road) passed the red phone box (the Tardis) to finish on the brridge by the B road. With just 5 seconds to go the start line marshall pointed at something on the front of our car but I couldn't hear what he said.

3 , 2 , 1 and Launch again, best to brace myself hard into the seat as "Launch" is Brutal in the quicker cars, we were looking forward to the jumps on this stage but it do look like there were Chicanes Boooo.

The first third of the stage was quite quick and dry, followed some tight and twisty bends covered in mud, past where Peter J had his bump, the last third of the stage was up and down with the front end feeling a bit loose.

The clock said 4 mins 40.9 55th quickest strange as we usually speed up, yet again it was parts of seconds between all the cars.

Helmets off as it was a long road section 15 miles to stage 8 " Crossgill" as soon as we set off there was a strong smell of hot RUBBER ! We pulled over as quickly as we could to find the nearside tyre flat (a brand new Michelin wet DRAT!), maybe that was the startline marshall had pointed at ?

We had to drive another mile or so to find a layby so we could change it, Thanks to Martin Olgeby for pulling over to see if he could help us. Adrian had it all under control and we were up and going again in a couple of minutes.

At least it was a long run to SS8 and we managed to pull back some our rally position on the road.

A nice cruise up the Trough of Bowland road (that would make a smashing stage ?) up to Caton via Quernmore, arriving at SA8 still on our time but with a queue in front of us. I sorted things out timings wise and we were OK again.

Helmets back on and all strapped in and ready to go, with some hairpins and tight bends ahead this was going to be a fun Stage. The first four pages of our notes worked well, then it all went to POT, as two pages stuck together and it took me a minute or so to find my place again. I told Adrian straight away and with a great effort from him we kept on the pace almost. It was 6.31 miles long with the clock reading 7mins 11.1 64th fastest dropping 8 secs on our class rivals.

IF I had more time to sort out the notes book, I would have attached tabs onto the pages, ah well it could have been worse !

Another trek down to Abbeystead for stage 9 "Hawthornnthwaite" another small queue and we were at SA 9, time tot get ready again.

The first third of stage was tight and twisty, leading to the wide lanes down towards Scorton. After the crest 90 Right, hairpin Left 90 Right over bridge (If you know , you know), the middle section was fast, clean, and with chicanes. The last part being tight and twisty again, this felt like our best stage so far with the clock saying 5mins 04.9 for the 4.62 miles ending up 49th fastest pulling back just 4 secs on our rivals !

10 more stages and we would be in the mix again !

Stage 10 and the final stage of the rally was "Nicky Nook" a longer version from 2022 now 6.26 miles, marshalled by my club mates from Clitheroe and District MC. The whole of it was tight and twisty and very very slippy and technical passing passed Steve Cottons place CotComp.

Continued on Page 30

Legend Fires North West Stages
Continued from Page 29

11 pages of notes meant I would be kept busy on my side of the car with plenty of wheel twiggling and lever pulling on the other side.

The notes flowed well and the car felt quick, no issues to speak of 6mins 42.6 and the fun was over and a reasonable finish was our reward for a LONG day. Very happy to have set the 28th fastest time on some tricky lanes on a rally with 50 R5's much quicker cars than ours.

We ended up 46th o/a and 9th in class, the notational time and a few other issues cost us a few places, we would have been in the top 30 which would have been fair.

Most hairiest moment of the whole rally was just after the flying finish, somebody had taken out the final chicane (No Names Neil ??) which then made the last 200 metres flat. Getting there to find the lanes covered in slippery mud (is there any other kind ?) and our car sliding away ! Steve Cotton's Subaru well off on our right side on the grass. We were slowing down and checked to see if the lads were OK as the Marshall's were there and he hadn't hit anything just bogged down, even with four wheel drive! Gutted for them as it was after the flying finish but so bogged down they went OTL. Once out of the bog Steve drove the few miles back home.

Pleased to say there was two very happy people in our car, no major issues, the only moments were caused by the mud on the lanes. The Subaru never missed a beat and not even a scratch on the car, although a bit mucky.

Our plan was to get around error and damage free, get Adrian some seat time ready for the next round of The Protyre Championship The Manx !

With Adrian scoring some decent class points in The Protyre Championship, the ANWCC and ANCC championships as well.

Shame the morning stages were lost, I am sure the organisers did there best and we did get to do some super stages in the end. A HUGE thanks to everybody who made it happen, especially the Marshall's who were on post all day and didn't see a car until the afternoon !

Biggest thanks go to my mate Adrian Spencer for a nice steady ride, after a few minutes in his car together the 32 year !! gap since we were last in a rally car together just disappeared and we did have a good laugh.

My new nicknames are now Super Sub / Barry "Crocs" Allman.

After the stages it was a trip back to Garstang for the last time controls and a finish ramp.

Back to the service area pack up and head home smiling.

I'm back in the lanes next on Welsh Border Motor Club Broder 100 road rally another cracking event Yesssssssssss



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Barry (Crocs) Allman : Clitheroe & DMC

Condor MSC

Autosave Components

Kinloss Spring Stages Rally

Ian Norton : Hexham & DMC

Making the long journey to RAF Kinloss with the forecast of 'mixed weather' and co driving for Frank Pinder in his Clubman Gp A Mitsubishi Evo 2.

Wets seemed to be the order of the day to start with as heavy short showers soaked the airfield leaving large puddles of standing water. Running car 15 we were in amongst the big boys with a threesome of R5 Fiesta's, several Evo's, a new Polo all singing and dancing car run by Buckleys and some super quick Escorts.

A dozen corners into ss1 it became obvious that the clutch was slipping under load so with this in mind the objective was to be as quick and mechanically sympathetic as possible- not an ideal combination.

Ss1 and 2 were the same layout - we chipped 28 seconds off ss1's time on ss2 feeling settled and confident.

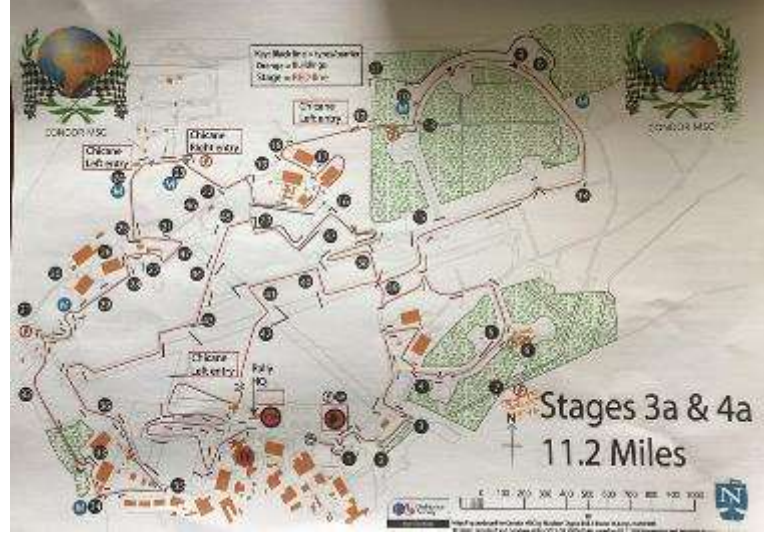
Ss3 it began to dry up, blistering pace but then a big slide flat in 5th in the wooded section where it hadn't dried up so quickly saw us hit a water filled barrel extremely hard and do quite a bit of damage to the navigators side..... odd that! Not slowed by this we made a decision to try super soft slicks as the stages appeared to be drying fast.

As we set off on ss4 the heavens opened- we had a problem! No grip, the 320 BHP and 1100kg Evo 2 struggled for traction and stopping grip resulting in a huge moment leaving the road under braking for a square Left and visiting the scenery dropping over 40 seconds and putting us from 9th oa to 12th oa- no more damage though...

SS5 was made the last stage due to MOD timings to clear the airfield. The Evo was incredible on this stage still with a slipping clutch however setting an amazingly competitive time and holding onto 12th place O/A.

Team Hexham sticker was applied and admired by many a Scotsman

Ian Norton : Hexham & DMC



Knutsford & DMC

Tour of Cheshire

Saturday 2nd March

Les Andrew : HRCR

MASTER CLASS IN CHESHIRE

Andy Pullen and Ryan Pickering secured victory in their diminutive 1360cc Peugeot 205 GT on the HRCR Championship Opener by more than a minute, showing power isn't everything in winning these events. 2nd Overall were Peter Higton/Phil Savage in a Mazda MX5 and 3rd overall was a welcome return to Ian Crammond / Mike Vokes in the inimitable Mercedes 280SL.

A who's who of classic rallying filled a capacity entry on the ever popular Tour of Cheshire season starter. 150 miles of the most difficult conditions with rain, sleet, and flooded roads made it a real test for all with a number of top contenders suffering flooded engines. The route included four tests in Oulton Park which due the conditions had many top crews struggling for grip and control. The conditions were particularly harsh with the rain and freezing winter conditions leaving the roads with broken tarmac and potholes to wreck steering geometry.

In the classes Dan and Nick Darkin headed the Masters Class 6 , Roger Fildes and Iain Tullie claimed the Masters Class and 4 and 13th Overall despite having a failed Trip Meter. Ken and Sarah Binstead claimed the M3 spoils.

In the Expert category David Alcock/Baz Green took the honours in the growling Datsun 280Z, followed by the ever improving Nigel and Sally Woof in their pristine Alfa Giulia Sprint.

In the Novices another giant killing performance was by Jeff Wincott and Anne Tweddell who with showed all the way home in their amazing Austin A40!

All will be celebrating or licking their wounds and gearing up for Round 2 in the Kent countryside.

Les Andrew : HRCR



Photos Courtesy of Tony North

Get Jerky Rally North Wales March 18th

Paul Commons

In what turned out to be a rally of attrition, Nick Elliott and Dave Price braved very soggy conditions to claim 2024 Rally North Wales National victory; a first in the fabulous RSD prepared Fiat 131 for the duo and ending a 2 and a half year BHRC victory drought!

Round two of the British Historic Rally Championship would see the crews head to Welshpool for the Wolverhampton and South Staffordshire Car Club organised Rally North Wales. Dyfnant Forest, having made a return to the timetable in 2023, would again feature heavily with 2 stages (East and West) but first up the crews would make the long journey out towards Aberangell for the infamous Gartheiniog and Dyfi tests.

Round 1 winners and pre event favourites George Lepley and Dale Bowen didn't take long to get into their stride, with the Anglo / Welsh pairing living up to the hype and leaving the morning visit to the Dyfi forest complex with a commanding 11 second lead. However their strong run would soon come to an end in stage 3 (Dyfnant West) after suffering from a sheared front hub.

Whilst desperately unlucky for the Galant VR4 crew it did allow the 2 wheel drive machines to take centre stage and it would be historic stalwarts Nick Elliott and Dave Price who would find themselves with a 15 second lead by the time the cars reached the mid point service halt courtesy of a consistent run through the morning stages.

It was Irishman David Crossen who was a net quickest over the first runs through Dyfnant West and East however, enough to leave he and fellow Irishman Adrian Hetherington on equal times and rounding out the top three as the cars returned to Welshpool. All to play for then given the conditions which seemed to progress from light drizzle to heavy downpours as the day went on.

Having struggled on the Riponian, the Fiat 131 appeared much more to Elliott's liking in Mid Wales though and the Cheltenham man put in a stellar drive over the remainder of the event. In what can only be described as monsoon conditions by the time the cars reached Dyfnant for a second time Elliott and Price did an excellent job of navigating through the slippery stages to keep the chasing pack at arms length and make a well overdue return to the top set of the BHRC podium.



Rally North Wales

Continued from Page 33

Crossen's afternoon meanwhile did not live upto the morning's promise as he and co-drive Ben Teggart dropped to third in Gartheiniog before dropping out of the event altogether one stage later with their MK2 Escort failing to emerge from the second running of Dyfi. A stage which would also see the demise of round 1 top scorers Matthew Robinson and Sam Collis with diff issues. The Yorkshireman may not have been on the pace for outright victory but looked odds on for a top five at the halfway point and a good haul of points.

And after such a strong start, the luck was certainly not with the Irish crews on St Patrick's weekend as a puncture in stage 7 for Adrian Hetherington sent he and Dan Petrie plummeting down the order. Seventh overall in the end such a disappointment for the MK2 Escort crew having closed the lead gap to 12 seconds with just 2 stages to go and looking certain to leave Mid Wales at the top of the BHRC standings.

The 2024 running of Rally North Wales turned out to be a real rally of attrition but this did benefit those who managed to stay out of trouble. Daniel Mennell and Seb Perez were two such drivers who found themselves sitting 5th and 6th at service but would ultimately end the day on the Historic podium!

Just a second apart after the first loop of stages there wasn't much to choose between the two crews but whilst Perez was marginally quicker in stages 5,6 and 8, crucially, Mennell (with Richard Wise alongside) was a whopping 9 seconds faster in Dyfnant West to claim second overall by a mere 1 second! An excellent drive by the Yorkshire duo, building on the flashes of speed shown on the Riponian one month earlier.

Despite losing out on second, Perez and Gary McElhinney will have been delighted with 3rd in their Category 2 Porsche especially after their devastating final stage retirement on the RAC last November. Perez certainly knows his way around rear engined rear wheel drive machinery and could well be an overall title contender come the end of the season; category 2 victory by almost 5 minutes proof if ever it were needed of an excellent drive.

This year's event had also attracted a couple of Welsh rally legends to the historic category in the form of multiple British Rally Champions Mark Higgins and Gwyndaf Evans.



Continued on Page 35

Rally North Wales

Continued from Page 34

Higgins had stepped into the David Appleby Engineering Triumph TR7 and showed what the brute of a V8 was capable of by setting very competitive times in stages 1 and 2 before falling foul of a particularly slippery section towards the end of Stage 3. Gwyndaf meanwhile fared rather better and whilst not really in the victory battle he and co-driver Dale Furniss set joint fastest historic time on stage 5 on their way to an excellent 4th overall in the National event.

Elsewhere the battle for class C1/C2 honours was one of the rally highlights with 4 crews in the mix for victory early on. It would however turn into an all Avenger battle over the afternoon loop following the retirement of Ian Beveridge's Toyota and Mark Tugwell's Escort MK1. Riponian class winners Matt Bown and Tom Murphy would just have the edge in pace though and the East Midlands based duo would claim a second class victory in as many rounds as they edged out the Chrysler Avenger of Tony Jardine and Dominic Tobin.

Other BHRC class victories would go the way of David Dobson and Brian Hodgson in their MK2 Escort (Class H1), Mike Reed and John Millington (D3, Escort MK2), Phillip Harris and Derek Davies (C3, Escort MK1) and Stuart Anderson and Adam Houston (D4, Vauxhall Chevette).

Rally North Wales was also the opening round of the Welsh Rally Championship which contained a fair few well pedalled historic machines. None more so than Ben and Steven Smith in the Pinto powered MK1 Escort who put in a sublime drive to claim top spot with an overall time which would have seen them finish 6th in the BHRC!

And so after a very long and wet day in the Mid Wales it is Nick Elliott and Dave Price who proudly sit on top of the BHRC standings with Adrian Hetherington having to make do with second after what promised to be so much more. Next up is another visit to Wales, this time a little further south for what promises to be an excellent 50th anniversary celebration of the Severn Valley Stages Rally. Let's hope everyone has fully dried out by then!

Paul Commons
Motorsport Photography



Paul Commons **Motorsport Photography**

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

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



Product

- JPEGs, prints, press releases and reports.
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It ain't all bad being an 'also-ran'

Kirk Rylands

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

Eventually I got a job as Assistant Lands Manager with a firm called ARC based at St Ives in Cambridgeshire. The company was happy to put me up in a pub for three months while I found a house but after three weeks, I thought I would become an alcoholic if I stayed any longer. I borrowed an old caravan and set it up by a gravel pit in the middle of nowhere. I have never thought of myself as a bird watcher but the huge numbers of waterfowl that came into that lake were a real fascination. I eventually rented a farmhouse out on the fen which had various outbuildings, sufficient to house the HWM and the Healey. Alannah moved in and it could have been a nice house but we didn't feel inclined to spend money on it and so rather camped there. One of the house's attractive features was the outside loo. You could sit there with the door open and look across flat fields for 50 miles to the Wash.

Some time later, our daughter Rosanna was born at Peterborough Hospital and I bought an E-Type. It was a 1966 Series I 4.2 FHC in a ghastly shade of primrose yellow. I knew it was rough but until I started taking it apart, I hadn't realised quite how rough. A real artist with pop rivets and plop had spent hours bodging it up and the car was only nine years old. After 45 years, I still have the car which is now a much more appropriate shade of dark blue. I fitted a five-speed Getrag box about 20 years ago with a big-valve head from an injection XJ6, early XJ6 brake calipers and alloy wheels. I have been lucky enough to drive a great many cars but a properly sorted E-Type is still a great car, both capable and practical. Recently a chum asked me to drive an E-Type he had just bought fully restored and looking beautiful. He had never had one before and wasn't impressed – nor was I and I advised him not to exceed 50mph. E-Type suspension is all adjustable and if it is not set up properly, the car will feel dreadful. Suspension settings are not covered by the MOT and quite often restorers simply put the shims back where they found them as many of today's buyers just seem to want to pop down to the pub and do some posing. Easily sorted though, with a little effort. An E-Type is a real continent crosser as illustrated by Norman Dewis's epic overnight drive from Coventry to Geneva when the cars were launched, so to drive one carelessly assembled was an eye-opener.

Working for ARC was pretty frustrating and tedious but there were plus points: the main one being the huge workshops they had where they took in enormous Ruston Bucyrus excavators, completely stripped and rebuilt them. This policy came about because the old excavators worked by the driver pulling levers whereas their modern replacements used hydraulics and were much less reliable. One day I wandered to see Bert who had always been very helpful in a monosyllabic way. I explained that I was trying to trace an irritating vibration in the HWM and I showed him the prop-shaft that was only about 14 inches long so the UJs had to work hard. He took one look and said that whoever had put it together was obviously a complete twat. I was a little taken aback and tried to explain that this prop-shaft was not from some Mickey Mouse banger but a pukka racing car. 'I don't give a toss what it's off,' he said, taking it from me and sticking it in a large lathe. In no time he had cut it in two, moved the two parts round so that the yokes were exactly at ninety degrees and welded it up again. End of problem.

He was used to dealing with heavy gravel lorries that came in with their prop-shafts looking as though Tarzan had twisted a piece of spaghetti. I loved escaping to those workshops on the slightest excuse and the lads there always seemed pleased to see me. I think it was because someone from 'management' was actually interested in what they were doing, although it had nothing to do with my job. During the potato harvest, the road up to our farmhouse was knee deep in liquid mud and I enjoyed a bit of rallycross, sliding up there as fast as I could in my company 1.8 Marina. One day it froze hard so that instead of the sump smoothing the top off the mud, a small stone, frozen in situ, poked a hole straight through it. I limped into the workshops and explained to Bert what had happened. He said nothing. The car was over a pit and he simply picked up an oxy-acetylene torch and welded a patch on. I couldn't believe it. He didn't even drain what was left in the sump. I had moved off some way and hidden fearing a large bang from a petrol explosion. He knew what he was doing.

Continued on Page 37

It ain't all bad ***Continued from Page 36***

Luckily my boss, John Leivers, was a good man and we became friends. After a few months he told me that the other people on the selection board at my interview had strongly advised him not to employ me. 'Why on earth would they say that?' I asked. 'Well, because you are a toffee-nosed bugger and my dad's a lorry driver and they thought we wouldn't get on.' Well, he is still a good friend and comes to stay with us after all these years. Were it not for John the job would have been even more tedious. We had quite a number of redundant gravel pits full of water and a few of them were stocked with trout and people paid to try and catch them. We noticed that these fish grew very well with no obvious source of food. I put a report together on the possibilities of fish farming with an enthusiastic man from British Oxygen. This was done in my own time with the encouragement of my boss and then we both had a meeting with the Managing Director of Eastern Region. He was quite a senior chap within ARC and he said 'Let Kirk have a go at it. After all, all he wants to get a start is the cost of a new bucket on a big digger.' So I thought I had the green light from the big man, but no. It went to the main board who turned it down. It is, of course, a main board's prerogative to turn things down but it was the way they did it that pissed me off. A note came back from the company secretary – a lawyer – which clearly indicated that he had read it left-handed with his eyes half shut and didn't understand it. I had offered to go and explain it to the board but never got the chance so after that, my job became 9 to 5.

My boss was very good at his job so there was little chance of overtaking him and no scope for career progression, so I was casting around for an alternative. I came across an advertisement for a half-share in an estate agency in Maryport, West Cumbria. It all sounded good and so after 20 months with ARC, I left. Leaving ARC wasn't a mistake but I hadn't done my homework properly on the estate agency offer. The man I stupidly trusted turned out to be a complete crook who owed money all over the place. I had paid him half the money agreed before I realised how bad things were. I didn't pay the second half. So there I was, in a grotty office in the wrong part of a depressed town I didn't know and all on my own. Not good. I soldiered on for about a year and then heard that the large firm of estate agents in the county were thinking of having an office in Maryport so I rang the senior partner and suggested he had mine. He suggested that I joined them and ran the Workington office as well. I became an employee for a while but then there was a merger with another firm of chartered surveyors, and I became a partner in the enlarged partnership. I spent my time doing a passable impression of a blue-arsed fly whizzing about between four of our offices, doing a lot of valuation work for banks as well as selling property. It was not fun but it was a living and enabled us to live in a nice place.

Having moved back to Cumbria, we bought Crookdake Farm in 1979. The whole farm was up for auction and no one had bothered looking at the house. It was understandable as it was a real mess with a river of cow shit flowing past the front door. They milked 70 cows there the morning we moved in. We clearly couldn't afford much of the land but got the house, buildings and nearly 10 acres for the price of a decent semi. I had managed to lend both the HWM and the Healey to the Lakeland Motor Museum at Holker Hall in the south lakes and there they stayed for about four years while we established ourselves and worked on Crookdake Farm. I became fairly adept at laying bricks and plastering ceilings. My uncle and stepfather were a great help building a kitchen out of two old beams of Columbian pine that we got planked up. Alannah became a pretty handy decorator and secondhand brick cleaner as well as producing our second daughter. For a while, we had no bathroom and so the old cast iron bath was stood in what had been the bulk milk tank dairy. We filled it via a hose and then just let the water run out across the floor. There was also no heating which was tough with small children. There was a great deal of work to do including turning a cow shed into my workshop, but slowly things improved and I started racing again in 1984, although the decent circuits like Donington and Silverstone were suddenly a lot further away.

Mille Miglia 1986

Towards the end of 1985, Mike McCarthy of *Classic & Sportscar* suggested that if I wanted to do the 1986 Mille Miglia, the magazine would endorse my entry if Mike could have a brief drive and write it all up. HWM 1 ran in 1956 with tragic results in that John Heath, boss of HWM, was killed and this was a huge blow to the company. I was acutely aware of this but the car had had an illustrious history since that terrible day so off we set, towing to Brescia – a long way. Preparations involved checking everything I could think of but also making a rack to hold such essentials as handbags which I had never really needed before, but which proved essential on the event.

Continued on Page 38

It ain't all bad
Continued from Page 34

Our luggage was contained in two fertiliser bags wedged in round the petrol tank but open to all the road filth. On the way, we stopped at a motel on Lake Como. As I walked up to the place, I was approached by the canine equivalent of Jaws who seemed hell-bent on biting off my vitals merely as an hors d'oeuvre. Luckily the owner arrived in the nick of time and announced that her son collected old cars and would be very interested in HWM 1. I groaned inwardly and imagined a diplomatic half-hour having to view a bunch of tired Fiat Topolinis. Wrong. There was a beautiful Maserati Mistral standing in the yard and a shed full of all sorts of interesting toys, both two- and four-wheeled. However, his *pièce de résistance* was a Ferrari 500 Superfast engine on a stand in his drawing room. He then explained that historic cars were 'old hat', and that the coming thing was historic speed boats and that the 500 Superfast engine was destined for such a craft. Many years later, we stayed there again. The Mistral was still looking immaculate and there was the most beautiful boat complete with 500 Superfast engine. It really looked fast when it was just sitting on its trailer and changed my mind about the best historic speed boats.



Scrutineering in Brescia town square was an event in itself. Alannah read the instructions for what was to be a 'rally' and declared that she didn't understand them (and she is good at that sort of thing), so she wandered off to discuss things with some Ferrari-driving American who hadn't a clue either, nor had he much clue about his car. It was a glorious 375 so V12 and 4½ litres. He had only ever driven it from collecting it at the airport to Brescia and was asking me about brake travel on his enormous drums. There were quite a few nice people with clean fingernails who clearly knew nothing about their cars apart from their history and value. We decided to ignore any form of timing as we couldn't see the point, and worrying about such things just spoils a nice drive. We arrived tired and filthy at the Hotel Midas Palace in Rome where a flunky offered to help us with our luggage. His body language made it clear that the sort of people staying in such an esteemed establishment didn't usually turn up with their luggage in fertiliser bags. On later events, we used black dustbin liners which lacked the large fertiliser writing and I made a stencil so I could spray on a little gold Louis Vuitton logo which fooled nobody but raised the odd smile.

The old car went perfectly but my lack of experience of road events meant that we did not have a fan. A stupid mistake which meant we had to push the car along in endless queues as we waited to meet the mayor of some village or other who gave us goodies that we had no room to store. Some gave us wine which we squeezed in but as the 'boot' was open to the elements, the labels all soaked off. In spite of a serious shaking about and being alternately hot and cold, much of it proved very drinkable but we had no idea of its origins.

The other mistake was the race diff. ratio which was 3.77:1 and this gave 66mph at 3000rpm and 130mph flat out, which was about right for most circuits but a bit busy on the road. I later found a 3.31:1 diff from an old Jaguar and modified it to fit in place of the ZF race diff. It took me half a day's hard work to change them, but what a difference. I now had about 80mph at 3000rpm and she would canter along at that speed forever. I once made the mistake of racing with the higher diff. I thought I would just hang onto the gears a bit longer but it was hopeless and made a big difference to lap times. Towards the end of the Mille Miglia, the route is flat and straight for many miles and lots of Ferraris were coming past me as though I were parked

Continued on Page 36

It ain't all bad
Continued from Page 38

. I was cruising at just under 100 which was almost 4500rpm and I really needed a taller axle. Frustrating, as I knew I would have been far quicker than most of them on a circuit.

At the prize giving, I found myself sitting next to Murray Smith – a big wheel in the historic car world. He was very excited and felt sure he was up for a prize as he reckoned he was within 10 seconds after 1000 miles in his D-Type. I gently suggested that his car was the wrong colour and he wasn't a pop star. He didn't get a mention. Some youth that no one in the old car world had heard of 'won' but no doubt he could make impressionable teenagers go weak at the knees. Just as the event was coming to an end, the Chernobyl disaster happened and there was a good deal of worry and speculation as to travel arrangements. For some reason I found myself sitting in a room with Stirling Moss who I had seen quite a lot of on the road as his Maserati was only two numbers away from mine. I sat and listened to him talk which was fascinating – not a lecture or any kind of 'meet the master' event, just the two of us talking. Well, him talking and me listening. His description of being at Monza as a 19-year-old to test the V16 BRM is a treasured memory. In two weeks he said he hardly drove the car as one thing after another failed – quite the worst car he ever drove.

A great event. The police were fantastic and really encouraged us to make as much noise and wheelspin as possible as well as not slowing down, let alone stopping, for red lights. The crowds were unbelievable and all knew who was who from the local papers that printed the entire entry list. I remember stopping in the middle of nowhere for a pee and we were soon surrounded by small boys wanting autographs. I tried to explain that they really didn't want mine as I was not famous but in the end, it was easier to just sign. One kid produced a notebook and pencil and once I had signed, he tore all the pages out and handed them round to his chums who also wanted autographs. After a while, I cried 'enough!' and made to leave, whereupon a large Italian mama pushed her way through the throng and insisted I do two more for her children. It obviously didn't matter in the least who I was but her kids were not going to be the only ones on the street without a Mille Miglia autograph. Apart from being filthy, tired and soaking wet, my wife's main regret was that no Italian had pinched her bottom, as they had been keen to do during her student days in Florence. I diplomatically suggested that perhaps it was mainly the speed at which her bottom had been travelling rather than any lack of desire. Richard and Trisha Pilkington in their lovely works Aston DB3S – 63 EMU – were close to us in competition numbers so we saw quite a lot of them; we have been friends ever since and have been on numerous jollies together, often organised by Trisha who later started her most successful TOPS club.

We both loved the Mille Miglia and it was a real experience but we haven't felt we wanted to do it again.



Oulton Park in the wet: Kirk Ryland's Healey 3000 about to be passed by a GT40, August 1974



Kirk Ryland in the ex-Phil Scragg HWM at Curborough. Michael Rambaut and 'Booby'. The car was owned by Robert Cooper



Le Mans 50th anniversary race, 7 June 1973

It ain't all bad ***Continued from Page 39***

To some extent, it was 'neither nowt nor summat'. Not a proper race and too much like hard work for a tour. Also I think the entry fee has gone up exponentially but they now take an extra day over it which is wise and anyway, I would rather spend limited funds on racing.

Mike McCarthy wrote a very complimentary article for the September '86 edition of *Classic & Sportscar* and described his brief drive: 'I sat back and revelled. That's the only word to describe it. I found the rhythm, sweeping

from one bend to the next, dropping down a cog, power-

ing through, changing up – ah, sheer undiluted heavenly bliss. The steering on HWM 1 is heavy if you enter a corner under braking or on a trailing throttle but get it right, in the right gear with the power on early, and she surges through, only fingertips needed on the wheel, the tail squatting as the power disperses itself through the back tyres. As Kirk said, it would be exceedingly careless to boot it so much as to get the tail out on a dry road, but in the wet the stern can come round very easily.' I asked him if there was anything he would change on the car. 'Not a thing,' he said, 'except perhaps the owner. I could happily live with HWM 1 myself.' I don't disagree with Mike's view and that is probably why I kept the car for 34 years.

Road cars

My road cars at this time were not exciting as they had to be practical but they would now be regarded as 'classics'. Most of my partners ran smart new Fords on lease which didn't appeal to me. I had a 15-year-old 4.2 XJ6 which I loved. Quiet, comfortable and my mobile office. Its only crime was a prodigious thirst so I felt obliged to put a little money back into the partnership to balance up my fuel bills. But I paid £900 for the car, ran it for two years every day for work and sold it for £900. I bought it from a backstreet garage where the man really knew about Jaguars. 'Go and look at that silver XJ6,' he said, so off I went and returned saying that it looked as though it had been painted by a blind man with a blunt stick. 'Have another look – that is one of the soundest XJ6 shells I have ever seen,' he said, and it was. Unusual for an old Jag – no rot. It was a 1970 car and at that time they were still fairly straightforward – twin carbs, points and condensers etc – so I could easily service it and it towed the HWM very well.

People get hung up on fuel consumption but often seem happy to ignore staggering depreciation – barmy! My partners were spending far more than £900 a year to lease some shiny eurobox. Over the years, I owned four XJ6s and they were really great cars but the last one was a series III Sovereign in very smart gunmetal grey. One day, it failed to proceed. There were plenty of sparks and fuel but I was unable to discover how it could fail to fire. The service manager at the local Jaguar main agents was a helpful fellow and called in on his way home but was also mystified. This was the start of the modern electronics nightmare. There was some piddling relay somewhere in the fuel injection system that had failed. Years later I wrote an article for *XK Gazette* entitled 'Progress?'. The point being that I didn't think that in 2010 an amateur with a normal workshop could sensibly run a 15-year-old Jaguar everyday as a practical car. A chum who is a senior professional car man has recently bought a very nice drophead XK8 for £600! The previous owner had spent a fortune trying to get it to run reliably but failed and had finally given up. I have no doubt that it will be sorted but at what cost? The only real advance has been in fuel consumption which has improved by almost 50% but much of this is negated by high depreciation and service costs. The irony is that the life expectancy is no greater now than when cars were scrapped because they were rotten. My other modern hate is Mickey Mouse low-profile tyres – poor ride and about half the mileage of proper tyres.

One of my stupider moves was a Pontiac Trans Am. It was advertised locally but I couldn't go and see it so asked a mechanical chum to go and do a deal if he thought it looked half decent. I figured that anything with a 6.5-litre V8 under the bonnet had to be exciting. I was wrong and hadn't done my homework properly. It was one of the first with reduced emissions and they had managed to strangle it down to 200bhp. Great in a Lotus 7 but this car weighed two tons and handled like a sack of snot.



At Le Mans in 319 AOV. Started last – late entry – finished 14th out of about 60 cars

It ain't all bad

Continued from Page 40

It was gold with a huge black eagle on the bonnet and cherry bomb silencers. A real poseur's car and fun for a couple of months. If we drove through the village, Alannah used to hide under the dash in case anyone saw her. I was very lucky to get out of that one level. As an aside, people have sometimes asked about my American sounding name and wondered if it was because my mother had a crush on Kirk Douglas. Not so. I was christened Julian Kirkland and Kirkland has been a family name for generations, named after Dr. Thomas Kirkland (1721–1798). He was a prominent pioneering physician



Le Mans Again

and if Googled, the portrait that comes up hangs in our hall. A pity that grey cells don't always pass down with names. Richard Bond came to stay in a 633 BMW and persuaded me to buy it, instead of my XJ6, which was interesting. The car felt really well made but neither Alannah nor I liked the handling. The front end had a tendency to let go before the rear which discouraged us from using the performance. Shortly after that, we sold our firm of chartered surveyors to the Nationwide Building Society. Not a happy experience for them or us. They offered a company car or £1500 a year extra salary. I stuck with my car but was put under increasing pressure to try what they were offering which was a 2.8 Ford Sierra 4x4. I succumbed and have to admit that it was very nice to drive and towed brilliantly. Shortly after we had towed the HWM back from Montlhéry to Carlisle in a day, they had insisted I had the Ford which, at only 60,000 miles, felt very tired.

Alannah's MG TD

Alannah has a 1951 MG TD. It was her first car and she has now owned it for 53 years. She used to drive it from London to Yorkshire every weekend, often with a hot water bottle and a rug over her lap. By the time I appeared on the scene, it had given way to a Mk1 Ford Escort 1300 GT – a very nice car to drive but we sold it when Rosanna appeared. Being a two door, getting a carry cot onto the back seat was a struggle. However, the MG had been kept and stuffed in a barn. It looked very sorry for itself when I first saw it but I retrieved it and brought it back to Crookdake where I stuffed it in another barn. I confess that my enthusiasm for the car was limited. After all it is just a Morris 10 on steroids but she wouldn't countenance selling it. On one of my property valuations I met a chap called Jim Reid, a real Ess -ex man who had retired to live by the sea and get bored. He had been in the motor trade all his life and said he would be interested in restoring the TD so I dumped it in his garage and he set about the job with a view to getting it running in time for Alannah's 40th birthday in 1987. Jim was a lovely man if a little crude. If a drill was blunt, he didn't bother sharpening it, just pushed harder. We didn't want a concours queen, just a respectable, usable, reliable car and that is what we got – and all at sensible money. Since then, I put in a higher diff. that raised the speed from 15.5mph to a heady 17.5mph/1000 rpm. A slightly hotter cam and a better anti roll bar. Over the years, I have grown quite fond of it in spite of myself. Its only crime is a serious lack of grunt but I drive it quite a lot in the summer and find it strangely relaxing. You can't pass anything and you don't have to worry much about speed limits. I sometimes suggest to Alannah that she takes it but she usually says she is in a hurry so doesn't drive it often. The daughters and grandchildren love it and it played a starring roll at Olivia's wedding.

XK120 TSK 235

Circa 1988, I was sitting about gossiping at Silverstone between races when someone mentioned that he had done a deal with Jim Tester to buy an XK120 project but something had happened and he now didn't want to go ahead, so would I like it. The money sounded sensible so I agreed, not really having a clue as to what I was taking on. Jim Tester was a brilliant engineer who had developed XK120 chassis so that they handled really well but his grasp of reality was sometimes a little vague. If you have driven a bog standard XK120 you will appreciate that there was scope. I got a sorted rolling chassis with a whole lot of alloy body panels that RS Panels had made.

Continued on Page 42

It ain't all bad : Continued from Page 41

I found a 3.8 engine from a Mk10 and a gearbox from something Jaguar. Jim had piles of XK bits and when I collected the chassis, he picked up a stack of random chassis plates and said 'I suppose you had better have a right hand drive one', which seemed wise. Years later I saw the car advertised with a concocted history relating to that chassis plate. Probably no less kosher than half the old cars running about. Jim Reid came over to Crookdake, inspected the pile of bits and agreed to try and screw it all together. I simply hadn't got time and my bodywork skills are not up to much so I stuck to rebuilding the engine.

When the car was finally finished, it really was impressive. The rear axle was located with a six-point linkage with the front of the springs sliding under a nylon roller so that the springs played no part in axle location. The front suspension had thicker torsion bars and improved geometry. Rack and pinion steering from an XK140, discs all round from a Mk9 with twin master cylinders and two small servos. The engine sat slightly lower and further back in the chassis. It was 3.8 litre with triple 2-inch SUs, fully balanced with a big valve head and E-Type inlet manifolds to lower the height of the carburettors. An all-synchro box with overdrive gave 75mph at 2500rpm with a 3.77:1 diff so pretty vivid acceleration and brilliant handling. Sadly I drove it very little in the end. In 1994, Stanislaus Graf von Donhoff came over to do Johnny Foster's Ecosse Tour and had various disasters with his cars on the way so I suggested he took my XK. We hadn't really finished sorting out silly little ignition issues which reared their ugly head and the car didn't perform as hoped but it was obvious that the problems were only superficial. Chris Keith Lucas offered me a good price for the car saying that if they were to build one to that spec. it would cost double. I didn't want to sell but we had had a bit of a kicking from Lloyds which I felt guilty about, though, with hindsight, I can't think why, so I agreed the sale. There were tears in my eyes as I delivered it to its new owner and selling it was certainly one of my stupider decisions. Five years later, I spent the money on the XK140 we still have but it is nearer standard and not half the car.

HWM F2/Formula Libre

For some time, me and one or two others had been trying to persuade the VSCC to accept fifties sports racers. After all, it was the Vintage **Sports**-Car Club and they accepted fifties front-engined Grand Prix cars. But they wouldn't budge. In May 1990, the ex-Rivers Fletcher HWM single-seater came up and I bought it after the auction. David Ham was selling it and it was a great pity we hadn't done a deal together as he was a friend. This didn't mean I had, in any way, fallen out of love with HWM 1 but I had always wanted a single-seater GP car. A 250F Maserati was my dream but even a Cameron Millar car was out of reach and perhaps, more to the point, I am an amateur mechanic with no training at all. Maintaining a 250F in race condition would have been beyond me both technically and financially. The ex-Rivers Fletcher F2 HWM had had a Jaguar engine fitted in 1957 and was reasonably easy to look after. The man who sold it to David Ham had briefly refitted the proper Alta engine but he found that doing the fastest lap of the paddock before retiring with water pouring out of the exhaust pipe was a bit pointless. The VSCC huffed and puffed about allowing me to run with the Jaguar engine but there was supporting evidence. HWM were the first company to use Jaguar engines in racing cars other than Jaguar and had received favourable treatment from Lofty England as they had done some useful development work on using Weber carburettors instead of the SUs. The HWM works had fitted a sister chassis with a Jaguar engine and it had run in an international Formula Libre event at Oulton Park driven by Duncan Hamilton but was beaten by Bob Gerard in a Cooper Bristol. To quote *Motor Sport*, September 1954: 'The only formula libre competitors of note, in view of no BRM entry, were Étancelin's Lago Talbot and Duncan Hamilton in the imposing HWM with C-type Weber-carbureted Jaguar power unit.'

Lex Davidson won the Australian GP in 1954 in such a car so they eventually let me run. The Historic Grand Prix Cars Association allowed me to run but made it clear that my car would never be allowed to displace a pukka GP car on the grid, which I accepted. I could have bought a Cooper Bristol which would often have been quicker as they are so much lighter but I had a bit of a thing about HWMs. No other single-seaters were running regularly and I rather liked their obscurity. I have seen as many as 11 Cooper Bristols on a grid at Silverstone and, whilst very effective racing cars, I never regarded their lines as elegant but my HWM looked really good and was the classic racing car shape that little boys drew at the back of dull geography classes. Later, I was put up for the committee of the HGPCA and spent five years going up and down to London for meetings. If I caught the early train from Carlisle, I could do it in a day – just.

Continued on Page 43

It ain't all bad : Continued from Page 42

The meetings were held at Nick Mason's car HQ which was always worth a poke around but particularly when the engine from his V16 BRM was being rebuilt. I saw it all come apart and slowly go back together again and I was in awe of the man doing it. 1½ litres, 16 tiny pistons and about 600bhp but so complicated and unreliable that it was never a success in its day.

Isle of Man

We took the single-seater HWM to the Isle of Man in September 1990 for a strange event. Apart from a sprint along the seafront in Douglas which was hairy enough because of damp tram lines, the main event was a sort of pursuit sprint on a circuit about 10 miles long which included part of the TT course past the pits and grandstand. We were divided into groups and set off at about 30 second intervals so it was not a race against the other cars but against the clock. I was easily the quickest car in my group and so was set off last which they thought would be more entertaining for the spectators and I dare say it was. But there were no blue flags or indeed any flag signals, no expectation that people would use their mirrors and no reason why they should pull over to let anyone past. I passed them all just because I was in the quickest car but it certainly wasn't sensible. I was clocked coming over the start/finish line at 115mph and lifting off because it was so rough that I was bouncing out of the seat. Some hapless marshal then waved me sharp left into the paddock. I don't like ignoring marshals but there was no way I could possibly have slowed down enough so sailed on and did a U-turn. Some time later, I was watching other groups from the grandstand and saw a Cobra come over the line very fast only to be waved into the paddock. He slammed his brakes on, spun it into a wall and caught fire. I was very upset indeed to witness such a stupid accident. Afterwards, Rob Grant, who was there with his Brabham, said 'Kirk, that was the most dangerous thing you and I have ever done in a racing car.' Perhaps he was right. Later he asked me if I would do the London–Sydney with him in a little Nissan. He was under the illusion that I would be able to fettle it and I was very flattered to be asked but it all came to nought when we discovered that only the first half of the entry to arrive in India would be shipped on to Australia. The Nissan was never going to be quick but the publicity Rob had 'sold' to a potential sponsor depended on our finishing which we wouldn't have done had we missed the boat. Probably a good thing as sheer stamina was never one of my strong points.

Ecosse Tour and Italia Classica 1991

Not long after returning from the Mille Miglia, I was racing at Ingliston in Edinburgh and after the race, Johnny Foster, a close friend, asked if I was going support racing there the following season. I was rather non-committal, pointing out that I hadn't actually used top gear and I also couldn't remember looking at my oil pressure. Not a bad little circuit in a go kart but not much fun in bigger-engined cars. So I suggested he forget Ingliston and ran a Scottish Mille Miglia. After all, Scotland has brilliant relatively quiet roads in glorious scenery. Johnny really did pick this up and produced his very popular Ecosse Tour which ran for many years and attracted people from all over Europe as well as the UK. We did the first few based on Johnny's estate at Craigie near St Andrews and later on his other estate at Park in Aberdeenshire. Great fun but, having lived in Aberdeenshire, the roads were not quite such a surprise to us as they were to many of the entrants and the event was becoming oversubscribed.

One of the Italians who came over was Lucca Grandori who promptly went home and created the Italia Classica. In 1991 we drove HWM 1 out from Cumbria and had a great time but after a couple of years, I think someone caught the scent of a gravy train and the cost really went up. Arriving at the hotel for the start, we were surprised to see transporters unloading Ferraris etc. who had only come from 100 miles away. Their occupants were invariably immaculate and there were some very glamorous ageing ladies dripping in jewels. I am not quite sure what they made of us. Given that we had just driven from the Scottish border in an old racer with no hood and our luggage in dustbin liners, I think we scrubbed up fairly well but Alannah certainly didn't have a different outfit for every evening. Her only real complaint was that when she fished out a clean pair of knickers, they smelled of petrol – not really a problem.

A guest of the event was the Chief of Police from Rome who arrived in the only Police Ferrari in captivity. It had apparently been acquired for some royal visit or other and he really enjoyed it. I can well remember seeing Matt Spitzley in his glorious 8C Alfa Competizione getting a bollocking by the side of the road from the local fuzz. Where upon 'El Colonel' screeched to a halt in his 250 GTE and put the local fellow back in his box.

Continued on Page 44

It ain't all bad : Continued from Page 43

He was in full uniform with scrambled egg all over his shoulders as well as his hat and so looked seriously imposing. He then strode into the middle of the main road and raised his hand to stop the traffic which produced some very anguished looks from the drivers of 40-ton gravel lorries with smoke pouring off their tyres. Totally unperturbed, he gave a little bow to Matt and waved him on his way. Can't see that happening here.

Later that afternoon, after a very good lunch, we found ourselves in a bit of a procession following 'El Colonel'. Alannah told me to turn right but I pointed out that no one else appeared to be turning right and surely the big man knew where he was going. Anyway, not wishing to incur a 'domestic', I did what I was told and, with some trepidation, watched the others sail off into the distance. We arrived at our hotel, had a bath and drink and were just going into dinner when the rest of the crowd turned up looking pretty hacked off. They had been halfway to Rome on the autostrada. Alannah is a good navigator and we seldom fall out on the few occasions when we have a cock-up.

At the end of the event, we watched the smart Ferraris being loaded back onto their transporters for their 100-miles trip home which was rather sad. They were mostly fixed heads but I suppose they lacked air con. We set off on the long drive back to Cumbria which is not uncomfortable as long as it doesn't rain and is always very much part of the adventure

Kirk Rylands

NB : there might be a little bit more to come.

I don't know when but Watch this Space

Maurice

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18th July

16th May

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M-Sport offer top-placed Ford finisher at end of 2024 Protyre Asphalt season test in a Puma Hybrid Rally1



M-Sport will give the top-placed Ford finisher at the end of the 2024 Protyre Motorsport UK Asphalt Rally Championship a private test drive in a Ford Puma Hybrid Rally1.

The test in M-Sport's FIA World Rally Championship car will take place at the M-Sport Evaluation Centre test track located at the team's headquarters in Cockermouth, Cumbria.

In addition, if the top-placed Ford driver is driving a Fiesta Rally2, they will have the opportunity to bring their own car to M-Sport for the Rally2 support team to undertake a full systems check and shakedown, to ensure that the car is performing at its optimum and set up to the latest specifications.

"The popularity of asphalt rallying in the UK is developing at a fantastic pace, and the Protyre Asphalt Championship this year is made up of the best events the nation has to offer, each unique but very challenging," said M-Sport Managing Director Malcolm Wilson OBE.

"With M-Sport being a UK-based company, the national championships are always close to my heart, and therefore it gives me a sense of satisfaction to offer one lucky winner the chance to experience the very top level of M-Sport WRC machinery. I wish all the competitors the best of luck and look forward to meeting the lucky winner later in the year!"

Neil Roskell, who finished third in the Protyre Asphalt Rally Championship in 2021 and a very close second in both 2022 and '23, is one of the Ford drivers aiming to win the test in a Puma Hybrid Rally1, as he contests this year's series in his ND Civils/Lomand Plant Hire/Hauraton Drainage Products/Witham Motorsport Fiesta Rally2.

"For M-Sport to offer a prize of a test in a Puma is really something very special and a chance in a million to drive a Rally1 car," said Neil.

"It's wonderful that M-Sport is supporting national rallying like this. To win the Protyre Asphalt title would be amazing, but to be the best-placed Ford driver at the end of the season and be rewarded with a go in a Puma would be the icing on the cake."

"I cannot thank Malcolm Wilson and M-Sport enough for this brilliant prize," adds Protyre Asphalt Rally Championship Co-ordinator, Paul Morris.

"This is a fantastic opportunity for the best placed Ford finisher to drive in a Puma Rally1, plus the opportunity of a systems check on their current car should the winner be driving a Fiesta Rally2. It's what rally dreams are made of!"

The 2024 Protyre Motorsport UK Asphalt Rally Championship begins with the Legend Fires North West Stages (22/23 March).

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



Caernarfonshire & Anglesey MC March Hare Nav Run

7th March

Lee Matthews : C&A MC

The trend of full entries for our Navigation Runs continues. March 7th had a variety of vehicles assemble at David Hughes Sports Centre, Menai Bridge, although Ben & Cal-lum were late as the car broke down on the way. Perhaps the issue was terminal as we never saw them again.

Sion had devised a seriously tricky 30-mile route this time, described by him as an 8 / 10 difficulty score), starting in the side-streets of Penmaenmawr. The trick was to pick the correct ones, as there are many. Kay & Duncan plotted quickest, but allowed Dion & Cory in the following Transit Van to get ahead when Duncan took a wrong slot straight away. Geraint & Cameron, despite living in the next village got Penmaenmawr completely wrong and missed most of the symbols. In fact, most crews confessed to heading down dead ends here, including Yvonne & John who squeezed the Micra down a back ally that only bins live in. There were lots of "Lets try this road", and having to back-track.

From here it was up and over Sychnant Pass, where I watched them negotiate the car park triangle and record the symbol, before heading off to the second tricky section, Conwy, which included a trip through the Council Car park, and then many crews went through the Walled town arch along the harbour, although that was not the correct route! Dominic & Osian missed Conwy completely, perhaps to cut route as they were running a bit late.

The route then wound its way along the West side of the Conwy valley and all its terrific back roads, before a few NAM triangles on the B road, before arriving at The Groes Inn. Three hours was given to complete this testing event, and whilst all the finishers arrived within time, some had to cut portions of the route to do so. Jamie & Natalie disappeared half way through the event.

Provisional results were declared at the finish which initially had a three-way tie for the win, but furthest cleanest allowed Dion & Cory to retain the bragging rights.

Sion collected the symbols immediately after the finish and found two of the 98 symbols had walked, so results to be declared final were re-done the following morning, scrubbing the two symbols for everyone, as they were there for the front runners, but not for those running perhaps 45 minutes later.

We want to thank everyone for attending, the venue hosts for start and finish, and I want to thank everyone for the Birthday wishes, and that scrummy Brownie and Ice cream with candle on top with Winnie, Yvonne and John singing Happy Birthday at the end. Another fun night with friends. Well done all.

Lee Matthews : C&A MC



Hexham & DMC

March Melee

12 Car Rally

6th March

March the 6th saw lots of members enjoying a dry evening out on the March Melee 12 car.

There was a good atmosphere at Glendinning's garage in Prudhoe for the start, as all the crews and marshals signed on. The route included some classic rally roads south of the Tyne, finishing at the Dr Syntax in New Ridley for an excellent buffet.

It was a win for team Hastings in their Proton Satria, who made a return to the 12 cars after a year or so off. First novices home were another father and son team of Dylan and Warren Scott.

As usual the event was all organised by Ed Graham, but unfortunately Ed has not been feeling well the past two weeks and so had to delegate a little on the evening. Well done to Andy Miller for stepping in on the night

Results

- 1 James Hastings/Stuart Hastings
- 2 Ali Procter/Lynsey Procter
- 3 Dylan Scott/Warren Scott
- 4 Georgiana Webb/Jonathon Webb
- 5 Mike Cook/Ross Blyth
- 6 Steve Canning/Dave Lithgo
- 7 Chris Purvis/Andrew Magee
- 8 Ian Guthrie/Geoff Fletcher
- 9 Bob Henderson/Tom Henderson
- 10 Patrick Pennefather/Daryl Spencer
- 11 Faizan Akram/Charlie Tynan



York M.C.

Club Day Autotest

Rufforth
March 10th

Neil Raven : Ilkley & DMC

A very soggy pot holed Rufforth airfield put up a real challenge to Gaz Wriggo to set out three tests today but he came up trumps and set out three very different fields of cones for us to get round.

Claire Nevar was prostituting herself around today passengering for me and Sue Sutcliffe as well as driving herself with Sue in the passenger seat. As the tests were quick she was in and out of cars and skipping over the puddles all morning. Mrs Rave was also giving me some tips on how to get the best out of the Minge as it was my first time driving her on an Autotest

The Autotest was a great opportunity to get to grips with the orange machine before the event we actually bought her for, the Northumbrian Northumberland Borders Rally which takes place next Saturday. And I needed the practice! I've been driving a rear wheel drive car on everything and on the first cone I dipped the clutch when I hand-braked the Minge, which you have to do on a rear wheel drive car but not in a front wheel drive car! I did improve over the first three runs but Mrs Rave was quicker than me on one of them!

We seemed to get through the tests really quickly, with very little queuing, allowing us to keep good momentum and remember the tests. To help us picture one of the tests Gaz had drawn 'Pete the Dinosaur' which was a short but tricky test, as precious seconds could be lost on the stop astride then reverse (the dotted lines) then a quick dart to the finish.

Everyone seemed in good spirits although Oliver Mathison managed to break a drive shaft and Sam Jaggard had brake issues on his nippy Peugeot 106. Adrian Wilford had brain fade and directed the super fast Mini the wrong way round quite a few cones but has the potential to get some good test times once going the right way. Craig Dykes kept everyone buzzing on chocolate cake to celebrate his recent birthday and to round the day off the rain stopped when we started and started when we stopped!

I know Gaz was concerned it was going to be a washout but the day was a great success with everyone enjoying his hard work. Thank you to the marshals who braved the rotten weather to cheer us on and manage the stop watches. To Ray Jude for bringing it all together and to Gary Vatenan for persevering and putting on a great event between the pot holes..

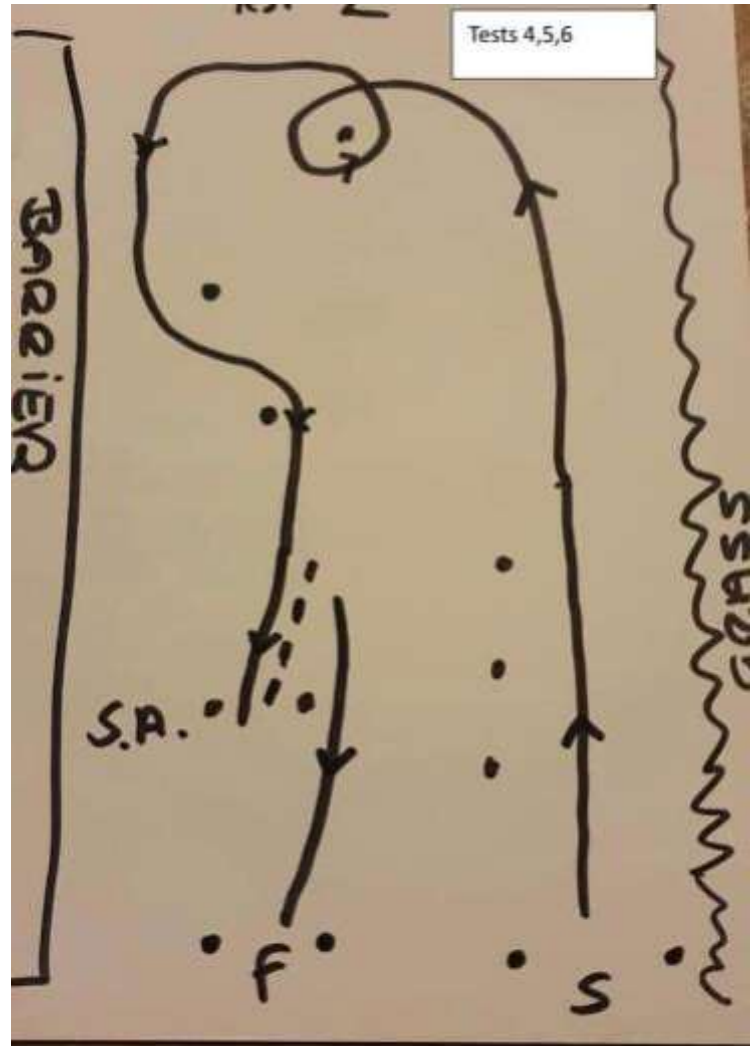


Photo Courtesy of Stephen Lancaster

Neil Raven : Ilkley & DMC

Hexham & DMC

Crews Out & About in March

March Saturdays Northumberland Borders Rally saw a fantastic 17 classic minis take the start on a beautiful sunny day near Alnwick.

New club members Mike & Rob Procter were out testing themselves as well as their newly prepared green mini. They enjoyed a trouble free day as the father and son team got to grips with the car on the challenging tests. They were only competing in the day time part of the event, and thanks to a mistake free day they finished 8th after the ten tests.

Kev Dickson & Heather Nixon had recently completed the clubs John Robson Rally, which they did as a warm up ahead of their main goal which was to complete the 'Mini' rally. The pair are Mini enthusiasts and new to rallying, but they are certainly enjoying it, apparently their grins are now visible from space! They competed on special tests for the first time which they acknowledged were challenging but fun, and then completed the night rally as well to take 1st in the novice class.

At the other end of the spectrum, nobody knows how many events Ali Procter has competed on since he started navigating in a mini 28 years ago, but it's quite a lot! Sitting alongside Graeme Cornthwaite the pair were competing on this rally for the 10th time, and they managed to maintain their seeded position by winning the event.

Numerous club members were out both day and night on marshalling duties. Luke & Jeff Tait were there, as well as Ken Watson and Lynsey Procter.

Meanwhile Josh Davison was competing on Rally North Wales alongside Paul Thompson in a MK2 Escort. They had a good day with constant improvement, finishing the day 16th overall in the national event.

Dylan Scott enjoyed his trip to Donnington Park for the Dukeries Rally on Sunday. Morning rain made the track very slippery which caught out driver Gary Salmon, resulting in a quick trip to one of the many gravel traps dotted around the circuit. This didn't cause any trouble thanks to the 4wd of their Subaru, allowing them to get back on the circuit. The afternoon was trouble free once the rain had disappeared and they finished the day 41st overall and 4th in class.



Thanks to Warren Scott, Ali Procter and Niall Cook for the photos.

York M.C.

Club Day Autotest

Rufforth

March 10th

Ray Jude : York MC

The rain stopped falling on the three test sites set out by organiser Gary Wrigglesworth on Rufforth airfield for a couple of hours.

The wet conditions didn't slow Ian Young down at all in his Mini 1275 special, he set 8 fastest times and only missed out on a clean sweep by knocking a marker on test 2. That was FTD done and a win in class 4.

Joe Gamble was second overall in his class 1 998c Mini, taking 1 fastest test time. Third overall was Craig Dykes in his Haynes Roadster special that for the first time this year didn't take half the venue home in the form of mud!

Andy Brown won the battle with team owner Alastair in the family MX5, his job made a little bit easier by Brown senior knocking a marker on test 2, otherwise there would have been on a fraction of a second between them.

Next up and winning class 6 was the Team Rave 998 mini sporting a roof rack for that monte carlo or bust rally look, Neil was at the controls, with Claire swapping between driver and passenger seat in the mini and then jumping in the passenger seat of Sue Sutcliffe's Corsa (11th Overall). Claire (9th Overall) would have been a good bit closer to Neil's total time if she hadn't needed a push off a mud heap. Not sure if Sue in the passenger seat was able to give Claire the benefit of her experience after a similar beaching when Sue was driving her Corsa with Claire passengering last month.

Alan Varley was 7th overall, 3rd in class 3 in the Varley MG TF shared with Lucy, Alan getting to grips with club-day autotests now after a few events.

Joe Grayson/Patrick Thorpe Kept the throttle wide open in the Red Yaris to take 8th Overall and 2nd in class 6.

Gary and Mandy Ross Rounded out the top 10 in their class 6 Saxo.

The rest of the runners in the 16 car entry had varying levels of troubles, Stephen Draper, Lucy Varley and Adrian Wilford all getting a number of wrong tests. Oliver Mathison and Sam Jaggard both suffered with mechanical issues.

We were all done by midday, just as the rain started again.

Thanks to the YMC clubday autotest championship sponsor Kastle Crushers Ltd & K Mix Concrete, the Marshals, the Landowner and Andrew who got the results compiled quickly.

The date for the April Clubday is 14th April on East Moor airfield.

Ray Jude : York MC



Photos Courtesy of Stephen Lancaster

Wern Ddu Gravel AutoSolo

23rd - 24th March

Oliver Michaels : Mid Derbyshire MC

Ollie and Ashley's first visit to Wern Ddu Quarry

Was driving a MG ZR from Derbyshire to Wales to hurtle around a quarry a bad idea? Absolutely not! But what a brilliant weekend.

It was our first visit to Wern Ddu Quarry. Over the years, we've seen countless photos, watched several videos and heard many tales. We had to experience it for ourselves.

With our trusty steed in the form of the road rally prepped MG ZR and a boot full of six rally tyres, we ventured to new surroundings.

The tests were all challenging and fun. The quarry surface was muddy and loose. Perfect for making the car dirty and big handbrake turns. It's difficult to describe the tests in more words, why not check out my videos of the tests on YouTube? Search for 'Ollie Wern Ddu'.

Andrew Crawley and his team made us feel super welcomed as new faces. As well as the regular competitors who were happy to talk about their cars and experiences of Wern Ddu. The common theme throughout the paddock was big smiles.

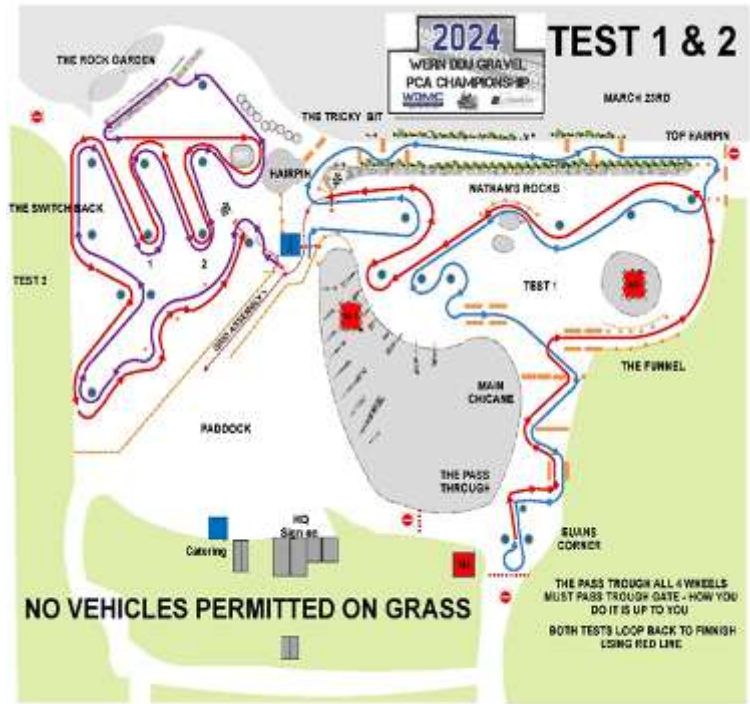
The tests

Around ten miles of gravel tests (not allowing for wheel spin) with your fastest time from each test to count means a close battle for all competitors right up to the last run. The Tests were run 1 & 2 simultaneously keeping the crew's alert.

Unique slate awards created from the quarry stone and onsite catering.

Worth a visit. I think we may have already inspired some Midlands based motorsport enthusiasts to visit Wern Ddu. And we'll definitely be back in future!

Oliver Michaels : Mid Derbyshire MC



Photos Courtesy of Dave Galbraith

Hagley & DLCC Jon Mackenzie Autotest

Curborough
March 10th

Lee Matthews : C & A MC

"You should have a go in a sports car" they said. "You'll love it" they said. So, for the first round of the British & Demon Tweeks Direct, BestFed, BTRDA Autotest Championship I swapped from my usual saloon car (with a roof and windows) into the ex-Tim Sargeant Dutton B+ kit car (without a roof). Obviously it had to rain - all day. I got completely soaked. At one point I couldn't see out of the screen there was so much rain, the tiny wipers making little difference, then I noticed there was as much water on the inside of the screen as the outside. But, they were right, as I loved every second of it.

I had decided to attack the tests from the off to get used to the new car, which meant numerous flattened marker pylons which add 5 seconds each to the test time. The car performed great, but it took me two rounds of three tests to get out of Front Wheel Drive driving style, as on occasion I would hold the handbrake (FWD) instead of "Throttling" (RWD) to go around 180 turns resulting in some awkward angles and positioning.

By round three I was getting there, but on round four I got so exhausted that at one point mid test I physically could not turn the steering wheel with the fiddle knob. I actually thought maybe something had seized on the steering, but no, it was me. Maybe I was frozen!

The final fifth round went much better, and on the last test of the day (Site A) I punched the air in joy on the finish line congratulating myself on finally managing to avoid hitting any pylons on a test, only for the timekeeper to point out there were two lying down on the test behind me. Darn.

My favourite test manoeuvre was where I was flat in 1st on Site A and threw the car at a six cone "garage" where the line I was throwing onto was the middle pair of cones. Got it on the line in one every time without engaging reverse gear, and scared the life out of Malcolm and the marshal who were stood there observing. Total commitment. Such fun.

Continued on Page 53



Photos Courtesy of Colin Moreton

BTRDA Autotest

Continued from page 52

But what a day. Thanks to the organisers, and especially all those marshals standing out getting just as wet as me. It was so good to catch up with the Autotest family, and spent a lot of time chatting to fellow class E driver, Luke Powell who was driving his dad's old Westfield, Steve and Tim were two of the top Autotesters some 25 years ago when they were regular competitors, so it was poignant to see the two cars back out and battling for the class win after such a long time. Hope we did their memories justice.

The result? About 2 cones per test for me and a wrong-test for Luke meant I took home the silverware. But what a nice guy Luke is. His dad would be proud. Bob finished 3rd in our road-going class in his BL Mini.

"It's such a great sport". You were not wrong Tim.

Lee Matthews : C & A MC



IMPORTANT ANNOUNCEMENT

4th Rallye of East Yorkshire- Cancelled

It is with deep regret that the organisers of Rallye East Yorkshire have to announce that this year's scheduled Targa rally is cancelled.

This year's winter has been especially long and wet meaning that the condition of our tracks have taken a battering. Some could not run at all and some would be overly rough for some cars. We pride ourselves on our event and it was felt by all that we would be putting on a sub standard event to what everyone is used to. This was something that the organisers simply did not want to offer, as you have all grown to expect the high standards you have all been used to over rallies 1,2 & 3

We felt it important that we communicate this immediately so as to allow you all to make other plans.

As you would expect Yorkshire Wolds MC will not lie down and roll over but aim to come back next year in 2025 with the 4th Rallye of East Yorkshire with fantastic farm type special tests throughout the rolling hills of the Yorkshire Wolds.

We hope you all understand. : Yorkshire Wolds Motor Club



**YORKSHIRE WOLDS
MOTOR CLUB**



The Generations Rally **22nd – 24th March**

The generations rally didn't disappoint!

Ali Procter : Hexham & DMC

After much worrying about how the car would perform, and would my dad enjoy his first Classic rally? It was a resounding success.

Dad was all set for the tests having had a bit of practice the week before on the Northumberland Mini Rally, and the car was running well so we didn't touch anything on it!

The regularity sections were going to be a new experience, but he took to those with ease, listening to all my instructions and driving accordingly. The event consisted of 10 tests and 10 regularities over the three days. By the end of day three Dad had learnt to push Tiff to his limits, and flew through the last test beating our closest rivals in another mini.

We had climbed from 17th place at the end of day one up to 6th overall by the finish and enjoyed the ice cold beer handed to us as we passed under the finish arch.

As a bonus, we also collected the best team performance award with two other friends who were also father and son teams. And just to prove how well Dad adapted to regularity driving, we were the crew with the lowest penalty on regularity for the whole event.

We never knew how it was going to go, but it couldn't have gone better, and the smile on Dads face at the finish was just brilliant!

Very proud of how we did, with the car being new and all the planning that went into it, it was quite an emotional experience. So pleased my mum could be there to be part of it as well, and everyone on the event made for a fantastic atmosphere.

Thanks to those who helped us get there, you know who you are, and to [Lynsey](#) for suggesting it and supporting us.

Well done Dad

Ali Procter : Hexham & DMC

Photos Courtesy of Tony Large



Radio Mutterings Part One

9th March 2024

**MALCOLM
WILSON RALLY**

Ian Davies : GEM 23

It's a cool morning as I leave my digs for the short drive up the A66 towards Berrier and then off into Greystoke for stages 4 & 7. I arrive about 07:45 and join a long slow queue for signing on, as marshals, radio crews, rescue and recovery all converge on this popular event and stage. I must say a big thank you to the event sponsors and organising clubs for the excellent goody bags, including a rather fine rally torch and a redesigned mug (stocks of the previous design in the warehouse, but not my kitchen must at last have run out!).

For a change I'm allocated to the Stop Line radio role and make a leisurely drive through the just under eight mile stage. The stage is in a great condition, although very slippery in places with that 'cumbrian' mud only Malcolm knows the recipe for. I soon join up with the Stop Line team and the Stage Safety Officer and park off the stage, but with reasonable visibility of the Stop Line and approach. In no time at all Furness Control attempts to complete a radio check through the stage to confirm its operational status by 08:40. Unfortunately the Controllers have their work cut out this morning as the radio comms are truly awful, with constant drop outs of Control, incomplete messages and only a partial pick up from the stand by additional local Control. I don't know what the issues were, but Furness Control battled on throughout this first stage.

As the radio check is completed and we near the due time of the convoy of safety cars, Gem 17 at Junction 4, a mandatory point isn't operational and is replaced by a spare radio Argyll 6 from Junction 2 who relocates. Just before 9 o'clock the Chief Marshal begins the run of safety cars, although they too have radio issues as many are on the wrong management channel (blaming the previous nights briefing for the channel confusion). As the stage is swept, Control advises that we can expect circa 86 cars after the Friday night stages. With clearance from the Safety Delegate and Clerk, 00 and 0 are finally into the stage by 10:06 and the first competitor Car 163 enters the first run through Greystoke at 10:11.

G E M
RALLY RADIO



Promoted by
Morecambe Car Club Ltd.
Kirkby Lonsdale Motor Club Ltd.
West Cumbria Motor Sport Club Ltd.



Safety Plans & Operations Manual 2024



Organised by
Morecambe Car Club Ltd - Kirkby Lonsdale Motor Club Ltd
West Cumbria Motorsport Club Ltd - Eden Valley Motor Club
www.malcolmwilson.co.uk

Continued on Page 56

The first cars are soon into the Stop Line and we receive a steady flow of competitors, not all of whom understand that you slow down once you pass the red Flying Finish Board !. Indeed, one car flew into the Control, locking up as they did, putting the fear of God into the Stop Line marshals. By 10:30 the famous Cumbrian drizzle added to the challenges, remaining on and off through the day. I must again praise the organising clubs this time for the excellent numbering protocol adopted for the event. The cars boasted traditional black door numbers, hi vis numbers in the rear side windows and a final rear facing number, making for easy car recognition despite the muddy and wet conditions. Back to the action and Car 134 is reported as slow through the stage 'on hazards', but they make it to the Stop Line. A 'safety' shout from Lion 19 at Junction 18, allows me to warn the marshals of Car 127 coming in with a loose rear bumper, apparently at ninety degrees to the car. Once the car is safely on the Stop Line, the marshals apply their size 9 panel beating skills to swiftly flatten the bumper and then produce cable ties for the crew to reattach the bumper before heading out onto the public road. A Formula 1 pit crew couldn't have done any quicker or a better job !.



Reports next come in, confirmed by tracking that Car 122 is off stopped somewhere around Junction 8+ and marshals are dispatched to investigate further. With no reports at the Stop Line, the Start asks Car 113 to report any sightings of the car off once they get to the Stop Line. Thankfully we eventually get reports that the car is safe, crew out and OK, all confirmed by Car 113. Meanwhile Furness Control continues to drop in and out and Jay Jay Control steps in on several occasions as radio calls are not responded to. The continuing 'technical' issues are of concern, and you can hear the frustration in the voice of the Furness Controller. By 11:11 the first group of 53 cars are into SS4 and by 11:19 Control authorises Car 1 to start, providing the required five-minute gap. Unfortunately, we still have Car 122 at Junction 8+ and they decide to restart and proceed through the stage. With a very fast Car 1 into the stage there are an anxious few minutes, before Car 122 pulls off at Junction 13 and Car 1 has a clear route through to the Stop Line. Rede 14 at Junction 13 than calls in that they have a prop shaft belonging to Car 3 with them and soon enough the car limps into the Stop Line.

As the second group of cars continue through the stage, thankfully there are few other incidents reported and by 11:51 the final cars are into the stage, making for a total overall of 86 cars into SS4. There is a pause, as unfortunately the Sweeper Car must change a wheel on the Start Line, this gives our errant Car 122 time to restart once again and they finally clear the Stop Line at 12:14, followed a few minutes later by the Sweeper Car ending this first run through Greystoke. In effect with Car 122 eventually making it to the Stop Line, 'technically' all 86 cars are out of the stage. We now have a couple of hours before the cars return after the challenges of Grizedale, so time for a bite to eat.

Not much after 2 o'clock the safety cars begin to arrive back at the stage, only about 15 minutes or so behind the expected schedule, not bad at all after six stages into the event. As the safety cars are shot into the stage, by 15:30 the 0 car is into the stage and we have permission for the first competitor to enter SS7 at 15:35. Thankfully Furness Control and the radio engineers have resolved the mornings frustrating technical issues and the radio comms are much improved and this improvement is sustained through to the end of the day.

Car 132 is first to hit trouble and completes the stage on 'hazards', although at a reasonable pace. Argyll 1 at Junction 2 then calls in that Car 124 is stopped with them with "mechanical issues". The action continues a pace, before Argyll 1 calls in that Car 124 has restarted, although they only get as far as between Junction 11-12, before tracking shows them as stopped again. Meanwhile the 46 cars of this first group are all into SS7 by 16:23 and five minutes later Car 1 is into the stage.

Mirroring the mornings efforts of Car 122, Car 124 then restarts again from Junction 11+ and makes their way towards the Stop Line, at least behind Car 1. It's not long before Furness Control alerts that Car 26 is stopped somewhere around Junction 3-. From Junction 3/16 Swift 40 deploys their secret weapon in the guise of Alan, Swift 39 alpha, who makes his way towards the reported position of Car 26. Alan is soon able to report that the car has rolled into a ditch, but the crew are out and OK. The triangle and OK Board can't be deployed due to the position of the car and marshals slow down cars and a verbal warning is issued from the Start Line. Alan's intervention really shows the advantage of having a radio marshal with a handheld 81 set. Moments later and another shout comes in for Car 30, off in a ditch at Junction 6 with Rede 14, crew out and OK. Apart from JayJay 28 calling in Car 38 with a flapping boot lid that's pretty much it for the final stage of the day. In the end a total of 73 cars make it through to the end of the second Greystoke challenge. Once the Sweeper Car is at the Stop Line, I'm able to stand down and head back to Liverpool to jet wash half of Cumbria off the Disco and prepare for the months next event the North West Stages on the 23rd.

Ian Davies : Gem 23 and MSUK Radio Controller.

Radio Mutterings Part Two

Legendfires

North West Stages

23rd March

Ian Davies : GEM 23

It's an overcast and cold start to the day as I head north up the M6 towards Galgate and then onto Westfield Farm, close to the Jubilee Tower high up on the moors. I link up with Gem 4, Ian W and we complete setting up the repeater base / control at the back of the farm cow sheds. Not the most scenic of views for the next eleven hours !. When we arrive the MSUK team have already set up the repeater equipment in a small shed / privy like building at the back of the forementioned cow sheds and Ian and I set up his 81 mast to complete the installation. Up on the exposed moor tops its XXX freezing cold, circa 4c and very windy.

We soon settle down to the task of monitoring the 81 and A system radios and stepping in as 'Control' should, as they inevitably will fail sometime during the long day ahead. As Repeater 3 we are monitoring the Hawthornthwaite SS4 & 9 and Nicky Nook SS 5 & 10 stages of this round of the British Rally Championship.

Continued on Page 58



Radio Mutterings : Part two Legend Fires North West Stages

Continued from Page 57

As we are on Channel 3 for both stages, we can't hear the first three stages of the event and it soon becomes clear that there are delays, as the expected Road Closure and other safety vehicles are late heading towards our pair of stages. It's after 10 o'clock before the Road Closure vehicle gets to the start of SS4 and we slowly begin to gather little pieces of information. Gradually the safety vehicles including the unusual Flock Master to 'worry any sheep' on the stage, begin their progress through SS4 and very slowly into SS5. On a couple of occasions during this morning we have to briefly step in as Control, as Kay Control briefly drops in and out of transmission. By 11:27 safety vehicles are being held back, as the schedule looks to be over 40 minutes later than planned ?. In the meantime Chris, Gem 25 on the Stop Line of SS5 has his work cut out as vehicles keep approaching the Stop Line WD from the public road, something that should have been prevented by the road closure and Security personnel. This dangerous state of affairs continues until much later in the afternoon, until the Security presence is reestablished.

The long delays and absence of any clear information, add to speculation on social media, suggesting that a stage has been blocked by an angry farmer, although at this stage facts are hard to come by. Eventually with Interim Safety Cars traversing the pair of stages, by 12:27 we finally get news that the two stages have been cancelled and cars are to be convoyed non competitively through the stages and then back to service. It is not until 13:25 via a statement on Spotify that we get the 'official' news that due to "various incidents", stages 1-3 have received notional times and our stages 5 & 6 have been cancelled, with an intention to regroup and run the afternoon stages. We are lucky that at the Starlink Repeater site we have internet access.

In the meantime back at our frozen moortop location, Ian must step out of the car every hour or so to check the power supply to the satellite link, a thankless task in the hail/sleet/rain/gales !. A game of eye spy helps block out the boredom, but we soon run out of letters. I can't imagine the chaos and stress in Rally HQ at this point, with half the rally in effect lost, however the lack of clear messaging to radio crews and marshals out in the field, must be something to be addressed for future events.

By 13:42 we have a decision that the afternoon run of five stages will go ahead, with revised starts at 30 seconds to shorten the rally and make up for lost time and so as to keep within the 7pm cut off for the legal road closures. Around half three we slowly begin to hear that the Safety Cars have begun to arrive first at SS9 Hawthornthwaite and then SS10 Nicky Nook. Control drops out again, but only for a few minutes and we cover whilst comms are restarted. With suitable clearance, SS9 starts at 16:26, against the original schedule of 15:16 and we have some rallying back underway. Just as Kay Control drops out, we hear a shout from Cog 1 on SS9 with a 'safety' as Car 21 is reported off in a ditch, actually down an embankment at Junction 12, crew out and OK. Stuart in Control is soon back on the air and we leave him to manage as SS10 starts at 16:59.

SS9 sees the final competitor enter the stage at 17:34, making a total of 110 cars in and only Car 21 stuck in the stage. Meanwhile back in SS10 Rede 43 calls in that Car 78 is on it's side in a ditch, around Junction 4, crew again out and OK. Gem 25 on the Stop Line of SS10 than calls in with a report that Car 69 is stopped prior to the Flying Finish chicane and asks Control to warn competitors at the start. An unusual call than comes in from Catseye Recovery who learn from a spectator and / or the tracking app that a Car is stopped around Junction 1b, before the first radio in the stage. The Car is eventually identified as Car 53, stopped and OK.

In the end Hodder 2 on the start of SS10 reports at 17:52 a total of 108 cars into the final stage of the day, followed short while later by Gem 25 confirming a total out of 105, with three cars stopped in stage by 17:40. Unfortunately there is then quite some delay before the Sweeper Car finally enters the stage, followed by Recovery and the Road Opening Car. The latter hangs back at the rear of the safety convoy as the road remains closed until they pass, protecting any required recoveries in the stage. There is also the not so small job of clearing the chicanes off the road before the public highway can be opened to traffic. Unfortunately the long delay from the last competitor leads to a somewhat chaotic and potentially dangerous situation as spectators and in some cases marshals cars begin to move onto the stage, in some cases WD.

Continued on Page 59

**Radio Mutterings : Part two
Legend Fires North West Stages**

Continued from Page 58

Stuart in Kay Control tries to remind people that in a closed road rally they must remain in position until both the usual Sweeper car has passed but also critically the Road Opening Car, but to no avail.

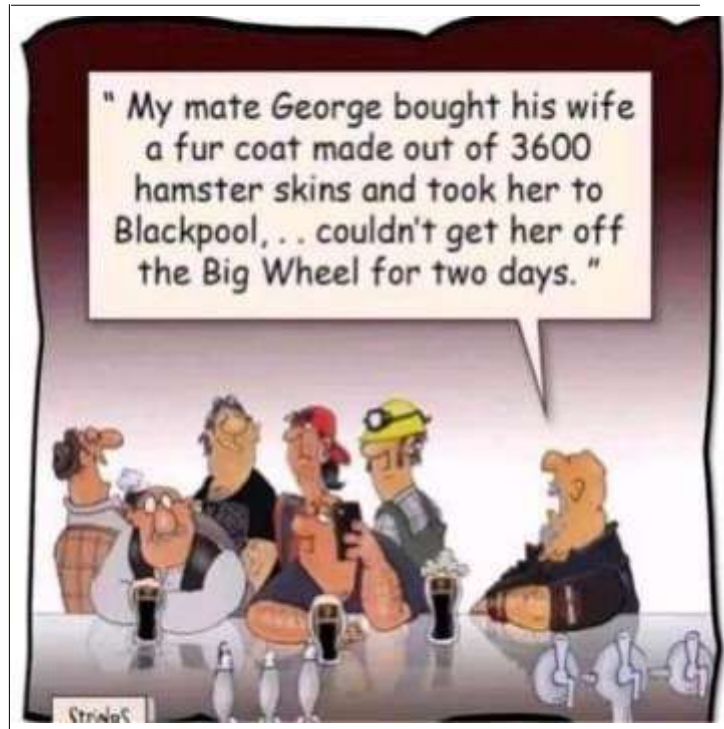
With three cars in stage, Gem Recovery and Catseye Recovery set about their allocated tasks, with subsequent back up from Merlin and Lake 3 Recovery from SS9 to help with Car 78. The latter is apparently down a significant embankment and will be a long recovery, so we need to stay at the Repeater to ensure that Control has comms through to the active recoveries. Time passes slowly as the light fades and the rain comes back in at our moortop location. In the end it is not until about 19:40 that we can eventually stand down as Stuart confirms that the final recoveries have been completed after a very long day.

The organising team issue a final bulletin at 18:59, putting the facts straight as to the multiple incidents on the first runs, that included the need for medical and recovery interventions at multiple incidents (as they say in the warnings "Motor sport is dangerous") and the rationale for cancelling the mornings stages to ensure that the afternoon could run. Personally I think the Motorsport North West Team did a fine job overall in very difficult circumstances, my only criticism is that the comms out to the stages could perhaps have been better, not least because not everyone had instant internet / social media access. As volunteers we all recognise and accept that incidents of every sort can and will happen on rallies, something that we all train for however effective communications out to the 'orange army', who in turn can inform spectators and residents is essential.

Ian Davies

Gem 23

MSUK Radio Controller.



There's only one way to back Britain. From the front. Where BMC feels at home. Remember, Holland's Tulip Rally is no bed of flowers. It's grotty going. 2,208 miles of pot-holes, mud and scree. Conditions invented for BMC front-wheel drive, BMC Hydro-astic® suspension. Ask the locals. They knew even before the results of this rally.



BMC Scoreboard: Dutch Tulip Rally

TOURING CAR CATEGORY

First Overall
Mini Cooper 'S'
Julien Vernaevle/Mike Wood

1150—1300 cc. CLASS

1ST MINI COOPER
Julien Vernaevle/Mike Wood

3RD MINI COOPER
J. Bennett/G. Bowes

850—1150 cc. CLASS

1ST MINI COOPER
P. Cooper/K. Deacon

Subject to official confirmation.

When BMC go on an Export Drive -the competition knows it!



GEM Rally Radio : 2024 Events Calendar

RALLYING



Golden Microphone Trophy

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

2024 Calendar

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

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

Email control@gemrallyradio.org.uk



**Saturday 2nd March
Knutsford & DMC
Tour of Cheshire
At Oulton Park**

Early (ish) start to get down to Oulton Park for the Knutsford & DMC's Tour of Cheshire Test. Signing on was supposed to be at 07:00 (onwards) but due to a few issues turned out to be somewhat later.

I have marshalled this test (the Rally Experience track) with Liverpool MC several times before and the weather has been superb (especially this early in the year) but this year it was miserable wet and cold and even snow (In truth Sleet) at one point during the morning.

There were four identical tests. Tests 1 and 2 were run first and then competitors toddled off to the Oulton Park Café (I think its called something far mor grand than the café) for Breakfast and returned some 90 minutes or so later to do test 3 and 4.

We were tasked with running the start of Tests 2 and 4. Mid-way through Test 1 one of the crew running that Test had a bit of a health scare. The ambulance crew at the start came to the rescue and despite a small holdup in proceeding whilst the casualty received attention we were back up and running fairly quickly.

To Quote John Harden (Liverpool Chair & Test Commander at Oulton Park Tests)' The average age of motorsport marshals is 55. The temperature varied between 1^oc & 5^oc during the day. Maybe we've been lucky in the past, but that was the coldest, wettest ToC we've experienced over our 20-year involvement. And just look at the weather 24 hours later.... clear blue sky and already over 8^oc by 9am.'

Once the se tests at Oulton Park were completed I was off to Anglesey for the Lee Holland Stages, however I had to make a detour to Chester to collect Phil Smith from the Station before heading to Amlwch to join the Pendle & DMC team for an evening meal at the Dinorbin Arms (my usual digs on Anglesey)

**Sunday 3rd March
Pendle & DMC
Lee Holland Stages
Trac Mon, Anglesey**

Usual Routine : up at 06:15. Bags packed and car loaded then back into the Dinorbin Arms at 7:00 for Breakfast. Phil gets a lecture after asking Gary for a 'Full English' - It is Wales and he should have ordered a 'Full Welsh'. On our way to Trac Mon by 7:15. Arrive at the circuit at 7:45 expecting to produce our entry ticket - No one there to check them! So what was the point? Dash to Radio Control to collect stage diagrams then off to post 19

Grumpy Old Git

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



Grumpy

Continued from page 61

Post 19 is before the descent into the Corkscrew (The long, Long Hairpin R - depending which way you are going).

Nowhere safe to park so we opt to go up above and observe from the complex of tight roads above the jump.

No Problems to speak of at our post.

Car 4 (Michael Igoe/Will Atkins) taking the Seniors win and Car 62 (Charlie Mathewson/Ian Bass) taking the Juniors .

Friday 8th / Saturday 9th March Malcom Wilson Stages

Friday 8th of March - the plan was to collect Phil from Morecambe Station, book him into his hotel and then grab a bite to eat before heading up the M6 to SS2 (Hobcarton), however, Phil's train got delayed which meant he then missed his connection and then the later train was held up waiting for a guard. By the time he arrived we were pushed for time and the decision was made to head straight for Hobcarton and Phil could check into his hotel on our return. A few sandwiches were purchased on the way to munch as we waited for the first car. Not a lot happened (other than my lighting rig taking a tumble because of the wind) and we were able to strip our bit of stage down and get away by 22:30 (ish). We arrive at Phil's hotel in Morecambe and he has a problem or two finding the keysafe but eventually he gets to bed.

The following morning I pick Phil up at 05:30 and we set off for Whythop (More sandwiches collected from Truck Haven in Carnforth) . I am on Start and Phil is at Post 1A (a little footpath) using his alpha set. With only eight cars in Phil is on his radio reporting that car 151 has gone off at the first hairpin right and is blocking the track. The next car has not set off from the start and is held as the Recovery unit & Rescue dispatched but Spectators have the car back on the track and away as they arrive. We then wait for Recovery etc to get back to the start before we can get the rest into Stage (made it with one minute to spare). No further excitement and we get away home before noon

Saturday 9th March SD34MSG Awards Night

The awards for the 2023 season were handed out (see pages 74 to 77)

Steve Lewis Clitheroe & DMC (also SD34MSG League, U18, Marshals and Individual Championship Co- Ordinator) received the Brian Molyneux award

A cracking good night with Ian Grindrod, Nick Pollitt and Mike Broad. Nick Pollitt acting as go-between whilst Grindrod and Broad swapped stories of 'Daring Do' tales about the who's who of Rallying Royalty and events with lots of gossip and leg pulling as to who beat who, where, when and why.

Saturday / Sunday 16/17th March Harlech MC, Merfyn Hughes Memorial Rali Llyn

I collect Barry Allman from Birchwood at 3pm (ish) and we get to Pwllheli around 6pm and grab some Fish and chips for our evening meal before heading to Signing On at Plas Heli



Continued on Page 63

Grumpy **Continued from Page 62**

I was marshalling for Chris Richmond Hand in his Ford Escort MkII that he had used to win the Rali Bro Caron at the beginning of March (see report pg19). Barry was Marshalling for one of his many drivers - Chris Way at 46 - in his Honda Civic.

Both of our crews had problems, Chris Richmond Hand punctured a tyre on a white in the 1st half and retired, Chris Way made it to the finish but was OTL at MTC 2.

There were 90 Starters but by the Petrol halt only 58 had survived the 1st half. The second half was a little kinder and 46 crews were declared as finishers.

Kevin Kerr / Steven Roberts were the eventual Winner . Kevin had won the JJ Brown in January but on that one had the services of Max Freeman as Navigator

There seemed to be an inordinate supply of Ford Escorts and 15 of them made the Finish. Barry & I didn't hang around for results and set off for home, albeit stopping for a snooze at Colwyn Bay. I eventually got home at 10am

Wednesday 20th March **SD34MSG Bi-Monthly Meeting**

A few less delegates at this meeting than normal. A lot of them tied up doing their bit for North West Stages, but a very positive meeting with lots of praise for the Awards Night.

Same sort of format for next years do?

See page 6 for Meeting Notes - All over and done with by 21:15. That may be a record!!!!

Legendfires

North West Stages **23rd March**

Friday 22nd March **Myerscough College, Noise Test.**

Our little group (Me, Phil Smith, Rob Eltringham, Sid Duffin & Ray McGough) went to help Anthony Bridle at the Noise Test. Including Anthony there already was a team of 6. I thought that was probably enough but as things got busy and so many people ignored the 'One Way System' we were all kept busy sorting out the resulting traffic jam. Everybody had a site map in their instructions but Official (who should have known better) and crews still managed to do their bit to block the road.

The Rally 2 cars do cause problems at Noise. The Test is carried out at 4500rpm but these cars don't seem capable of holding 4500rpm long enough to get an accurate reading.

Continued on Page 64



Photo Courtesy of Joseph John Gilbertson
It was a little bit damp at times



Grumpy
Continued from Page 63

Saturday March 23rd : SS5 & SS10 Nicky Nook

Up at Stupid O'Clock. Totally unnecessary but I have got a buzz and can't sleep and so I arrive at the start of SS5 (Nicky Nook) at 7 am.

Signing on is 8:00am to 9:00am so of course the signing on crew are not ready for me and are busy sorting other things out.

By 7:15 they are ready. I get my goody bag and follow the Set Up crew through the stage as they check that nothing has gone walkabout overnight and do some final bits and pieces.

We get to post 8 (hairpin left uphill) and set up the radio mast.

The Stage commander arrives and tells me to expect a resident about 3:30 pm who has been away on holiday and want to get home. We have to call control for permission to stop the stage and let her through - good job I parked up on the grass verge or there we would have had to dismantle the mast and move onto the stage to make enough room.

We get the procession of 'Safety Cars' through and then spectators start arriving and telling us about various accidents and more - they have been following social media (we had better things to do) and seemed (!!!) far better informed than us.

However, we do know that we are about 2 hours behind schedule and that cars are being held at the stage start.

Eventually we are told that all competitors will be coming through the stage non-competitive and the going to Myerscough College to regroup. They will be doing the afternoon stages but time is short and they will be set off at 30s intervals. It is still going to be a close run thing and we need drivers not to stuff it off to enable everyone to do the last 5 stages. Rumours abound but that is social media for you. Don't know what to believe.

Spot on 3:30 pm my resident arrives (just before the Safety Delegate) and so does the Residents Liaison Officer to take them to their house. The Box Junction is dropped and is almost back up before they leave Post 8.

Everything on SS10 goes at it should do and nobody puts it off (several tried but managed to correct their error before damaging the scenery).

Junction stripped and a Police Motor Bike arrives asking directions for the quickest route to the A6. Instructions given and I am home 30minutes later

I know everyone in Rally Control would be rushed off their feet dealing with the problems but out in the field we are fielding questions from Spectators and Residents with no information to impart. Need to consider how to deal with this in future!



Official Statement

The Legend Fires North West Stages Rally stages run predominantly on narrow country lanes and therefore when an incident occurs there is a high risk of a stage stoppage. Unfortunately, this morning there were multiple incidents on stages 1, 2 & 3 including competitor accidents that required both medical and recovery intervention. These resulted in the event schedule being severely delayed. In order to regroup the field and restore the schedule as far as possible, the decision was made to cancel the last 2 stages of the first loop. This was an extremely difficult call to make, however an inevitable one due to time lost through competitor incidents. This proved to be the correct decision as all competitors were able to tackle all afternoon stages within the allotted time.

We are grateful for the patience and understanding of competitors and championships.

Inside the Industry

April 2024

with Paul Gilligan

2023/24 Charity Challenge

I make no apologies by putting this one at the top again. After my appeal last month for charity donations only 8 people responded with a gift. They were on average very generous so the total including Gift Aid Tax Reclaims stands at just over £400. Have to say bitterly disappointing against my target of £2177. I know several thousand people read this every month and many are kind enough to contact me to say how much they enjoy it, which I find very gratifying. Surely it has some value if you find the 30,000 words a year I churn out enjoyable, interesting, and informative? The charity is one of the most deserving out there and close to my heart.

So I'm going to set the bar really low and this obviously excludes the 8 who have been kind enough to dig deep already. Just Giving Page details are below. Please send £1. Yes £1. Of course you can send more if you'd like, you can send the prices of a coffee in Starbucks, a pint in Wetherspoons or a gallon of petrol. But £1 will do fine and be very welcomed.

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

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

2024/25 Charity Challenge

Faithful Mountain Dog (Enzo for those who don't know) and I set out from Brescia on March 1st to retrace the route of the 1955 Mille Miglia. So far we're just ahead of schedule, 160 miles completed we've passed through Padua and Verona and getting close to Ferrara. After that Ravenna and a blast down the Adriatic Coast where Sir Stirling and Jenks would have been pulling close to 180mph. Our pace will be more sedate but again we'll get there in the end!

Cazoo Stop Selling Cars

Perhaps no surprise as discussed a few months ago they have been rapidly running out of cash. Last week Cazoo announced they would stop selling cars more or less immediately. All stock is being sold off with vultures in the shape of used car supermarkets circling looking for bargains. Preparation centres and vehicle transporters are also on the market. Next plan for Cazoo is to become an "Online Marketplace" competing with Auto Trader for a start. They believe the strength of their brand will give them a great advantage but acknowledge that they are unlikely to overtake Auto Trader "Anytime soon, if ever". So leaving shareholders nursing very big losses and staff now jobless behind Cazoo move on to the next challenge.

The Chief Executive is leaving immediately to "Pursue other opportunities".

This Is Why Electric Cars Lose So Much Value So Quickly

Recently I was approached by a customer who had a friend considering buying a 3-4 year old Jaguar I Pace electric car. With sensible miles he was finding them at around £25,000 so thought that good value for a car that had cost almost 3 times as much when new. They asked for my thoughts particularly about battery life and replacement cost.

First thing I discovered was that Jaguar warranty the battery pack for 8 years or 1000,000 miles whichever comes first. If the battery pack tests as having dropped below 70% efficiency in that period you get a new pack paid for by Jaguar. If it doesn't after the car's 8th birthday you're on your own.

Next step was to find out how much a new battery pack costs. £37,000! I was so shocked I didn't ask if that was plus or including VAT.

Continued on Page 66

So you buy the 4 year old car for £25000. Then you pray that sometime before it's 8 years old the battery efficiency drops below 70% so you'll get a new pack free from Jaguar and you're set for another 8 years. However if it obstinately remains at 70% or more you're left with a car that sometime in the next few years will need a £37k battery pack so at that point it becomes worthless. If you pass the 8 year point on original batteries you effectively have an unsaleable car and have to keep it until the range drops to the point it's useless, then you scrap it.

And by the way that doesn't just apply to the Jaguar I Pace. It applies in principle to all electric cars. Warranties will vary which will move the goalposts one way or another but the basic truths remain the same.

Jaguar Become An SUV Only Company – For a While

In June of this year Jaguar will stop production of the XE & XF Saloons and Estates and the F Type Sports Car. In fact I think F Type stops at end April. So for the rest of this year Jaguar will produce only SUVs, I-Pace Electric, E-Pace and F-Pace. Customers can still order a new XE or XF but not to individual specifications. The factory are building to set specifications to use up existing parts stocks and avoid ordering other components which have to be ordered in quantities.

The Jaguar will move on to the launch late this year for deliveries starting sometime in 2025 of the all electric 600 bhp 4 seat Grand Tourer to compete with the Porsche Taycan, prices rumoured to start at around £120,000. In 2025 a large again all electric SUV to compete with Bentley Bentayga and Aston Martin DBX (and Range Rover of course built by the LR part of JLR). The comes a large again all electric saloon. These are the three cars that will carry Jaguar on from 2025/26. Or not as the case may be?

Lots Happening At Bentley

Bentley have been pretty quiet of late but that's proved to be the calm before the storm. First they reported financial results well below the previous year. They made 11% less cars than in 2022, total sales revenues fell by 13% and operating profits were down 17%. Chief Executive Adrian Hallmark (see below) said demand had suffered because of uncertainties due to wars and conflicts around the world, and that there were very high costs involved in the development of electric cars with Bentley committed to making electrics only by 2030 (see below).

That was on March 19th. Well this has always been a fast moving industry. The very next day March 20th Bentley announced that because of increased interest in hybrids they would make these for a few years after 2030. Also the launch of their first pure electric car would be put back for a year to 2026.

Then a couple of days later on March 22nd it was announced that said Chief Executive was leaving with immediate effect. After a period of "Gardening Leave" he will takeover as Chief Executive at Aston Martin. AM Boss Lawrence Stroll has never been unwilling to open his cheque book to attract the best (e.g. Fernando Alonso) and it seems once again he's got his man.

Move To Agency Sales Model Stalls

Many observers, myself included, have long held the view that the Agency Sales Model where the manufacturer sets the price and the dealer merely receives a commission for handling the customer was all OK in a short supply market but would struggle once there were more cars than customers. This seems to be proving to be true. Mercedes who were first to switch to Agency just over a year ago still claim it's working well, but their dealers who are selling less cars and at much lower margins don't agree strictly off the record. JLR had stated they would change over soon, this decision has now been scrapped and they retain the franchise model.

Audi were scheduled to change to Agency at the end of April, this has now been "postponed until further notice" although the new Q6E-Tron electric will be sold on agency terms only. Stellantis (Citroen, Fiat, Peugeot, Vauxhall) have put their change back to at least the end of 2026. A long time away.

The head of one of the largest industry consultancies put it bluntly: "There's now more cars than customers. In this market you need dealers to deal. Manufacturers don't have either the talent or the experience".

How Are Sales Going?

You can never learn much from February new sales because they are always lower than average as customers wait for the new registration plate in March. However it is valid to compare to last February. Against last year sales in the month were up a healthy 14%. Within that though fleet sales were 25% up and small business sales up 15% with retail down by almost 3%. Small business sales have been well down so that may be seen as encouraging but please remember that that is where pre registration sales are reported and these are becoming significant again. Retail is where manufacturers and dealers make their money so the continued weakness there is a big concern. What happens in March will be the big test.

Manufacturers who don't achieve an electric car share of sales of 22% face big fines. In February the overall share was up to 17.7% against 16.5% last February so hardly rocketing. Almost all new electric cars are bought by fleets because of the tax advantages that company car drivers enjoy. The industry had lobbied hard for some actions in the Budget to encourage retail buyers to go electric but nothing was forthcoming. Discounts on electric cars to the retail market are rising significantly. We've recently been able to supply some brand new Nissan Leafs (Leaves?) with a retail price of £31300 for £18750 which is a deal in anyone's language! Dacia (part of Renault) have just introduced a new electric car with prices starting at £15,000 making it around £12,000 cheaper than any other electric car on the UK market. The Chinese are sure to respond!

What will happen in March? The only thing I would guarantee at this point is lots of pre registrations. Lots and lots.

The used car market seems pretty stable. Values certainly aren't going up but they are only dropping slightly in most sectors. The lack of new car retail sales leads to a shortage of retail part exchanges which are the ones everyone wants, so the simple laws of supply and demand meant these are making good money.

Middle East Takeover Of McLaren Completed

It's been common knowledge that McLaren have struggled financially over recent years.

Various actions have been taken to raise new funds including the sale and leaseback of their headquarters building, issue of new shares and so on.

Their basic problem on the road car side is that their costs of production and product development are about the same as Ferrari's but they sell a lot less cars and at lower prices.

Mumtalakat the sovereign wealth fund of Bahrain has now taken full control. This fund has been a major shareholder and funder for some years and is now the 100% owner of both the car company and the motorsport side. They have said they are open to selling a minority stake to assist the company to develop electric cars, BMW and Hyundai are just two manufacturers that are rumoured to have had talks

Touchscreen Controls

In recent years manufacturers have moved many of the controls you need to drive a car from the traditional stalks and buttons to the central touchscreen. Climate control, radio, wipers, lights and so on are now controlled by touchscreen. Tesla even have the turn indicators operated by buttons on the steering wheel which you have to use even if you're turning the wheel at the same time. Why? Mainly because it's cheaper, simple as that. Problem is it means to carry out these necessary actions the driver has to take their eyes off the road.

Now the influential car safety rating organisation Euro NCAP have said that in order to qualify for the highest 5 star rating from 2026 cars must have buttons or stalks to control key functions. These include indicators, wipers, hazard warning lights and horn. Although these are not legal requirements a 5 star NCAP rating is highly prized by manufacturers and important to customers.

So hopefully we'll see some sanity return.

Automatic Only Drivers Pay More For Insurance

Or should that read “even more” having just renewed the insurance on one of our cars? Many young drivers are now learning and passing their tests purely in automatics because manual cars seem to be a dying breed. However, these drivers then get a licence that only permits them to drive autos. In 2007 70,000 driving tests were taken in automatic cars, in 2022 it was 324,000. All electrics are auto of course. I remember a few years ago reporting when the share of new car sales taken by automatics passed 50% for the first time. Now it’s over 70%.

However insurers take a dim view of young drivers with an automatic only licence. On average they pay around 35% more. Reasons are given as those driving a manual are more attentive and more in control, a significant number of accidents are caused by drivers pressing the wrong pedal in an automatic car, and the fact that autos are generally more expensive.

Paul Gilligan

Gilligan GVC

Vehicle Consulting Ltd

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

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

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Gilligan Vehicle Consulting Ltd

Postal Address
Great Carrock, How Hill
Greystoke, Penrith
Cumbria. CA11 0XY

CONTACT US
pg@gilliganvc.co.uk
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“When you were first into it, a Porsche was almost unimaginable for me. I was a young boy and I was a fan of the Porsche 911.”

It’s a car made by the most famous sports car manufacturer. The right behind the two seats is an engine that can roar and roar.

With its engine in the middle, rather than in the front or back, it’s a car that’s a bit different. It’s a car that’s a bit different. It’s a car that’s a bit different.

Other advantages included

The price also includes the most popular...
“I wanted to design a car young people could afford.”

Dr. Ferry Porsche.

All the World's Carbon Emissions

% of total global emissions in 2021



*175 countries
Source: Global Carbon Atlas
As of 2021

Road Rally Insurance



With all the reports of car insurance going up dramatically I was waiting for my renewal on the four cars I insure with REIS with some trepidation.

And sure enough there has been an increase!!! Three of the cars have extended cover so I can use them on road events such as road rallies and 12 cars.

Last year I paid £823.50 this year it is £837.52 an increase of £14.02.

Now that sort of increase I can live with. If anyone is interested the road section cover is £70 per car for a year. The most expensive car to insure is the Minge (Mini) at £153 fully comp!

Neil Raven : Ilkley & DMC



The BXCC is back!

The MSUK British Cross Country Championship (BXCC) resumes on 6/7 April after a two year break, with the opening round being held near Pickering in Yorkshire. A high quality entry of 33 crews will contest the BXCC and accompanying Trophy championship, with further drivers expected to compete on selected events through the season.

Championship Manager Jon Aston commented: "I'm delighted with the response to the 2024 BXCC which is well and truly back! We've got a great mix with several competitors doing the BXCC for the first time and many returning regulars."

"Despite the championship not running for two years we have more entries this year than when we relaunched the BXCC in 2019. The team is looking forward to providing an excellent championship this year."

The championship calendar has been refreshed for 2024 with only one venue, Walters Arena, carried over from

before. In addition to the opening round, the BXCC will include an event near Llandrindod Wells, one in Ceri forest and the brand new Yorkshire Hill Rally before the season finishes with what is expected to be a very challenging two rounds in one weekend at Walters.

The BXCC is supported by Par Homes, Voxcloud, Roodsafe, Roadflash, Gregg Motorsport, Fairview Farm Machinery, Fairview Farm Log Cabin and Holiday Accommodation, Aspire Park and Leisure Homes, Johnnie Drysdale, Whitecliff 4x4, Dynatech, NickyGrist.com, Whitchurch MOT Centre, Staffordshire Signs, PD Extinguishers and OR Tyres.

For more information on the championship please visit crosscountryuk.org.



RALLYCROSS

Wigan racer Tony Lynch confirmed that he will make the step up to the Super Retro class of the Retro Rallycross Championship for the 2024 season.

Tony has won the Retro class for the past two seasons at the wheel of his Team Geriatric-run Toyota MR2, adding two retro titles to his already impressive list of career honours.

Despite deciding to move up into the top class of the Retro Rallycross Championship, Tony will continue to compete at the wheel of the Toyota – which the team has developed to great success in recent years after it was previously used for stage rallying in Scotland.

Development work alongside MAS Tuning is ongoing on an all-new two-litre turbo engine that will be fitted to the MR2 to increase performance, with a new gearbox and upgraded suspension also being fitted to deal with the additional power and weight.

The move up into the Super Retro class has been made possible thanks to the ongoing support of Tony's expansive network of sponsors, most notably Landsail Tyres which will again take up the role of title sponsor.

Long-time partners Lucas Oil, Pemberton Tyres, Rye Motors, Wigan Car Paints, Sign-Tec, Paul Waldron Motorsport, McDermott Homes, Fell Good Health Club Bolton and Motordrive Seats all remain onboard for another season, with Xavier Roofing signing up as a new sponsor for 2024.

Whilst the new season kicks off with the Easter weekend event at Lydden Hill, Tony and the team will not make the trip to the spiritual home of Rallycross as Tony continues to recover from hip surgery carried out over the winter – which had been unavoidably put back multiple times as a result of the pandemic and resulting delays within the NHS.

As a result, his first outing in Super Retro is set to come in late May when the series heads to Mondello Park in Ireland for rounds three and four of the season.

“Obviously it would be nice to be going to Lydden Hill for the weekend to start the season, but unfortunately the opening rounds have just come a bit too soon after my winter operation,” Tony said. “At the same time, the fact we knew that we wouldn't be competing in the opening two rounds has allowed us to work on the development of the Toyota, ready for our move up to Super Retro.

“This is not a decision that we have taken lightly, and it wouldn't have been possible without the fantastic support of all of our sponsors. Even after letting them know that we wouldn't be competing in the opening two rounds as a result of my delayed surgery, Landsail Tyres have even increased their support this season to help with the move up in class, and all of our other existing partners are fully behind us in our plans to step up a class.

“To also have a new partner in Xaver Roofing is fantastic, and I'm hopeful that we can have a successful season together once we go out and hit the track. Missing two rounds means we aren't really thinking about a championship and can instead just focus on doing the best job possible at every event

“Even though we will be competing in a higher class for the first time, I don't just want to make up the numbers, and I'm confident that by the end of the season, we can be right in the mix at the front of the super retro field and put ourselves in a good position ahead of 2025.”



Wigton Motor Club have received another prestigious award to add to their two Motor Sport UK Motor Club of the Year Awards (and three runners up).

This time it was at the NEC for the Classic Car & Restoration Show sponsored by Practical Classics magazine.

Wigton Motor Club were presented with the coveted Car Club of the Year award. This is the first time a club that was not a “one make” club has received the award. It was received by club member Paul Brooks.

The thousand strong Club is based in the north of the Lake District and celebrated their centenary in 2023. In the last few years they have built their own club house, The Motor House, with a multi-use space and office; and hold monthly Cars & Coffee meets along with film shows and marshals and first aid training. The Motor House is at Moota near Blindcrake.

The Club has its roots in motorsport and has a full programme of rallies and autosolos throughout the year while the classic cars side has expanded hugely on the recent years with the Cumbria Classic & Motorsport Show attracting 800 cars every August.

At the NEC, Club member Daniel Rooney won the Restoration of the Year for his Mk 1 Mini.

Knowledale CC
David Clegg
Mini Miglia

Touring Assembly
March 16th

Photos courtesy of Tony North



Wigton MC

White Heather Historic and Targa Rally

Saturday March 23rd



Photos courtesy of Tony North

Useful Friends to have

Keith Thomas

Terry Richardson kindly came over in his superb Alvis and brought me a piece of Klingerite gasket material so that I can make up a gasket to fit between the SU carb and the supercharger on my Buckler, I was sure I had some but just couldn't find it, I've put a couple of photos of the Alvis and my supercharger arrangement on too.

I had been trying lots of different things to find out what was causing my car to pack in at Shelsley Walsh sprint hill climb then doing exactly the same after being kept flat to the boards for over half a mile up a long local hill, I checked electrics, fuel and even took the head off and checked head and block with a steel rule and a feeler gauge, everything seemed fine so I asked Terry to pop over and have a look. He brought his special straight edge, a very substantial piece of 3/8 thick gauge plate all really well wrapped up and protected probably about 14 inches by 8 inches, this clearly showed a distinct bow in my head and a feeler gauge just slid in and out quite easily between 2 and 3 cylinders.

We checked again with my steel rule and it appeared to be flat until we discovered my steel rule wasn't straight, it had a bow in it that fitted exactly the shape of my cylinder head, having a thick piece of steel showed up the distortion far better than a thin 1foot rule !

Tom Lewthwaite has worked his magic and machined the head so with a new water pump fitted as well its going back together as soon as I make a gasket for the supercharger, the water pump for my 100e Ford sidevalve engine was old so I treated the Buckler to a new one but I haven't any spare ones now, if any of you have any I would probably be interested in buying one or two. If anyone has any Klingerite say 2 or 3 mm thick I would like to buy some of that too for future use.

Keith Thomas





Championship 2023 Award Winners



Stage Rally

Driver

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

Co-Driver

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

Road Rally

Drivers

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

Navigators

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

Marshals

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

Brian Molyneux Award

TBA

Paul Coombes Trophy

TBA

Non Race / Rally

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

Sprint & HC

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

Individual

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

Under 18

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

League

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



SD34MSG Awards Night



We were asked by Steve Johnson last year if, as BTRDA Directors, we would present the 2023 awards at the SD34 evening in Accrington, no problem.

Then it was suggested we might do a Q and A after the prize giving with the added input of Ian Grindrod, sounded a great idea, and so it was.

100 mile trip up the M6 to our Premier accommodation, a chauffeured trip to Accrington and the evening began.

Great to see so much support for a motor sport prize giving, and even better to see and understand the achievements by the younger competitors like Ben Briggs coming through from the Under 17 Motor Club North West also great to see so many organisers, especially Steve Lewis being recognised for their enormous contribution.

Thank you to the audience for listening to ours and Ian's stories and for not asking too many awkward questions, a big thank you also to Maurice Ellison for chauffeuring us around.

It was a great weekend for BTRDA with The Malcolm Wilson first round of The Protyre Gold Star Rally Series, and the opening round of the Demon Tweaks Autotest Championship at Curborough.

All good wishes to everyone involved in SD34. Nick Pollitt and Mike Broad.





**Maurice Ellison
1st Marshal**



**Ben Briggs
1st U 18s**



**Scott MacMahon
1st O/A
Non Race / Rally**



**Andy Williams
1st Class A
Non Race / Rally**



**Daniel Millward-
Jackson
1st Class B
Non Race / Rally**



**Lauren Crook
1st Class C
Non Race / Rally**



**Ben Briggs
2nd Class A
Non Race / Rally**



**Matt Bramhall
1st O/A
Sprint & Hillclimb**



**Chris Bramhall
2nd Class 2
Sprint & Hillclimb**



**Nigel Fox
1st Class 2
Sprint & Hillclimb**



**Jonathon Baines
2nd Class 1
Sprint & Hillclimb**



**David Goodlad
2nd Class S
Sprint & Hillclimb**



**Phil Clegg
1st Class E
Non Race / Rally**



**Neil Raven
1st Novice Driver
Road Rally**



**Barry Allman
2nd S/E Navigator
Road Rally**



**Stephen Holmes
1st O/A Driver
Road Rally**



James Swallow
1st S/E Navigator
Road Rally



Peter Wilkinson
1st S/E Driver
Road Rally



John Gornall
1st Expert Driver
Road Rally



Adam Griffin
1st O/A Navigator
Road Rally



Mark Johnson
1st O/A Driver
Stage Rally



James Swallow
1st Class D Co-Driver
Stage Rally



Mike Riley
1st Class C Driver
Stage Rally



Steve Lewis
Brian Molyneux Award



Phillip Wardle
2nd Class E
Non Race / Rally



Association of Northern Car Clubs **Awards Night**

1st March

Well done to all award winners and nice to see so many turn up to collect their awards.

Thank you to guest speaker Craig Parry for an interesting insight to what it's like been a professional co-driver, some great stories told!

Also thanks to De Lacy Motor club for allowing us to host this at their club house.

If you weren't able to attend to collect your award then please get in touch with Sam Spencer to arrange collection or postage.





three sisters

CIRCUIT

COMPETITION TIME

Name the four Three Sisters bends correctly and you will be entered into a free draw on 30th April to win a £50 Three Sisters gift voucher. Send your entry by email before 23rd April 2024

to info@threesisterscircuit.co.uk

(don't forget your name, and to number your answers).



M masterpixel-media

MNR

MANX NATIONAL RALLY

Friday 10th May & Saturday 11th May



Steven Ormond-Smith has decided he will be entering the Manx National Rally in May after all after purchasing this stunning Ford RS 200.

Said Steve" Finding this car was just a dream come true, there are not many left at all and certainly not in this spec..I remember watching the late Mark Lovel flying round the Manx lanes when I was only in my 30,s so to get the chance to emulate him was something I couldn't refuse."

SD34 Championships 2024



Register now at

sd34msg.org.uk

or scan the QR code



MOTOR SPORT GROUP
60th Anniversary 2024

MOTOR SPORT GROUP
60th Anniversary 2024

£5 registration fee for all disciplines and FREE for competitors under 18.



Autosolo/Autotest, Road Rally, Stage Rally, Sprints and Hillclimbs.

SD34 Motor Sport Group celebrating 60 years of collaboration between North West clubs.



Scrutineers' Bulletin - 220

March 2024



Roll Cage Front Leg

The image above shows a Peugeot 206 Stage Rally car with a lateral roll bar/front leg that does not follow the windscreen pillar as closely as possible.

This cage appears to 'dodge' the dashboard by deviating away from the windscreen pillar, rather than following it as far as possible. Following the windscreen pillar as far as possible would mean cutting the dashboard, but this is not a justifiable reason to deviate from the windscreen pillar and allowance is made for this in (K)1.2.2 and (K)1.3.1.

(K)1.3.1 states that "The front leg of the front rollbar or a lateral rollbar must be straight, or if it is not possible, must follow the windscreen pillars and have only one bend unless a windscreen pillar reinforcement [1.3.5(e)] is fitted."

In deviating away from the windscreen pillar in the position shown, the above conditions are not met. Remember though that this only applies to cages where the front part of the cage is a requirement. In some cases, a rear hoop is the minimum requirement in which case such an arrangement may be deemed acceptable if it does not unduly affect the egress or safety of the occupant.

Helmet Damage

The images below highlight the damage that a chemical substance can do to a helmet. We are not sure what the substance was but the effect it has had on the outer shell of the helmet is clear, with the surface becoming shrunken, wrinkled, and misshapen.

It may appear to be only superficial with the outermost layer of paint or lacquer being affected, but in reality there is no knowing what damage has been done to the helmet structure which could significantly affect its performance in an incident. You will note the two larger stickers have been applied over the damaged area, possibly in an attempt to 'cover it up', a reminder to check closely to see if stickers are covering up any damage!

The Scrutineers quite correctly impounded this helmet for the duration of the meeting and removed the Motorsport UK helmet sticker to void the item.



BRMC On-line Training Programme

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

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

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

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

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

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



TRAINING

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

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

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

Could you contact Katy directly

@ info@mediachoices.co.uk

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

Practical Marshal Training in the North West.

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

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

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

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

Please follow the booking links

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

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

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

Unidentified Racing Car for sale

Some history.....

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



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

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

Original car description.....

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

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

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

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

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

Continued on Page 82

Car as it stands today.....

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

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

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

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

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

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

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

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

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

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

kennybairdie@aol.com



2024 Barbon Hillclimbs



15th June & 13th July

Entries are now open for the 2024 Barbon Hillclimbs (for cars) taking place on 15th June & 13th July.

See www.barbonhillclimb.co.uk for information and how to enter.

To keep the venue alive for motorsport, we need the support of all our regular competitors and new ones too.... can you spread the word?

We look forward to seeing you at spectacular Barbon Manor this year!

Longton & DMC



WE ARE OPEN!

We're pleased to say we are now accepting registrations for our Championships and Series! Longton's Northern Speed Championship offers a mix of 10 hillclimbs and 17 sprint rounds. Points are calculated from the scores at your best 9 rounds. Longton's Sprint Series consists of only sprint events. There are 9 rounds – all organised by Longton & District Motor Club – with scores from your best 5 being counted. Supplementing those, we have Longton's Champion of Three Sisters Series consisting of three rounds and – new for 2024 – we have the Longton's Champion of Anglesey consisting of four sprint rounds and Longton's Champion of the Isle of Man consisting of 3 Hillclimb Rounds

Championship Registration:

<https://speedeventservices.wufoo.com/forms/z1wln7t60up8381/>

Doran Moore Memorial Sprints:

We're also opening entries for the Doran Moore Memorial Sprints on 6th & 7th April at Anglesey Circuit, and the Spring Sprints on 18th & 19th May at Blyton Park. Remember, since 2022 those registered in either Longton's Northern Speed Championship or Longton's Sprint series will receive a £5 discount on each entry fee day.

<https://speedeventservices.wufoo.com/forms/z7c1wb07povfy/>

Spring Sprints:

<https://speedeventservices.wufoo.com/.../z1ase3k51lllhto/...>

Also remember if you'd like a shakedown or just a track day please register by following the link below:

https://form.jotform.com/232564298990369?mc_cid=e0f95db4dd

We would like to take this opportunity to thank everyone for your patience and we look forward to seeing you on Anglesey in a few weeks time!



ANCC ROAD RALLY CHAMPIONSHIP

Round	Date	Event	Organising Club
1	10/02/24	Glendinning of Prudhoe John Robson Rally	Hexham & District Motor Club
2	17/02/24	Amigos Rally of Derbyshire	Matlock Motor Club
3	18/05/24	Blacker Automotive Hyemoor Trophy Rally	Malton Motor Club
4	08/06/24	The Trevor Roberts Primrose Trophy Rally	Clitheroe & District Motor Club
5	31/08/24*	Maple Garage Beaver Rally	Beverley & District Motor Club
6	14/09/24	The R.A.C.E Oaks Trophy Rally	Ecurie Royal Oak Motor Club
7	21/09/24	Clitheronian Rally	Clitheroe & District Motor Club
8	16/11/24	Steve Gornall Memorial Rally	Regardless Motor Club

*Date to be confirmed



REGISTER NOW For the SD34MSG CHAMPIONSHIPS

The 2024 SD34 Challenge Registration is on the SD34MSG website

£5 Registration for ALL disciplines or free for competitors under the age of 18

Registration Form

(click the the link below)

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

BROADCAST TIMES
ROUND 1

itv4
itvX

TUESDAY
2ND APRIL
17:45

REPEATED SUNDAY 7TH APRIL 08:00

itvSPORT

**Hexham and District Motor Club
are pleased to announce**

'An Evening With Phil Short'

Tuesday the 23rd of April at 8pm

Phil has been involved in rallying at the very highest level for many years.

He has co-driven for many of the worlds top drivers before, during and after the ferocious Group B era. Names that include Bjorn Waldegaard, Hannu Mikkola, Walter Rohrl and Pentti Airikkala.

In 1989 and 1990 he won the British Open Rally Championship sat along side David Llewelin and his final tally of international wins reached 17 in total.

After that he went into rally management, and was team principal of Mitsubishi Ralliart Europe from 1995-2000.

Latterly Phil had been the Sporting Supervisor for Pirelli Star Driver, WRC Academy and Junior WRC Fiesta programs for promising young drivers, which he finished being involved with in 2019.

The evening is being held at Prudhoe Social Club (NE42 5JT). We will be providing a traditional Hexham Buffett as well as holding a raffle.

Ticket prices are:

£7 per person - Hexham members

£10 Per person - Non-members

Apply for tickets

<https://www.hexhammotorclub.co.uk/events>

Click on the Events tab



Wigton Motor Club

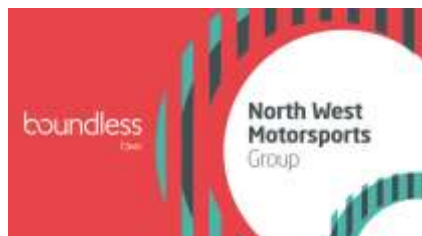
Cumbria Classic Weekend August 17th/18th 2024

Saturday, the Rose & Thistle Tour

Sunday the Cumbria Classic and Motorsport Show

The biggest show in the region!





Did you know?

- ❑ Motorsport can be cheap!
- ❑ You can use the car you drive every day!
- ❑ You can drive from 14 years of age at these events
- ❑ You do not need any special training or equipment.
- ❑ This is really fun and you can make new friends as well.



The Boundless by CSMA, North West Motorsports Group, Under 17 Motor Club North West and Accrington Motor Sport Club are joining together to promote 'grass root' motorsport events in the North West of England. See; - <https://linktr.ee/togetherinmotorsport>

All you need to do to get involved is:

- Join a motor club (visit anwcc.co.uk for more information)
- Get a free **Motorsport UK RS Clubman Licence** from MotorsportUK.org
- Enter the event. Registration links can be found on our Facebook pages
- Pay the entry fee (Blackburn - £35 and Lymm - £48)
- Bring your own road car
- Enjoy!



All you need is the car you drive every day! Big or small, come and have a go! Not convinced? Check out <https://www.youtube.com/watch?v=mFikKdmJZws>

All the event regulations and entry forms can be found at <http://anwcc.co.uk> or SD34MSG.org.uk six-eight weeks before the event date. Some of these do fill up, so an early entry is advised.



Please come along and have a fun day of motorsport with our team.

Dates:

21st April 2024

Lymm Truckstop M6/M56 junction

16th June 2024

Lymm Truckstop M6/M56 junction

11th August 2024

Lymm Truckstop M6/M56 junction

8th September 2024

M65 Junction 4 services

Contacts;

Tracey Smith – tracey.amsc@hotmail.com

Steve Johnson – 07718051882 – steve.amsc@gmail.com





- 24th - 25th May
Beatson's Building Services
Jim Clark Rally
- 26th May
Beatson's Building Services
Jim Clark Reivers Rally
- ? June
Crail Summer Stages
- 21st - 22nd June
Dunoon Presents
Argyll Rally
- 6th - 7th July
Mach 1 Stages
- 25th August
Pendragon Stages
- 15th September
Cheviot Stages
- 21st September
Condor Stages
- 24th November
Winter Stages

8 Rounds to Count

More info at : hellonerallychamp.co.uk

Legend says the husband was waiting in the car for his wife to get ready



Nova Motorsport

A new Global Motorsport Brand

Rooted in a rich British heritage, Nova Motorsport is poised to revolutionise the world of premium competition and specialist tyres.

Many of you will know that Avon Tyres' European factory at Melksham closed in December 2023 after the parent company Goodyear / Cooper Tires restructured the business and stopped producing tyres for motorsport under the Avon brand. This left the hillclimb & sprint competitors and many other areas of motorsport without competition tyre as many sizes and compounds were only available from Avon/Cooper, including tyres for classic Formula Fords. Cars, motorbikes, sidecars were all affected.

A management buyout of Avon Tyres has taken place and a new company will manufacture Avon tyres under licence. The name is Nova Motorsport.

Their temporary website is now live at www.novamotorsport.com and although information so far is sparse, there is great hope that this venture succeeds.

www.facebook.com/NovaMotorsportOfficial

www.novamotorsport.com



WDMC

WARRINGTON & DISTRICT
MOTOR CLUB

2024

Wern Ddu Gravel PCA's

Date

Venue

19th May

Wern Ddu

30th June

New Grass Venue
nr. Wexham

20th October

Wern Ddu

24th November

Wern Ddu

8th December

Wern Ddu

ANCC

Targa Championship

- 4th May MOCP 061 Targa
- 16th June Rex Ystra Targa
- 14th July Northern Dales
- 21st July De Lacey Targa
- 14th August Blue Streak Targa
- 17th November Knutsford Targa

Best 6 Rounds to Count

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Wigton Motor Club

Forthcoming events 2024

- **April 13th** Flying Scotsman @ Kirk-
bride
- **April 14th** Cars & Coffee at the Motor
House near Cockermouth, 10 until 12. CA13 0QE
- **April 21st** Drive It Day at Dalemain House
near Ullswater. 11 until 2. All welcome £5 per car dona-
tion to charity.
- **April 21st** Post Drive It Day Run
From Dalemain House
- **April 28th** AutoSolo @ Maryport
- **May 1st** Pub Run by Dave Nicholson
- **May 4th** 1st Aid Course at the Motor
House
- **May 7th** Test Evening at Rowrah
- May 8th** John Peel Meander for pre
1950 cars. Starts at the Motor House near Cockermouth
(CA13 0QE)
- **May 12th** Cars & Coffee at the Motor
House near Cockermouth, from 10am CA13 0QE
- **May 19th** The Gallop Pennines

Details of all our events are on our
website www.wigtonmc.co.uk

Is it true that an apple a day keeps the doctor away or is it
just one of Granny's Myths?

Just before I die I'm going to eat some unpopped pop-
corn. That should liven up the cremation!



Pro-Rally.co.uk 1
CompBrake STAGES 2024
Designers in Motorsport

12th May

Three Sisters

Marshals & Timekeepers required

Contact Alan Bibby

asbibby@icloud.com

12 Stages 28miles for £220

- ANWCC Stage Rally Championship
- ANWCC All Rounders Championship
- ANWCC Ladies Championship
- SD34MSG Stage Championship
- SD34MSG Inter Club League
- SD34MSG All Rounders Championship

Regs & On-Line Entry

www.wiganmotorclub.org.uk

Entries open 1st March 2024





NESCRO



2024 NESCRO DATES LIST

Sun 14 th April	Shaw Trophy	Whickham & DMC
Sun 28 th April	William Paterson	South of Scotland CC
Sat/Sun 4/5 th May	Berwick	Berwick & DMC
Sat/Sun 1/2 nd June	Rallye East Yorkshire	Yorkshire Wolds MC
Sun 7 th July	Northern Dales	Hexham & DMC
Sun 11 th August	Blue Streak	Spadeadam MC
Sun 1 st September	Wearside	Durham Auto Club
Sun 22 nd September	Doonhamer	South of Scotland CC
Sun 27 th October	Solway	Wigton MC
Sat 9 th November	Saltire	Saltire Rally Club

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

Bob Hargreaves



Pendle & DMC In conjunction with

DALES Automotive



Summer Tour Saturday 13th July 2024

We invite you to join us in celebrating our 50th anniversary year by entering our Summer Touring Assembly.

The route will be approximately 130 miles covering the delights of the Yorkshire Dales, Forest of Bowland, Ribble Valley and of course our very own Pendle.

We will be starting and finishing at The Old Stone Trough, Colne Road, Kelbrook. The entry fee will include a Rally Plate, bacon butty & tea/coffee at the Start, a burger/ sausage butty & tea/coffee for lunch and pie & peas at the finish.

Entry fee - £65.00. Entries are open online at rallies.info

Regulations will be available shortly on our website

www.pendledistrictmc.co.uk

If you missed the 3 Recent 'How To' App Live Tutorials

They can still be accessed via the links below

TimingAppLive was on the 4th Dec

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

RallyAppLive was on the 11th Dec

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

TrialsAppLive was on the 18th Dec

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

Regards, John Clavey

Sapphire Solutions Ltd

Sapphire Solutions Ltd



TimingAppLive Management And Results Solutions

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

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Facebook group TimingAppLive

www.sapphire-solutions.co.uk

CONTACT John

John@sapphire-solutions.co.uk

- Low cost management solution
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- Rapid Results
- Integrated Entry and Payments
- Eliminates Paperwork
- Support and Training



Register Now!



ANCC Stage Rally Championship

Registrations are open for the 2024 ANCC Stage Rally Championship

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

Register here:

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



three sisters
CIRCUIT

threesisterscircuit.co.uk

Competition Car Testing

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

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

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

rally

AT
TRACKDAYS



anglesey
CIRCUIT
fraction

**JUST £140
FOR THE DAY**

PRICE PER TEAM OF DRIVER AND CO-DRIVER



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

UPCOMING EVENTS

FEB 17th

SUNDAY

MAR 15th

FRIDAY

APR 13th

SATURDAY

JUN 29th

SATURDAY

BOOK ONLINE AT RALLYTRACKDAYS.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400

Pro-Rally.co.uk

1



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phil@pro-rally.co.uk

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1

www.pro-rally.co.uk

ANWCC

To Access all
of the following

2024 Championships Calendar,
Championship Registration
AND Championship Tables

Please Visit

www.anwcc.co.uk

SD34MSG

To Access the

Championships Registration

<https://>

[form.jotform.com/23255
4685289369](https://form.jotform.com/232554685289369)



three sisters
CIRCUIT

threesisterscircuit.co.uk



Car Track Days:
18th March
22nd April
20th May

Acknowledgements

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

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

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

A Special mention of gratitude to ALL THOSE CLUBS AND PEOPLE WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, Events etc

Terry Martin (Clitheroe)	Steve Entwistle,
Oliver Mathison (BDMC)	Phil Sandham (Morecambe)
Amey Honchoz (IDMC)	Bruce Lindsay (Clitheroe)
Steve Butler (Accrington)	Mark Broadbent (A&PMCC)
Greg Harrod (Lampeter)	Tony Vart (Clitheroe)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (Clitheroe)
Tommi Meadows (Clitheroe)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Gary Evans (MMC)
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (Clitheroe)	Ian Harden
Niall Frost (IDMC)	Bill Honeywell (Clitheroe)
John Harden (LiMC)	Neil Jones (Bala & DMC)
Oliver Waggett (HMC)	Dave V. Thomas (ANWCC)
Ian Harwood (KMC)	Geoff Bateman (WCMSC)
Tom Wilkinson (BDMC)	Ian Clapham (116 MC)
Adrian Spencer (Wigan)	Martyn Taylor (KLMC)
Stuart Bankier (BDMC)	Kris Coombes (Preston MC)
Sion Matthews (C&AMC)	Callum Young (Clitheroe)
Ian Grindrod (2300MC)	Nick Townley (KLMC)
Dan Willan (KLMC)	Paul Woodford
David Yorke (Matlock MC)	Kirk Rylands Wigton M

The GEM Rally Radio Team

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

Plus

Tony North & Chris Ellison,
Phil James of Pro-Rally,

Paul Commons Photography

Dave Williams (Oulton Park Diaries)

Paul Gilligan 'Inside the Industry'

Garry Simpson Songasport

Duncan Littler Speed Sports Photography

Joe Gillbertson, Geoff Bengough

Ben Lawrence Photography

and last but not least, Chairman
(& my complaints manager)

Steve Johnson

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

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

SD34MSG



Wed. 15th May 2024

20:00 @ The Poachers Bamber Bridge, PR5 6BA Just off the M6 Junc 29

Why not join us for a bite to eat before
the Meeting - at approx. 6:30pm

ANCC



Monday 3rd June, 8pm

at Cleckheaton Sports & Social Club
BB19 3UD

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

www.ancc.co.uk



Tues. May 14th : 8pm

Mere and Tabley Community Club,
Warrington Rd, Mere,
Knutsford WA16 0PU

<http://anwcc.co.uk>

ANECCC



Thurs. 25th April

8pm - In Person

At the Dr Syntax

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

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

Deadline for copy

For the May '24 Edition is

Monday the 29th of April

and is due out on

Wednesday the 1st of May

**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