

# November spotlight 2024



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



**ANWCC**  
Association of North Western Car Clubs

**ANCC**



Association of Northern Car Clubs



**BEATSON'S**  
BUILDING SUPPLIES  
**M&R '24**  
MULLRALLY

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



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**Blackpool South Shore Motor Club**

[www.bssmc.com](http://www.bssmc.com)



**Clitheroe & District Motor Club**

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



**Ecurie Royal Oak Motor Club**

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**Garstang & Preston MC**

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



**High Moor Motor Club**

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



**Stockport 061 Motor Club**

[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**

[www.warringtondmc.com](http://www.warringtondmc.com)



**Wallasey Motor Club**

[www.wallaseymc.com](http://www.wallaseymc.com)



**2300 MC**

[www.2300club.org](http://www.2300club.org)



Smart handling: The Triumph GT6 from its most familiar aspect.

### All the world wants the new Triumph GT6

The GT6 puts a new class of car within the reach of the world. Until last October's Motor Show, if you wanted a very fast two-seater saloon with a smooth big 6-cylinder engine, it cost you a small fortune, wherever you lived. Now, anyone who can afford a medium 2-litre saloon can indulge himself with the low, sleek, 200-mph plus GT6.

The GT6 gets its sweeping fastback from the Le Mans Sportsline first and second in their class. But it gets its power from the 6-cylinder Triumph 2000 engine. About without trying, this engine develops 90-BHP, and sweeps the

16-car GT6 from 0 to 100-mph in 7.8 seconds. You have control. Each wheel on the GT6 is individually sprung to ensure that this power and the road keep in close harmony. Rack-and-pinion steering makes the front wheels as responsive in your own fingers.

Expert experience last year, Triumph was so the test of Britain's export drive—Triumph export 50% of their output. Hence, the Queen's Award to Industry in both Standard-Triumph International, and the Leyland Motor Corporation. Already the world is itching for the new Triumph GT6. This

beautiful car will catch up and overtake many things.

However, Triumph seems in world markets does not depend on one car—ever even just on sports cars. There are other exciting Triumphs. Names and profiles are below. Your Triumph dealer will be pleased to tell you more about any of them.

Standard Triumph Sales Ltd.  
 Bentley House, London W1A  
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Triumph TR4 World famous sports car in the grand manner.



Triumph Herald The most talented light car and the prettiest.



Triumph Spitfire 2000, 2-door, leather upholstery, full-flow ventilation.



Triumph 1100 Vitesse 'Car of the Year' by Car Magazine.



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# Chairman's Chat November 2024



**Clubs & Event Organisers - Please do not forget that SD34MSG & ANWCC, offer you the opportunity to place your club's event regulations on the web sites. *This is to offer, an easy place for all to find.... North West Motorsport Event regulations, to any competitor, new or existing!***

***Just a gentle reminder.... 'Spotlight'.... the last issue is next month, I would like to thank all those that have supported SD34MSG, with advertisements, event reports and the 1001 articles over the last 14 years...***

***Maurice your long service to motorsport has been above and beyond the call of duty – Thank you, I am sure from all....***

***It is time for the younger folk to carry on. (But I do not see any ATM)***

***If you have any article for inclusion in the last SD34 MSG Spotlight magazine then please send them to Maurice by the 20<sup>th</sup> November.***

When we talk about service at this time of the year, you cannot escape that the UK and indeed the world, pay their respects to those that have died in conflicts over the years. I have, in the last 45 years, driven at many motorsport events on Remembrance Sunday; all wherever possible, do stop at 11AM.

If you look at the skill sets required when running a motorsport event; a ready supply of volunteers could be found from anyone with a military service or even an emergency service back ground. The command and control systems for motorsport events are almost identical and so they should be!... It is a pity that more is not done to promote this working together idea!...

Much more could be done to bring in those possible volunteers, as they will have a great deal of the skills that motorsport events require to be run safely.

When we look at the unpaid professional volunteers in organisations and clubs are they appreciated? ..... I have recently read about the Church of England getting all up set at their local Church's for not doing things correctly!.... Other voluntary organisations, nearly all, mainly staffed by unpaid professional volunteers are now losing those volunteers!... as a volunteer, they are unwilling to jump through hoops that the paid staff are putting in their way!

Hopefully, the changes by MSUK to the Sport 80 system will help those old and new to motorsport. At least those who are new to motorsport, will not know any other way!

With Sport 80, I have needed several phone calls and emails too MSUK to resolve issues that I had, all have been sorted, at the moment. This sadly, has taken several days out of my life! How many clubs have committee members who are able and will to take this time? Working and earning money to pay the mortgage is priority to most committee members, ***who are not yet retired!***

Please remember that next SD34 meeting will be on **Wednesday 20<sup>th</sup> November at 7:30 pm via Zoom** an email will be sent out to all club delegates, 2 or 3 days prior to the meeting. SD34 does need new committee members to continue along the motorsport journey, all SD34 members are welcome to attend, just email me for details.

All the 2024 SD34MSG Championships are now coming to a close, the compliers have done a great job sending out the updates throughout the year, please check your results here; - <https://sd34msg.org.uk/championships/> The 2025 season is now in full planning at this time of year; **the award winners from the 2023 championships may need to send their trophies back to either SD34MSG or ANWCC for engraving!** I have attended and worked with DVT and ANWCC now for around 40 years!... I have to take my hat off to DVT, for the work and the time that he puts into motorsport on behalf of Clubs and Competitors!... Like all the championship compliers he is constantly trying to ensure they are fair to all and whilst no points system will ever be totally correct for all. DVT is currently proposing a new points system for the speed events, to overcome current issues – See ANWCC report page 6

It currently looks like 17 year old Ben Briggs from the Under 17 Motor Club may well be the top the SD34MSG all round driver of the year! Just as he did as a sixteen year old driver last year! Ben is currently 24 points in front of Matt Bramall and Nigel Fox, with only few events remaining.

Finally, - *I also like to read about what is going on at motorsport events that I am unable to attend.* On the **British Rally Marshals Club**, Facebook page, I have read about and very positive report on a professional volunteer who was at post 14 in Clocaenog, on the Cambrian Rally. **Please see page 48** Clocaenog Marshal. ***'I am not a Marshal; I was merely stood by a marshal post!'***

*Drive Safely*

**Steve Johnson : SD34MSG Chairman**





# ANWCC

Association of North Western Car Clubs

We are quickly getting to the end of the 2024 Championships with many awards still to be decided so things will be going down to the wire, as they say!

Registrations for 2025 have now opened and amongst the first few are some competitors who were last registered with us over 20 years ago – re-living their youth. All are welcome, renewals, oldies coming back and also, of course, newcomers to the sport and championships – we will have something for everyone.

Despite some opposition, our friends in Motorsport UK have decided to introduce new stage rally classes – they totally ignored my submission that 11 of the 13 associations all run very similar stage rally classes and everyone is happy with them – ours being <1000cc, 1001-1400cc, 1401-1600cc, 1601-2000cc, <2000cc 2WD and <2000cc 4WD. Motorsport UK claim that over 8 “headline” championships there were 113 different classes – and, as we know, it’s the “headline” championships that we have to bow down to – not the grass roots where competitors come and enjoy the events and competition. We will NOT be changing so event results, as published on our website, will show the event class (on which Allrounders points will be based) and “our” class, on which championship points will be based. You may have noticed this format on a number of events already.

Our championships for 2025 will be unchanged from 2024 except one area – scoring on the Speed events. There have been some issues this year with competitors competing in “special” classes (e.g. Classic Marques, Morgan, Rally Cars). The “special” classes have a wide selection of cars and they use a handicap system but do not declare the results! Our regulations state that points are based on the event classes, and that is how we calculated them. Our Stewards have judged that this was correct to the regulations.

So, for 2025 I have come up with a proposal that points are based on event classes, but the calculations come from the overall and class times – basically, a competitor’s time is expressed as a percentage of FTD and FTC, the two added together. I have worked out the 2024 championship using a 75/25 split between overall and class times, and also the reverse, 25/75 and put this to the current competitors. Personally, I think the 25% overall and 75% class gives a more even results. Awards will be based on our classes S, 1-5.

This also has an advantage over our other problem – classes with only one or two starters, resulting in many people all getting the same score (100.00).

As is well known, we will never get it right, but we are trying and after 40 years plus of doing this I feel we could be close!

It will be huge shame if Spotlight comes to an end next month, and Maurice is handing up his editorial pen. I should point out that we have a News page on [www.anwcc.co.uk](http://www.anwcc.co.uk) and welcome reports for inclusion, but nobody submits! So, that could be a place for some Spotlight type items – all I ask is that submissions are as pdf files which can be loaded directly onto the web page – I will not have time to edit things.

Applications for championship permits for 2025 have been submitted to Motorsport UK, and our regulations will be published on the website very soon. The calendar is being formalised, and clubs are submitting events – the closing date is 31<sup>st</sup> December so if your club event is not on our calendar (see website) then get the form filled in (link on website), even if date is only provisional.

As always, we welcome comments – it’s your championship after all!

*Dave V Thomas*

e-mail [anwcc@talktalk.net](mailto:anwcc@talktalk.net) **[www.anwcc.co.uk](http://www.anwcc.co.uk)**

**Visit the ANWCC Website and Register for the 2025 Championships**





# Mull C.C.

## Beatson's Building Supplies

# Mull Rally '24

## 9<sup>th</sup> - 11<sup>th</sup> October

*Neil Roskell : G&PMC*

Well brace yourselves it's a long one just like Mull rally itself.... So where do I start

So I managed to get Dan Barrit as my navigator... You can imagine my excitement of him saying yess. Main man in my car. Talk about feeling inferior anyway - far from it....

We did our work on the notes and he was mega ,plus being from Lancashire totally in tune with his tones

The build up to the rally was as they say up there "Fever" and it was building.

Once on the island on Monday night boss lady let me have a few beers then I was banned after that as I wanted to do my best for the Burnley boy

All the recce went well and we started to have the crack and plenty of banter all week.

I tried my best to listen to the advice

Once the team and the car landed the job felt proper and we knew the Rally Fever was big .

I tried my hardest to wind up John MacCrone and others but they just kept giving it back.... Loved it.

### So on with the rally

We did the shake down and I lost grip before the cattle grid and thought we were going to have dinner in the front room of the White House but I was lucky to save it as you may have seen on a previous post .

I got the Paul Hollywood hand shake from the Burnley boy at the end of the stage saying 'well held'

So now I've got him settled in and him realising Rosky nearly didn't finish shake down . . . . jobs on

Here goes ....

So SSI the men in front of me all went for slicks the same as me so I knew we had a leveler. However we were sat on the start line with the windscreen wipers on full blast and I put the spots on only not to be able to see much more.

We set with caution but the first tight bend and hey ho Rosky is at it again back ends on the grass and I am trying to get it through the cattle grid...I bossed it but don't have slicks on in full rain .

After that main man told me to tidy up. So I did that for a while



*Continued on Page 8*



## Mull '24

### Continued from Page 7

We got our heads down and started to enjoy it. We managed to get leg one done and back to digs just after 2am in the morning.

At this point I was reminded how brilliant my wife ,boss lady is ....She's so selfless , to make sure I didn't loss my head while on the rally she had terrible news that her brother had died that day and she kept it from me till I'd finished she's the best, thanks babe .

So in the morning I had to reset my head and get leg two on the go.

Burnley boy was on form and he got me going .we managed to start doing some good times.

Our goal was to do our own thing and just keep with the group..

It was good to have day light and get settled in.

The notes were mint and working .

Leg 3.

I knew I couldn't sit back as David Bogie had took 30 seconds yes 30 out of me on the long one in the dry....That was a wake up .

On the last run of stages I turned it up and managed to set a good time on Loch Kinloch 3rd fastest.

Then kept pushing.

On the last stage we set off on slicks and had a bit of rain on the start but jobs on !

However 1 mile in I am full sideways of the road with the bridge wall coming towards me. Not what I had planned. So another stern bollocking from Burnley boy and got my head back on it.

We managed to be 2nd fastest on the last stage which was a great thing to do to end the rally on

So we managed to come home 4th overall and 1st in class. I will take that as the men in front have won here a lot.

So well done to the winners Paul and Paul

Daniel Harper & Martin Cressey on 2nd & Fergus and Darren on 3rd Mega pace boys.

Feelings go out to James Ford and Neil shanks & John MacCrone and Kirsty Riddick you were pushing hard guys. also hope Craig And Kerrie get well soon.

Well done to my mate who I nagged to death to come and experience Mull which he did.



Continued on Page 9



## Mull '24

### Continued from Page 8

His words after his first recce was 'Its ridiculous' and his words after picking up 1st historic trophy was....'its proper this rally.'

Mark Holmes and Mark hats off to you both

We also won the team award as well. With John cope ,Clive Molineux Mark Holmes Mark Broadbent well done guys

### Thoughts once the dust has settled

That rally is one of the best I have done .

The pace is unbelievable and the crack is mega

You cannot explain what it's like but you just get the bug

Big thank you to all the organisers, Marshalls **Derek Connell** without you there's no rally.

Big thanks to my team **Dan Barritt** Derek Connell for putting up with me changing my mind constantly

Dan Barritt Aka Burnley Boy you're on another level. So proud to have you in the car. Just make sure you tell Elvyn who you've been with

Also lastly Boss lady you are the best ... she even kept it from me the news of the bloody dog was having a emergency operation as well

Your some woman ❤️

**Neil Roskell : G&PMC**





**Mull C.C.**

# Beatson's Building Supplies Mull Rally '24

**9<sup>th</sup> - 11<sup>th</sup> October**

*Martyn Young : Clitheroe & DMC*

Well Mull 2024 certainly lived up to Expectations. First time stage commanding on the island .

I arrived on the island Wednesday Evening along with the advance party from Clitheroe and District Motor Club .

Thursday we went to set up Shakedown along with Peter Henness Martin Douglas and Phil Wallbank . Thursday night was Curry night back at the bunkhouse, followed by the Aurora outside

**On Shakedown** We were going to run one end of the stage and Pete was going to run the far end .

At this point I want to thank Andy Price and his team from Potteries and Newcastle Motor Club Community for being part of my team this year and looking after the FF , Stop and Andy for being my Stage Safety Officer all week-end, You did a fantastic job all weekend and I can't thank you enough

Fri afternoon I did a recce of our stage for Saturday (Gribun ) . All stakes were in place ready to sign up on the Saturday morning.

**Fri Evening Leg 1** our team were all over the place either marshalling or doing Controls elsewhere .

I was doing service out in Craignure with one of Rallyings stars Andy ( Billy) Bird . The heavens opened and it was Biblical conditions it rained that much a river was running down in to Craignure.

A couple of stages were cancelled that meant an early finish was had by a few of the team .

Think I was finished by 2am .

**Saturday morning** early (ish) start , myself and Matthew Broadbent were the advance party who went and signed the stage , Andy and his FF & Stop crew set up that end of the stage .

When we came back Stephen Frost had set up basecamp at the startline complete with Kitchen set up at the side of Gribun Honestly I believe we have the best catering department in the world of Rallying

The stage was ran once and then we had to turn it round to run the opposite direction at night .

Whilst waiting for this we had a bit of windy weather which threw the arrival portaloo onto its side and the stop line one blew down towards the water .This caused a bit of worry amongst one or two members and they had to improvise .



*Continued on Page 11*



## **Mull '24 : Continued from Page 10**

All went well and we didn't have any incidents to deal with .

We got back to Craignure around 04.30 after clearing the stage furniture.

Sunday was hometime for a few but 3 of us stayed and joined the afternoon celebrations at the prize-giving and also a few beers .

Home for us was Monday.

I have too many thank yous to give

To The Mull Rally organisers, thank you for giving me the opportunity to command a stage or 3 .

To the CDMC team for all their help

Paul Buckel , Matt Broadbent for being my DSC all weekend , Andy Price as my sso top job to my marshals

Maurice Ellison , Stephen Broadbent, Mick Fishlock , Jamie Mactavish , to the other guys in the bunkhouse who were great company .

To top it all it was great to catch up with Stevie Irwin, Calum Young and team on Sunday Morning, Thanks to Elaine Waddell for cooking breakfast Sunday morning . Well done Team Irwin on a fantastic 20th o/a and 1st in class, a fantastic effort .

I also want to thank all the services on our stages too

- Hogg Rescue
- Lake 3 Recovery Andrew Graham
- Piper 8 if I remember correctly Matthew Wilson, Paramedics etc .

And to the Legend himself Stephen Frost for cooking all week and organising all the food at the bunkhouse

**Martyn Young : Clitheroe & DMC**



## **Mull C.C.**

**Beatson's Building Supplies**

# **Mull Rally '24**

## **9<sup>th</sup> - 11<sup>th</sup> October**

**Tony Vart : Clitheroe & DMC**

The lure of rallying on Mull is in part, that for ordinary club level competitors it is the ultimate test of car and crew whilst attempting what is for many the nearest thing to a full-blown road rally of old. The island itself holds many charms in terms of geography from bleak cliffs to wooded glens, the roads can be super technical and narrow and then turn into flat out sweeping blasts on relatively wide stretches.....

**Continued on Page 12**

# **BEATSON'S**

## **BUILDING SUPPLIES**

# **MULL RALLY '24**





## Mull Rally 2024

### Continued from page 11

and this year seventy percent of the competitive milage was in the dark so what's not to like for the average current or ex nocturnal road rallying crew!!? The event also forms part of a holiday for many, with a lot of folks coming for a week or even longer in order to do a relaxed recce, enjoy a beer or two and just meet many like minded friends to catch up with events both rallying and personal....in a nutshell the event has something about it that many on the mainland don't and that is why some folks have been coming for fifty years or more!

This year Richard Crozier and his Mull Car Club team had gone back to basics and resurrected a more traditional event with the usual three legs but incorporating some stretches not used for a while and just to test the tired crews there were two "long-ones" in the third and longest by far leg ...for a crew and car with a combined age of 181 years it was going to be tough!!

In 2022 myself and Gareth Frank had been a reserve but didn't get a run (but turned up nevertheless with the car just in case), in 2023 Gareth went to spectate whilst I didn't bother (just sulked at home instead!) but for 2024 Gareth decided he wanted his eighth attempt at it (he had finished all the previous seven) and again invited me to give it my fifth attempt...we hadn't fallen out on the Argyll earlier in the year, despite the clear cultural differences, so I agreed to suspend the War of the Roses on a temporary basis and give it a go! Now Gareth is someone I would describe as "careful" with money (and Carols cakes – he hides them in the tow car!) and it had clearly upset him that the Firenza's front brakes had needed to be renewed after the Argyll as he mentioned it more than a few times on the long haul up to Lochaline for the small ferry. The Merc by the way is a superb tow-car....V6 diesel auto with over 250bhp plus comfort and he didn't pay a huge amount for it tbf.

The recce was enjoyable in decent weather with only one issue of a local signalling a slight unhappiness re the event as we stopped to let her past at a passing place but in general I felt the recce cars were all being driven sensibly (compared to past years). Gareth even bought me a coffee and cake and staying with the Keivers in Salen allowed us to enjoy a convivial pint in The Salen Hotel and catch Mark "the Steeplejack" Warburton with Bev plus Mull the hound downing one or two..... As usual the 1972 Firenza 2.3 SL was immaculate and from pulling into scrutineering folks were desperate to discuss it and take photos...this happens every time we stop en-route on the way up to and from Mull and Argyll.



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## Mull Rally 2024

### Continued from page 11

Not too many folks I suspect are aware that exactly 50 years ago Chris Coburn had won this event in a very similar spec car...ok maybe the twin cam head giving him a few more horses than our single cam (but still 200hp) motor. Back then this was considered to be an outstanding result as it was, and still is a, heavy car and not as agile as the well-developed Escorts and Minis etc of the day...we had no such illusions fifty years on and a finish with no catastrophes would suffice for us old gits.

The start for us was late on the Friday evening and as usual it seemed to be raining...well when I say raining at times it was torrential and so it was off with the Hankooks and on with the good old Turbospeeds...you just can't keep a good old road rally tyre down! The first test went well with us catching Martin and Rod in their RR spec MG ZR on the Hill Road (although I seem to recall we had been caught as well) but it was clear from the delays that the organisers had had to deal with a serious incident...the Tuath/Gribun/Scridain loop being cancelled for us with the long trip down to Ardtun now completing the leg. We hadn't enjoyed the recce of Ardtun but we absolutely enjoyed the competitive runs...both runs through were great fun!! The run down and back from Craginure wasn't so enjoyable though, with the amount of standing water and opposing headlights causing a heart flutter or two in the dark.... scary.. A few hours rest and into the daylight leg which proved enjoyable with the surface water now largely absent, enabling a burst of pace from both sides of the car and even some nervous giggling during the circa 700 yard straight stretch up to the infamous telephone box on Gribun. It was great to see the Martin Young led CDMC crew on the Gribun loop, but it was noted that Frostie was marshalling and not cooking for a change...a great team effort lads! A marshal at a stage stop line had pointed out to us that we seemed to be blowing a bit of water/steam out so prior to the third and toughest leg John Tillett and Nick Scalfie (our service crew) checked the car over generally whilst waiting for the motor to cool..and then off nervously with the rad cap...it had been boiling over via the rad vent but luckily it seemed that not too much water had been lost so it was a refill and putting a bottle of water in the car prior to the rally restart...and keeping our fingers crossed!



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## Mull Rally 2024

### Continued from page 13

The third leg was as predicted the big challenge and so it proved...on the run up Tuath, over the Hill Road and down the Glen I was starting to puff a bit and probably sounded like Darth Vader by the end, whilst Gareth complained that his finely gym tuned forearms were aching with all the effort..." nay power steering here Varty tha'naws..." What a great stage even though a hot hatch went past us like we were stood still, but we did still manage to catch a Scooby.....best stage of the event for me I think...superb!! The Gribun loop was enjoyable again in the dark and the last test was a tremendous run up Calgary, down through Dervaig and over the Lochs to the finish, where the young CDMC massiiiive were waiting for us with a very welcome beer...many thanks guys – much appreciated!

A top-class event with a 5 min allowance for HANS fitment etc, a well sited and run refuel zone, all helping to deliver a faultless run in the end with great support from John and Nick, although it does now seem the head gasket will need a change before the next event. It was lovely to see Martin and Judith Keivers after their recent medical travails and thanks very much to a very early rally casualty Sam Spencer for the lift on Sunday up to Tobermory for the usual alcohol induced talking bollox session prior to becoming two elderly "bus wankers" on the last bus back down to Salen...a great day out!! In the end Gareth has now started and finished eight Mulls amongst the many marshalling/spectating visits whilst my record is less worthy...finished 3 from 5 starts. Monday dawned with an early start paying off ferry wise and a very enjoyable run back down past Stranraer with the last of Carols excellent cake being polished off, and then back over the border to Lancashire from Gareths Yorkshire estate (in Rishi's constituency no less although he hasn't been seen since the election funnily enough!!). Always a good outing with the auld enemy the Yorkies.....

### A Smoggie from CDMC

**Tony Vart : Clitheroe & DMC**



**QUALITY IS JUST ONE OF OUR GOOD QUALITIES**



**Triumph**  
Cars that live up to their name.

**MGB SPORTS or GT?**





# THE ROLE OF A SAFETY DELEGATE

*Kevin Dawson : Hadrian Motorsports Club*

For those of you who regularly marshal on Stage Rallies you may wonder what role the person in the passenger seat of the vehicle travelling between the 000 and the 00 carries out. This person is the Motorsport UK Safety Delegate who is appointed by Motorsport UK to ensure that the event is safe for competitors, officials and members of the public, and that it complies with the requirements of the latest edition of Stage Rally Safety Requirements (SRSR).

The role of the Safety Delegate is well defined in the SRSR, but this does not provide you with an idea of the work that goes on prior to the Safety Delegate jumping into a vehicle and as some people have commented “swanning around” as part of the convoy of vehicles ahead of the first competitive vehicle. Hopefully this article will provide you with a flavour of the work that is carried out before the event.

The group of Safety Delegates are a small group of people who are considered to be very experienced in all aspects of what is required to run a safe event for all those involved.

Around the end of October the Safety Delegates will complete a form to provide information to Motorsport UK on their availability for the following year. Recently we have provided our initial availability for the first quarter of the year so that the events running in this period will be advised, by Motorsport UK, of the appointment of their Safety Delegate. This enabled the event organisers and the Safety Delegate to begin a working relationship as early as possible, definitely around 2 months before the event.

As soon as I am notified of my appointment as a Safety Delegate, I will contact the organisers, normally the Clerk of the Course, to introduce myself and try to explain what my requirements will be and what the expectations of the organisers are. I expect to receive the first draft of the Event Safety Dossier at the earliest opportunity. Once I have received this I will quickly scan it so that I can get a flavour of the event. I will then set aside some time to go through the document, checking it against the requirements of the SRSR and the Motorsport UK Yearbook, making notes of any comments I have. I then send these comment back to the Clerk of the Course and Event Safety Officer, if I have been advised who is covering this role. I will also seek to discover who Motorsport UK have appointed as the Motorsport UK Steward to the event, so that, out of courtesy, I can introduce myself and discover what information we can share. If I can I will copy the Motorsport UK Steward into any correspondence that occurs between the organisers and me.

Some event organisers may require the Safety Delegate to attend a site visit early on in the process. This has happened twice to me, but I have been fortunate on both these occasions that I have been in the area of the events, while I was travelling to another event. So I have not been required to make separate journeys to enable me to provide the event organisers with my opinions on their proposed routes and discuss any safety concerns that either the organisers or I have. I felt these visits were extremely useful to both the organisers and me.



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## ***Safety Delegate : Continued from Page 15***

Once any changes that may be required to the Safety Dossier have been made the Safety Delegate will then review the final version, prior to the final version going to print. It is always useful to receive a draft copy of the Road Book so that it can be compared against the information in the event set-up diagrams. There have been occasions where the set-up diagrams and the road book provide conflicting information.

The day before the event the Safety Delegate is driven around the stages to check that they have been set up in accordance to the event set-up plans. Often this will throw up minor tweaks or show any errors in the setting up of the stages. One thing I have found, on occasions, is that

the countdown boards between the flying finish and stop lines have been put out upside down. This inspection will also provide the Safety Delegate with sight of the set-up and location of any spectator areas. Any required changes can then be communicated back to the Clerk of the Course, Set-up teams and or the Stage Commanders. The Safety Delegate will also take an active role in the Safety Car Team briefing, where they can share their experiences from inspecting the stages earlier, with other members of the team and to remind them of the importance of their roles.

On the day of the event the Safety Delegate will travel around 20 minutes ahead of the first competitor, as part of a convoy of Safety Vehicle, who, as well as other things, will be checking that the stages are set up as prescribed in the set-up manual. They are also checking that spectators, members of the media are located in what are considered to be safe places and not wandering around on the stages. As well as checking that the predicted number of marshals is complied with, the Safety Delegate checks that anyone parked on an escape road, especially a mandatory radio vehicle is parked in such a way as to allow any errant vehicle space to pass safely. The Safety Delegate also expects that red flags are displayed by a member of the mandatory radio crews at the point at which they would expect to display it to competitors following appropriate instructions from the Clerk of the Course. The Safety Delegate will carry a time card and expect it to be completed at every time control, which will allow the marshals to practise filing in the time card.

The Safety Cars will be in constant contact with each other, so that if one of them is required to stop to deal with a problem, other members of the convoy are aware and can take appropriate measures to prevent them ploughing into the back of the vehicle ahead, that could be stopped around a blind corner. Once the Safety Delegate has completed their run through the stage and is happy with everything they will then advise the Clerk of the Course that they consider that the stage is ready to run.

If stages are being used more than once, some Some Safety Delegates will check the stages against the set-up manual the first time they traverse the stages and then they will used the road book for future passes.

At the end of the event the Safety Delegate will meet up with the Clerk of the Course and the Motorsport UK Steward to hold a debrief meeting to discuss all aspects of the event. This meeting should not take too long but will provide the Clerk of the Course with a basic outline of what the Safety Delegate's report will contain. Generally, once the Safety Delegate returns home they will complete their draft report and send it to the Clerk of the Course and Event Safety Officer, giving them a set time to review and provide their comments. Once all the comments have been taken into account, the Safety Delegate will send a copy of the final version of their report to Motorsport UK and to the Motorsport UK Steward for their information. At this point the Safety Delegate can close the various files on the event, however, they can often be looking at the information for the next event they have been allocated to.

On a personal note, in February 2023 I was appointed as the Safety Delegate for the Roger Albert Clark Rally. In order to save any last minute burning of the midnight oil for such a complex event the organisers agreed to drip-feed me the stage set-up information as they completed it. As A result I was working on this event, intermittently for most of 2023.

As can be seen there is a lot more to the work involved in the role of a Safety Delegate than meets the eye, and while they may appear to be "swanning around" they have devoted a lot of their time and effort to the event.





# OULTON PARK DIARY

*with Dave Williams*

*The motor racing season at Oulton Park concluded in October with 4 fabulous meetings which culminated with British Touring Car Champion, Jake Hill, making a guest appearance on a star-studded Fun Cup entry list.*

## MSVR FEATURING LEGENDS 28<sup>th</sup> SEPTEMBER

The MSVR-organised meeting at Oulton Park on 28<sup>th</sup> September had no less than 14 races on the programme, including a trio for SuperKarts. The day also marked the end of the 2024 Legends Cars Championship which has been running for 30 years.

The weather was very wet for the morning's batch of races but dried up after the lunchbreak.

The **Legends Cars** had 2 heats and a final. The grid for the first heat was drawn at random and then reversed for the second with the final grid decided by the results of the heats... but with the drivers who had the best performances in the heats starting at the back!

Paul Musselle was drawn on pole for Heat 1 however he quickly dropped down the order as Jack Parker and Steve Whitelegg contested the early lead at the front of a 9 car train. The second time they headed towards Lodge, Parker made a decisive move down the inside of Whitelegg to take the lead. The pass caused Whitelegg to lose momentum through Deer Leap and across the Pits Straight which meant he found himself being shuffled down to sixth in no time.

Oli Schlup and Robert & Peter Barrable were now the closest challengers to Parker. Soon, Schlup had overtaken Parker but he ran wide at Shell and dropped down the order. Then Robert Barrable spun off at Druids leaving Parker to take the win as Peter Barrable held off Jamie Moylan in the runner-up position. In fifth, Chris Needham had gained 14 places from his lowly grid spot and so, with the grid reversed, he would set off closer to the front in heat 2 when he would feature prominently once the contest was restarted after a first corner midfield coming together.

Indeed, by the end of the first lap after the field was unleashed, Needham was out in front with Andy Bird, Tyler Read and Moylan in his slip-stream. Bird dropped back to fourth as Read and Moylan put Needham under enormous pressure. On the last lap at Lodge, Read dived down the inside of Needham and the pair made contact. Needham spun leaving Read to take the spoils with Moylan behind him. Luke Simmons demoted Bird on the last lap to complete the podium as Needham recovered from his gyration to cross the line in fifth.

There was another first corner incident at the start of the final with Needham being one of the drivers who ended up in the Old Hall gravel trap. Rather than red flags appearing, the chaos was sorted out under cover of a Safety Car.

Once the race was properly underway, Robert Barrable was out in front and he was able to pull away to win by 8 secs as the rest of the field battled amongst themselves. At the start of the last lap, Schlup was narrowly holding on to second place but then he and Moylan made contact on the approach to Old Hall. Schlup was dispatched into the gravel trap while Moylan went on to finish in the runner-up position ahead of Read. In fourth, Will Gibson earned enough points to be declared the Legends Cars champion for the second season in a row.

**The British Superkart Racing Club's Super Series** also had 3 races on the programme although the second of these was stopped and abandoned after a couple of laps due to an incident at the exit of Knickerbrook.



*Robert Barrable won the Legends Final*

## ***Oulton Park Diary***

### ***Continued from Page 17***

Lee Harpham was the leader at the end of the first lap but at the end of lap 2, Liam Morley dived down his inside to make a pass. However, he ran wide exiting the corner allowing Harpham to move back ahead. Morley was able to complete a more successful overtake at Shell on the next circuit and zoomed away to take a comfortable victory. Matt Robinson completed the podium.

The track was drying when the second encounter got underway although a little light drizzle was falling. At the start, Robinson dived between Harpham and Morley to grab an early advantage but by the time the contest was halted, he had been demoted to third.

The final Superkart contest took place at the end of the afternoon by which time the tarmac had dried out almost completely. Harpham, Morley and Robinson were once again the three leaders. The first 2 ran really close together and pulled away from Robinson in third place. On the penultimate lap, Harpham was delayed by a back marker exiting Lodge allowing Morley to move ahead. Then Harpham dived down the inside at Old Hall at the start of the final lap but Morley carried greater momentum down The Avenue to make what looked like a race-winning pass at Cascades but then, exiting Druids, his engine died handing victory to Harpham from Robinson with Andy Gulliford making it on to the podium.

MSV have introduced their own championship for the Mazda MX5. It is called the **Miata Trophy** (the MX5 is called the Miata in its home market of Japan). The category had a Double Header at Oulton Park. In the first of these encounters, which took place just after the rain had begun, Declan Lee really mastered the wet conditions and scored a resounding victory. His nearest challenger was John Langridge who finished over 16 seconds behind. The battle for third was resolved in favour of Alex Miller after he and Nicholas Stott made contact exiting Cascade. Stott was sent spinning down the Lakeside Straight. He avoided the barriers and finished in tenth place.hhhhphh

Lee took the lead at the start of the second race as Miller beat Langridge to Old Hall to move into second. On lap 2, Miller ran a little wide at Druids allowing Langridge to overtake him on the run down to Lodge. Initially, Lee continued to pull away and was 2.5 secs ahead at the end of lap 3 but then Langridge began to close the gap as Lee began to experience intermittent power steering issues which meant he was struggling to apply the correct amount of steering input. By the final lap, Langridge was right with Lee and moved across to dive down the inside at Lodge but the track was still damp off the racing line therefore Lee took the laurels once again.

The **Clio Cup Great Britain Championship** has suffered from a shortage of cars. While 56 are competing in the European series, only 4 cars took part in the pair of rounds at Oulton Park.



***Lee Harpham was a Superkart winner***



***Declan Lee was victorious despite power steering issues***



***Ben Colburn: Clio Winner and Clio Crasher!***

***Continued on Page 19***



At least the drivers were evenly matched and circulated together on the circuit. Certainly, their first contest featured an amazing piece of overtaking at Druids on lap 1 when Nicky Taylor went right round the outside of Ben Colburn on a soaking track. His fortunes quickly changed however when he ran wide exiting Lodge at the end of the next circuit. The resulting lack of impetus along the Pits Straight enabled Colburn and Daire Flock to push him down to third at Old Hall. Conditions were really difficult and Taylor managed to get back into second place when Flock failed to slow sufficiently enough to negotiate Hislops and had to take to the escape road. He re-joined just behind Taylor. He tried everything to get back into the runner-up position but failed as Colburn sped away to take the victory.

There was an abrupt change in fortunes for Colburn when the Renault hatches returned to the tarmac later in the day. On the sixth lap, oversteer on the exit of Cascades caused his Clio to turn 90 degrees to the left and sent him head on into the barriers that protect the lake. It was a relief to see him climbing out of his car after it had rolled and came to rest on its side. He had started from pole but had lost the lead to Taylor by the time they appeared over Dentons for the first time. Colburn was sandwiched between Taylor in front and Flock behind for many laps until a good run out of Lodge allowed Flock to move up to second. After Colburn crashed out, the contest finished behind the Safety Car with the only other runner, Ben Jenkins, classified third.

The rain was hammering down during the opening encounter of the **Clubmans Sports Prototype Championship**. Steve Dickens made a great start from third on the grid in his Mallock Mk29 to take the lead but he clearly had less grip than the cars around him as when he reached Island Bend, Jonty Hair (Beagle Mk 4) and Steve Collier (Vision V89) zapped around his outside. Dickens was later also demoted down to fourth by the Phantom PR24 of Alex Champkin. It looked like Champkin had the best car for the conditions as he was able to reel in Hair and Collier before passing them both on lap 6 to take the win. Collier then took himself out of contention with a spin exiting Brittens but had enough of an advantage over Dickens to hold on to third place.

Conditions were much drier for race 2 at the start of which Hair went round the outside of Champkin to take the lead at Old Hall as Steve Dickens slotted into third ahead of Collier. The 3 in front pulled away to have their own battle which was like a high speed game of chess with move and counter-move. On lap 3, Champkin dived down the inside of Hair entering Hislops to take the lead. After another trio of circuits, it was all change again as Champkin ran a little wide at Cascades allowing Hair back into the lead and then Dickens took second from the erstwhile leader at Lodge. Dickens came close to passing Hair on a couple of occasions but it was Hair who took the win from Dickens and Champkin.

Daniel Silvester and Nick Charlier took their Honda Civics to first and second in both of the **PBS Brakes Hot Hatch Championship** contests. Mohamed Benlaadar was third in race 1 while Shay Kavanagh was classified in that position later in the day. They were also steering Honda Civics although a wide variety of marques finished further down the order



***Alex Champkin in his spectacular Phantom***



***Daniel Silvester did the Hot Hatch double***

## **BARC**

### **12<sup>th</sup> OCTOBER**

#### **The CNC Heads Sports/Saloons Championship**

returned to its home circuit of Oulton Park for the final couple of rounds of the season. In the first of these, Ben Roberts had the early advantage in his Locost 7RR as Roddie Paterson (Caterham C400) and Connor Modro (Westfield Aero) battled for second. This concluded very quickly and spectacularly on lap 1 when Modro locked his brakes approaching Hislops and jinked right to avoid ploughing into the rear of Paterson. His trajectory meant he was launched over the high kerb at the entrance to the chicane. He came to rest in the escape road with broken left front suspension.



***Ben Roberts in his mighty Locost***

It appeared as though Roberts had the pace to keep ahead of Paterson but then oil started blowing out of the header of the Locost – the same problem which had forced him to end his qualifying session early. Roberts had to change gear before reaching maximum revs. The resulting lack of speed allowed Paterson and Ric Wood (Kia Solution F) to push him down to third.

The new leader had to put his foot down as he needed to build a gap over Wood that would overturn the 10 second penalty that had been attributed to him for a start line infringement. However, this all became irrelevant when, coming over Hill Top, he was edged on to the grass by a car he was lapping. After a lurid, high speed slide, he came to a halt so far away from the track that Wood didn't see him. Wood got out of his car at the end of the race thinking he had finished second. He had no idea he was the winner!

Roberts managed to nurse his car home to finish in the runner-up position while Paul Masters brought his Westfield home in the final podium position after a battle with the Darrian T90 of Deri Davies.

Paterson managed to navigate his way back to the tarmac and finished eighth.

Roberts had a great start to race 2 as Paterson made a poor one which allowed Mark Primett's Banks Europa to run in second for a short time. A problem with his gear linkage meant Paterson and Davies were able to pass Primett on lap 2. Davies' tenure of third ended when he retired in the pits with a lack of oil pressure.

As Primett went on to finish third, Paterson closed in on the leader and passed him at Old Hall on lap 3 but ran wide on the exit and immediately handed the position back. Paterson, in his open cockpit, then thought he could feel rain and started taking slower lines, avoiding the potentially slippery kerbs. But the "rain" was oil which once again was being discharged from Roberts' Locost. He was blissfully unaware of the issue this time and motored on to win by 5 seconds.

The structure of the Sports/Saloons Championship means that anyone from the 5 classes can claim the overall title. Going into the final round, Class D Fiesta driver Steve Parker had a narrow points advantage over Lee Bull in his Class E Clio. Parker thought his hopes of taking the crown had been dashed when he had to retire because his engine let go but on the very next lap, Bull's suspension collapsed putting him out of the race and handing the title back to Parker.

Jonathan Moore established a new lap record as he took a dominant win in the first **Junior Saloon Car Championship** contest. Pole-sitter, Harry Smith, didn't have the best start and dropped to fifth when another driver ran into the back of his car at Cascades. He moved up to fourth and then on the last lap, James Sherrington and Josh Selva-dorai ran side by side through Brittens with Serlvadorai ending up on the grass. This loss of momentum allowed Smith to pass him to take third at Hislops. This became second in the final classification when Sherrington received a one-place penalty for gaining an unfair advantage.



## ***Oulton Park Diary***

### ***Continued from Page 20***

Smith converted his pole for the second encounter into victory. Second was taken by Moore after he made a dramatic lap 5 pass on Sherrington at Hislops which saw him launched on to 2 wheels by the kerb at the entry to the complex.

The first of the **2CVParts.com Citroen 2CV Championship** races was won by Kris Tovey after he led every lap albeit he crossed the line less than half a second ahead of Pete Sparrow after he closed in rapidly in the latter stages having come out on top of a battle for second with Seb Jones-White.

Sparrow had a comfortable lead in the second outing until it began to rain and he carried too much speed into Island Bend. The resulting trip across the grass meant he finished eighth. Second placed Nick Crispin almost followed Sparrow off the track but just managed to keep on the black stuff to take the win. Brian Heerey was second while Pete Sparrow's son, Ethan, took the flag in third but, such is the closeness of 2CV racing, he dropped right down to tenth when a 10 second penalty for a start-line infringement was applied.

The **Monoposto Racing Club** had eight classes competing at Oulton Park with the more recent Formula 3 chassis running separately. The first race for older F3 cars and other single-seaters saw Declan Wright make a dreadful start from pole and drop well down the order in his GEM AW3. He was given the opportunity to get closer to the front of the field when the red flags came out and the contest was restarted. When proceedings got back underway, the field was initially headed by Nigel Davers but he pulled off the track because his Jedi Mk6 had an electrical problem. Wright was closing in on the new leader, Will Cox (Ralt RT3), but he too came to a halt on the exit of Knickerbrook, close to Davers' car. So Cox took the win from Sam Donn (Mygale SJ02) and Julian Hoskins (Vector TF93Z). Cox took victory again later in the day. This time Terry Clark was second in his Van Die-men RF00 and Wright was third as Davers was thwarted once again by his electrics.

The more modern F3 cars were all Dallara chassis. George Line comfortably won both of these contests. James Williams and Lee Cunningham were second and third in the first while Chun Cheong Ip was the runner-up in the second encounter as Williams came home third.

An eclectic mix of production-based road cars featured in the **Track Action Racing Club's** two races. Colin Tester won both in his Porsche Boxster by some margin.



***Jonathan Moore broke the Junior Saloon lap record***



***Nick Crispin leads the 2CV pack***



***Will Cox steers his Ralt RT3 around Oulton's twists***



***George Line - the man to beat in F3***

***Continued on Page 22***



## **CLASSIC & SPORTS CC**

**19th OCTOBER**

The Classic & Sports Car Club laid on a 7-event programme featuring a diverse and delectable selection of road-based machinery. The circuit was wet for the morning's qualifying sessions but had dried out in time for the afternoon's races.

The **Modern Classics** and **Future Classics** ran together with the latter being sponsored by **Advantage Motorsport**. The contest proved to be the most dramatic of the day. It was scheduled to last 40 minutes with a mandatory pit stop.

Most competitors took the opportunity to take their pit stops as soon as the Safety Car came out except for the leader, Russell Paterson, who did an extra lap in his Morgan before coming in to hand over to his son, Elliot. This proved to be critical as Elliot rejoined well down the order in the crocodile behind the Safety Car.

Michael Russell did the whole race alone in his BMW M3 E36 but his pit-stop was 7.7 secs shorter than permitted by the regulations and so he received a 37.7 secs penalty. Therefore, although Russell was ahead on the road, the Farrell/Chamberlain Porsche 911 Cup car took the win when the contest was halted early when Stuart Daburn, third on the road, lost control of his TVR under braking for Old Hall corner. His car turned sharp right, hit the barriers on the inside of the track before crossing the circuit and coming to rest on the outside of the bend. As there was not enough time to recover the vehicle under the cover of a Safety Car before the allotted time for the contest elapsed, the race was red flagged.

The incident happened shortly after a second Safety Car period therefore, with the field bunched up, Russell's penalty meant he was classified down in eighth. The Patersons managed to recover from their ill-timed pit stop to be awarded the runner-up trophy with Roger Hamilton third in his Ginetta G20.

The **Co-ord Sport Tin Tops** ran concurrently with the **Puma Cup**. The Tin Tops featured a thrilling battle for the overall win between Adam Brown's Ford Fiesta ST150 and the Peugeot 206 RC of Steve Simpson. Brown was lucky to be in the race at all as, after qualifying, he discovered the seal at the rear of his crankshaft was leaking and had to remove his gearbox to replace it. Thanks to the hard work of his team, he was able to start from pole position. He swapped the lead back and forth with Simpson until the latter got better drive exiting Hislops to move ahead on lap 5 and pulled away.

It appeared as though Brown may have the opportunity to put in a challenge as the 40 minute contest neared its end when one of the Pumas lost a wheel bringing out the Safety Car but the clock ran out before the vehicle had been recovered. James Wilson (Peugeot 206 GTi) completed the overall podium while James Clare won the Puma section.



*Colin Tester in his Porsche Boxster*



*The Farrell/Chamberlain Porsche 911 Cup car*



*Steve Simpson enjoyed his battle with Adam Brown*



## ***Oulton Park Diary***

### ***Continued from Page 22***

While all the other drivers had single 40 minute races, a trio of categories had 20 minutes Double Header and they all ran together in races “snappily” titled **Ramair BMW Championship / Verum Builders Open & Liqui Moly Slicks Series!** The first of these was decided by a brief Safety Car period which was required to clear a piece of bodywork from the Pits Straight. Following this interruption, Nathan Wells had a lead of more than a minute in his BMW M3 E46. Finishing second was Stephen Nuttall who overtook most of the field in his Caterham 7 having started from the second to last row of the grid after dramas in qualifying. Dominic Malone (Porsche 911 GT3) was third.

Wells retired from the second encounter following contact on the approach to Cascades on lap 1. Therefore, Nuttall and Malone finished first and second with Steven Gambrell completing the podium in his Porsche 992 Cup car.

In between these 2 races, Wells had taken the **WOSP New Millennium / Turbo Tin Tops** spoils. The Smith/ Moulton-Smith BMW M3 E36 had finished just behind him but, like many entrants at this meeting, they were penalised 30 seconds for a mandatory pit stop which was too short. This dropped them to third behind the similar car of Luke Yeomans.

Although Richard Green set the fastest time in qualifying for the **Gold Arts Magnificent Sevens** contest he was disqualified for using the wrong tyres and had to start from the pit-lane. Jeremy Adams was the early leader but was overtaken by John Cutmore on the approach to Old Hall after a few laps. He went on to take a comfortable victory in his Spire RB7 which was the only car which wasn't a Caterham on the entry list. Second was Joshua Gollin while Green came through to take third despite a 30 second penalty for too short a pit stop.

In the wet qualifying conditions for the **Adams & Page Swinging Sixties** contenders, twelfth was the best Stephen Pickering could manage in his Sunbeam Tiger however the track was dry for the race and he was able to take a comfortable victory from Malcolm Johnson (Lotus Europa) and Connor Kay (MG Midget).

## **BRSCC FUN CUP**

### **26<sup>th</sup> OCTOBER**

The BRSCC had a star-studded entry list for the final race meeting of 2024 at Oulton Park on 26<sup>th</sup> October which included the recently crowned British Touring Car Champion, Jake Hill, who shared the Morpheus Motorsport Fun Cup car with Ginetta Junior front-runner, Charlie Hart. Meanwhile, British GT contenders Ian Loggie, Phil Keen, Harry George and Luca Hopkinson were all gunning for Fun Cup glory along with motor racing legend, Anthony Reid, who was returning to the championship after a couple of years' absence.



***Nathan Wells recorded 2 wins from 3 races***



***John Cutmore's Spire beat the Caterhams***



***Stephen Pickering in his mighty Sunbeam Tiger***

***Continued on Page 24***

## ***Oulton Park Diary***

### ***Continued from Page 23***

Aside from all those big names, another BTCC driver, Mikey Doble, competed in the Vinyl Detail Fiesta ST150 Challenge.

A foggy morning gave the Clerks of the Course something of a headache – the **Fun Cup** drivers had to complete their mandatory 3 qualifying laps behind the Safety Car ahead of their races. The first of these was a 1 hour “Sprint” followed by a 3 hour Enduro.

Having won the last round at Donington, Neil Burroughs and Ted Bradbury had to start the 1 Hour contest from the back of the 28-car grid. For Oulton, they had changed their team name to “The Ninky Nonk”

Jake Hill had worked his way to the front of the field after 15 minutes when Loggie crashed heavily on the exit of Druids bringing out the red flags.

The first (of 2) pit-stop windows opened as soon as the race restarted. The pit lane was very busy. Hill pitted to hand over to Charlie Hart while, further back, the UVio/Hoffmans car made a lightning stop to convert a lowly grid position into second place. This became first when Hart ran wide at Old Hall. Hart fought back to get in front as UVio/Hoffmans dropped to third behind The Ninky Nonk. This trio had a huge battle until The Ninky Nonk moved ahead and pulled away from UVio/Hoffmans with Hart in the Morpheus car in tow.

A rapid final pit-stop sealed the victory for The Ninky Nonk with the margin of victory increased when Hart had some side-by-side rubbing with a backmarker at Brittens. Olympian-GRD finished fourth to retain their championship lead.

As this was the first time that Hill and Hart had competed in Fun Cup, had they won this race, they would have received a £10,000 rookie jackpot from the organisers. Even so, for coming second, they still received a cheque for £3,000.

The Fun Cup 3-hour Enduro was the final motor race at Oulton Park in 2024. Having won the Sprint earlier in the day, The Ninky Nonk once again started from the back of the grid. Phil Keen was the early leader in the car that Ian Loggie had crashed in race 1 although his pace was slowed after 3 laps by the Safety Car. The incident which caused this interruption caused significant damage to the barriers at Island Bend.

The armco took more than 30 minutes to repair which meant the Safety Car was still out when the first pit stop window opened. There was total chaos as the entire 28-car field pitted at once. The leaders were boxed in as those further down the order came in and blocked their exit routes. This meant the Keen/Loggie car re-joined well down the order.

When things settled down after the Safety Car period, the Hill/Hart entry was leading the way from the Olympian - GRD car which was being driven by Simon Rudd. Both were reeled by The Ninky Nonk. As Olympian - GRD just needed to finish well up the order to clinch the title, Rudd moved over and let The Ninky Nonk car through allowing its driver, Bradbury, to have an epic battle with Hart right up until the second round of pit stops.

A quick stop by Team Greenheath (Gary Bate & Paul Turner) put them in the lead after the second round of pit stops however, during the course of this stint, they were passed by the UVio/Hoffmans car and Jake Hill. The latter pair then spent lap after lap side-by-side with Phil Keen making it 3 abreast at one point as he unlapped himself.

UVio/Hoffmans didn't refuel at the third round of pit stops and so enjoyed an enormous advantage of over 15 seconds during the next stint and were still in the lead an hour later after the final round of pit stops.

With just under half an hour to go the Hill/Hart car and The Ninky Nonk both had to serve drive through penalties while Team Greenheath went into barrier at Brittens but reversed out and kept on motoring. All 3 cars were now out of contention for the win.



***Olympian - GRD were the 2024 Fun Cup Champions***

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Therefore, with 15 minutes to go, UVio/Hoffmans were still leading with Olympian – GRD second and gaining rapidly having not taken on fuel in the last 2 stops. With 6 minutes left, Olympian – GRD drew alongside UVio/Hoffmans on the approach to Lodge. The 2 cars made contact but both continued with UVio/Hoffmans still ahead. They then had a ferocious battle with UVio/Hoffmans repeatedly holding the inside line forcing Olympian – GRD to the outside line. There was more contact at Cascades on the last lap. Both cars ended up in the gravel. Olympian – GRD had the momentum to keep going through the “kitty litter” and emerged back on the track to take the win and the championship as UVio/Hoffmans remained in the gravel promoting Hill/Hart up to second with The Ninky Nonk coming out on top of a 4 car battle in the closing stages to take third. What a race to end the season!

Earlier in the day, at the start of the first **Vinyl Detail Fiesta ST150 Challenge** encounter, Dan Robinson converted pole into the race lead as Doble made a poor start and dropped to sixth. The contest was then neutralised at the end of the first lap due to a crash at Dentons. The marshals quickly cleared the incident so that the Safety Car only did a single lap. Robinson pulled away to take the spoils as Michael Blackburn, who was lacking front end grip, fended off Sam Watkins. A lurid slide though Brittens cost Blackburn momentum over Hill Top and allowed Watkins to pass him into Hislops. On the next lap, George Foxlow dived down the inside of Blackburn into Lodge to take third. Max Buxton and Doble also managed to pass Blackburn to push the champion elect down to sixth.

Foxlow's was a notable performance as this was the first time he had competed against adults having switched from the Fiesta Junior Championship.

Later in the day, it was Robinson's turn to make a poor start as Watkins led the way into Old Hall. Blackburn had an amazing getaway from sixth on the grid to take second place and push Robinson down to third. Further back, Buxton and Foxlow made contact as they crested Deer Leap at the end of lap 1. Foxlow fish-tailed across to the right of the track and – either by luck or judgement – ended up entering the pits!

As Watkins and Blackburn duelled, Robinson and Mark Blunt closed in to make it 4 for the lead... but then there was a pause in the action as the Safety Car was scrambled to allow the debris from the Buxton/Foxlow incident to be cleared.

Watkins waited until the last possible moment before flooring the accelerator at the restart. This allowed him open out a few lengths. However, Blackburn pumped in a quick lap and was back on his bumper before taking the lead next time through Cascades.

Watkins and Robinson pursued Blackburn for the remainder of the contest but Blackburn held on to cement his second championship in 3 years with another win. Blunt lost fourth to Doble at the final corner.

Jack Fabby took his Praga to a comfortable victory in the opening **Zeo Prototype Series** race. Behind him, Shane Kelly in another Praga briefly lost second to Mike Jenvey (Jenvey Gunn) the first time he tackled Island Bend but got the position back exiting Druids. He could not shake him off however and Jenvey overtook him at start of lap 3. Jenvey was able to pull away safe in the runner-up position despite having a broken rocker arm in his suspension.

The second contest was red-flagged after a car crashed at the exit of the first corner. Jenvey was grateful for that driver's misfortune as it gave him time to repair his suspension. He had been absent from the original grid but he was able to take his place for the restart. He took second from Kelly at the end of the first lap and then filled the mirrors of the leader Fabby until he struggled to change out of first gear coming out of Lodge. After that, he never went below third gear. He was soon back on Fabby's tail before taking the lead at Lodge with 5 minutes to go. He went on to take the spoils as Fabby's Praga developed gearbox issues of its own which cause him to miss Brittens chicane at one point.



***Dan Robinson was rapid in his Fiesta***



***Mike Jenvey welded his suspension between races***

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

*Kirk Rylands*

*In the final instalment of his serialised autobiography, KIRK RYLANDS looks back over some memorable moments with the HWM single-seater and considers some other cars he owned and those he would have liked to*

## The first Goodwood Revival, September 1998

Events that are hyped in the press to the extent that this was are often something of an anti-climax. Not in this case. It was great. Those who have not managed to kick the work ethic found that having to be at Goodwood by Thursday lunchtime for a race on Saturday a little trying, but signing on and scrutineering was simple before wandering across to the cricket match and tea. I accept that cricket is one of the world's great games but to me it has always been in the paint-drying grass-growing scheme of things. But there was a traction engine there and, before long, the most stunning Spitfire display. There was something very special about watching a Spitfire fly low over a quintessentially English cricket pitch and clearing the sight screens by no more than twenty feet on a glorious summer's evening. Those that know about these things said that Ray Hanna's flying was of the highest order. It certainly impressed me but was to be eclipsed the following morning. I was in the first practice for the first race and waiting in the assembly area while Lord March drove the same Bristol up the pit straight that his father had used to open the circuit in 1948. The Spitfire, which had been circling around, swooped down and flew low towards him down the straight. We could see the top of the stands over the Spitfire. No one clapped or cheered. There was just a huge collective intake of breath. I gather that the legendary Ray Hanna received a fairly senior bollocking from the CAA but it is something I will never forget.

The circuit is certainly fast and not difficult to drive fairly briskly but that last second or so that makes all the difference in a race needs a combination of skill and bottle. My fastest lap round Silverstone GP circuit averaged about 84mph but 87mph round Goodwood. Top speed is no higher but more time spent with your foot hard down in top.

Nothing post-1965 was allowed inside the circuit. The detail was most impressive and the ambience it created delightful. The Jeep Drivers' Mess was a recreation of a NAAFI Nissen hut with all the staff in period NAAFI uniforms. There were even copies of 1948 newspapers lying around. Happily the food was not in period but there were spam fritters on offer. The dress code produced some very elegant women and even some quite smart men but sadly, I can't claim to have been one of them. Most people had entered into the spirit of the occasion and it most certainly was 'an occasion'. However, I understand that some women were not wearing stockings but had resorted to that ghastly modern contrivance – tights. In following years I think the fashion police were issued with little ex-army mirrors on sticks.

There was a very elegant drinks party at Goodwood House on Friday evening. We were greeted by a jazz band playing outside and a number of youths standing on pedestals dressed as period racing drivers complete with dirty faces. The pictures in Goodwood House are of the highest quality and I spent time marvelling at them.

Saturday morning was practice with the first race at 2.30 which I was in. At lunchtime there was another memorable flying display. People in RAF kit were playing football and cricket around five Spitfires when suddenly an ME109 screamed low over the airfield. They all hit the deck and then leaped up and into Spitfires which took off in hot pursuit. After some impressive aerobatics with a Spitfire close on the Messerschmitt's tail, the ME109 started pouring smoke from one exhaust and generally appearing to be a bit sick. A great cheer went up from the crowd and I believe there was the odd tear in the corner of some elderly eyes. The whole meeting was as much a

celebration of Goodwood's wartime past as the revival of a motor racing circuit. I later heard that the Messerschmitt had a Merlin engine, there being no originals left, and that the pilot had a little tap which allowed him to pour oil into the exhaust manifold.

The attention to detail extended to the farming – the cornfield in the middle of the circuit had been cut with a binder and stooked. There was an old threshing machine with ancient tractors all working. The sort of things I love and it all provided a bit of a distraction.

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## ***It ain't all bad : Continued from page 26***

There is a fast left-hander at St Mary's with slightly adverse camber. I ran wide and found myself tearing across the stubble between the stooks at about 100mph. I was acutely aware that if I turned the wheel much, she would probably dig in and roll. I eventually regained the circuit but felt very white and shaky.

Saturday evening's bash was simply sensational. We all 'clocked in' at an army tent lit only by oil lamps and were issued with Veuve Clicquot in enamel mugs before being ferried to dinner in a convoy of period army trucks.

Searchlights played their beams over the hangar which had been done up so that no one would ever know that it

was anything other than a serious night spot. We were greeted by two naked birds covered in silver paint sitting like statues on pedestals, just high enough to protect them from the unwelcome attention of those who wished to cover them in Nitromors. After dinner, there was an indoor firework display and then a 16-piece band playing – surprise, surprise – Glen Miller numbers. This was followed by some other sort of band that appealed to those determined to leap about. Personally, I have always regarded dancing as a contact sport and we had thought we would leave as soon as courtesy would allow. We stayed to the end and loved it.

With no race on Sunday but obliged to leave my car in the paddock until the bitter end, I thought we might have a dull day. I have never much enjoyed watching other people having fun but we had a great time. As well as watching some very good races, there was another glorious flying display. I didn't even mind wearing a tie as it seemed entirely appropriate.

The atmosphere was memorable and appealing with huge crowds who all clapped and waved along with the marshals on the slowing-down lap, something that usually only happens on the Continent but is much appreciated by us also-rans. The crowd also loved the motorbike race with Damon Hill and Barry Sheene and one little aside was that I found myself having a pee beside Barry Sheene in the Driver's Mess. He told me that his big accident had been caused by him hitting a worm. Sounds crazy, but I can see how it could happen when he was on the limit.

The inaugural Goodwood Revival Meeting was an amazing occasion that would have been well worth going to even if there hadn't been any cars – just flying and people. It certainly set a benchmark that other organisers have struggled to meet and I am very pleased to have been part of it. A pity that the *Top Gear* coverage was so pathetic but I don't think they begin to understand historic racing. I haven't really mentioned my race. I finished 11th out of 24 starters just behind Tony Merrick in his Ferrari 125/166 – happy with that.

## **Goodwood Revival, 2002**

Long journey to the Prags at Newbury, towing the single-seater, as the M6 was closed by an accident. Goodwood by noon the next day and no aggro over scrutineering so kicked a few tyres and went to the cricket match. Another sensational flying display by Ray Hanna in his Spitfire. Practised the next morning at 9 when it rained. Goodwood is daunting in the dry and I only managed to average 70.8mph – about midfield.

Official practice was dry and I managed 83mph which felt quick but was slower than I have managed.

The race on Saturday was fun. I followed Barry Baxter in his 4CM Maserati and got by him with a best lap of 83.5mph but in 1999, I had done an 87.5mph lap. The car was going well and I felt as though I really got some corners right but never all the corners on the same lap. More practice required. I was 10th out of 26 starters and felt reasonably happy with the cars behind me. Friday evening was a disaster. Alannah had moved the Range Rover to outside the Bonhams tent to pick us up after the auction and take us up to Goodwood House for the cocktail party. When we went out in the pouring rain, it wouldn't start. 'Engine disabled' flashing up on the screen, so the RAC were called. They could make nothing of it and arranged for a truck to take us home to Cumbria towing the HWM after the meeting. I was furious but Edwin Cook, a Cumbrian friend, kindly ferried us about.



***Kirk Rylands racing the HWM Jaguar single-seater at Silverstone***

***Continued on Page 28***

## ***It ain't all bad : Continued from page 27***

We changed in the paddock for the big party which was as spectacular as ever, with Veuve Clicquot flowing like water – such a pity I dislike it. A decent drink arrived with dinner and then a bottle of Hine brandy with the pudding. As I had no race on the Sunday and didn't even expect to have to drive home, I made up for lost time.

The whole meeting was just as exciting as the first Revival and the flying was again sensational but nothing could quite compare with the first year's show. The food was excellent and the whole show a real demonstration of just how good an historic meeting can be.

On Sunday, I asked a friend to tow our stricken Range Rover over to where the HWM was waiting to be collected by the breakdown truck. I had nothing to do but wait so fiddled about with the security codes and got it started. I was so surprised that I managed to reverse over my old bike which did it a power of no good. When the tow truck arrived, we decided to risk it and drove home without incident. We later discovered that this whole nonsense had been caused by us being parked too near to a mobile phone mast which upset the security system. This happened again at home at the local supermarket and so the Range Rover could not be used for shopping. I got hold of Land Rover and asked them how to have the security system disabled/ removed and got a letter back explaining how the main agent could do it. So I presented the Range Rover to the main agent with the letter and they just said it was ridiculous and couldn't be done. We persevered with it for a few years but it was so unreliable in many ways that eventually it was sold at a giveaway price and a Toyota Landcruiser replaced it. A pity because it was lovely when it worked and I wanted to tow my very British racing car with a British tow car.

## **The end of racing, 2003**

I don't remember making a big decision to stop racing but I was 59 and it was 35 years since I had first driven in competition. John South had died which was a great loss. We were a good team together. He knew what he was doing and I trusted him. I found driving back from Silverstone alone had become hard work. After a good race, there was still a bit of adrenalin floating through the system which would keep me awake for the first hour, but then I probably still had four hours to go. I also found that I was getting down to my fastest lap speed at the end of the race rather than the end of practice. Willie Green, whose opinion I value, said to me that as we get older, we need more practice to stay on the pace and that, as an instructor, he drove more circuit miles in a week than I did in a season. He also said that he thought I was a better driver than I thought I was but that I had never had a competitive car. Probably just kind bullshit but it was nice of him to say so. To start with, I really missed the racing but I did not miss the work that went with it nor did I miss the increasing level of entry fees and bureaucracy.

However, there is still fun to be had with old cars but driving on the road isn't in the same league.

## **The Hashemite Kingdom of Jordan, 2003**

Richard Pilkington rang one morning and asked if a flier about a Jordan rally had crossed my desk. I replied that it had, at the speed of light, and was now in the bin. He told me to fish it out and pay attention. The event was really for Rolls-Royces, which slightly set alarm bells ringing as they don't often do 'exciting' but it turned out to be a heavily subsidised publicity exercise to convince the world that Jordan was a sensible place to visit. They accepted us with our XK140 and Pilk with his lovely 1750 Zagato Alfa.

The cars were shipped to Akaba, the port best known for being attacked from the desert by Lawrence of Arabia. Shipping insurance was more complicated than expected but otherwise all fairly easy.

We flew in, picked the cars up from the dock, and drove to Wadi Rum for a memorable lunch with the Bedouin people. They had killed a sheep, dug a hole in the sand in which they lit a fire, chucked the sheep in and then filled the hole in on top. After several hours, it was exhumed and proved to be amazingly tender.

Wadi Rum is a UNESCO World Heritage site and I would love to have spent the night there sleeping under the stars. The Bedouin laid on a most impressive demonstration of fierce warriors roaring about on camels. There are no trees around, the story being that the Turks cut them all down to make sleepers for the railway which Lawrence then spent some time blowing up. Anyway, they haven't grown back.

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Next stop was Petra and the Al Khazneh Temple, dating from 300 BC. We had a guide who kept telling us that it was built by the Nabataean Arabs but was not much help when I kept asking how it had been built. I stood open mouthed at what had been achieved all those centuries ago with no sophisticated levelling equipment. It all looked cock on to me.

Often things you have heard about don't live up to the hype. Well, the Dead Sea does. It is 1,350 feet below sea level, the lowest place on earth. It is ten times saltier than normal sea water and you really can lie there reading a newspaper or float vertically. It is not a place to splash about though. A drop in your eye really does sting. I was wearing a very tarnished copper bracelet in a futile attempt to ward off arthritis. Within minutes, it was bright and shiny – excellent for cleaning off engine parts. Being that far below sea level can upset old engines which can start to run weak as there is more oxygen – all very strange.

We travelled everywhere with a police escort which was a little tedious at times but reassuring. For some reason, the locals frequently throw stones at passing cars. We were only hit once and had to have a rear wing resprayed but Lord Montagu was with us in a 1914 Silver Ghost along with Doug Hill, the National Motor Museum's chief engineer. Half a brick hit the top of his windscreen. Had it been an inch higher, he could well have been killed. Another man was very upset as a sizeable stone had hit the top of the door in an open post-war Bentley and, had it been just a little higher, it would have hit his disabled wife. Other celebrities were Buzz Aldrin, who seemed like a thoroughly decent guy. I had to shake hands with him just so I could tell my grandchildren that I really had shaken hands with the man in the moon. Patty Hearst the kidnapped newspaper heiress, was also in attendance.

We all had dinner one night at the home of a government minister. It was a huge establishment, extravagant beyond belief and seemed entirely inappropriate given the abject poverty that surrounded it. They don't look at life the way we do. Another much more memorable evening was spent in the Roman city of Jerash, about 30 miles from Amman. There was a theatrical performance laid on in the Roman amphitheatre and I couldn't get over sitting up there on a hard stone seat, where a Roman had sat 2,000 years before, watching a show just as he would have done.

Some of the smarter cars had been invited provide a display at the show which didn't include us but the Pilks went in the Alfa. As we were about to board the coach for our return to Amman, Trisha announced that the Alfa was not going well and that I would be more use than her if it broke down. She went back in comfort with Alannah while Richard and I set off in the Alfa. There was something surreal about two Englishmen, in dinner jackets, driving across the desert at 1am, in a 75-year-old car, on a fabulous starlit night. We felt slightly anxious as our friendly police had long since departed. The car finally spluttered to a halt about 50 yards from the hotel. Richard spent most of the following morning sorting out the complicated ignition system while I just stood about making unhelpful remarks.

We were surprised and pleased to meet up with Robert and Di Gate in their relatively modern Bentley – friends from Cumbria – who we didn't know were coming. On the way back to Akaba, Robert had a real dice with a police car who was loving it and egging him on. They were side by side but then the Bentley drew away at about 130mph as the big Ford ran out of steam. It had clearly made the policeman's day if not his year. What an experience, not particularly from a motoring point of view, but everything else. Very glad Pilk got me to pull the flier out of the bin.

## **HWM F2/GP car, April 2004**

After 14 years I sold my singleseater to Adrian van der Kroft for rather less than I had paid for it. Before I bought the car, I had discussed the situation with the HGPCA (Historic Grand Prix Cars Association) and they said that it would be allowed to run but, as long as it had a Jaguar engine, it would not be allowed to displace a pukka GP car. Fair enough, so I went ahead. However, when I came to sell, they said that it would not be accepted with a new owner as long as it had the Jaguar engine and that the Alfa engine must be refitted. I remember talking to Sheridan Thynne about this and he just smiled and said 'Kirk, the mistake you made was in thinking that you were dealing with gentlemen'. A little harsh perhaps and I still enjoy being an honorary member of the HGPCA in recognition of the five years or so I spent on the committee flogging up and down to London for meetings.

The car was a F2 car originally but had a Jaguar engine installed by Rivers Fletcher in about 1957 and it was owned for many years by the Majors Chichester and Lambton at Wiscombe. The HWM works had produced a sister car that ran in Formula Libre races with Duncan Hamilton driving and the results were similar to mine – a decent Cooper Bristol would probably beat it. Lex Davidson won the Australian GP in such a car and so there was a precedent and the engine had been in the car for 47 of its 52 years. My point was that HWM really should be represented as they were an important part of early post-war British racing. The car was never going to upset the pukka GP cars but generally it trundled round looking right and usually finishing. Putting the Alta engine back and then running it regularly was both financially and technically beyond me and it was likely to be so for anyone else. The people who want to spend big money expect to be winning and this car was not going to be competitive with either engine. The upshot, that I predicted, is that the car is abroad, very rarely seen and HWMs are not often represented. The HGPCA put on a show that the public want to see and I have seen 11 Cooper Bristols on one grid which is not all that interesting. I loved racing that car and it was the nearest I was ever going to get to a pukka GP car. The day I took it to Silverstone to hand it over to its new owner I did a few laps to check that all was as it should be. I put my boot in coming out of Becketts, felt the tail go out slightly, and there were tears in my eyes. I doubt that I will ever drive a car so visceral and exciting again.

### **1923 Bentley 3/4½ EL 8149, October 2007**

When I first became involved with the VSCC I was acting as 'gofer' for Martin Dean, a serious Bugatti man. Wanted a vintage car but concluded that anything I could afford I didn't really want and so, with Martin's encouragement, I bought 319 AOV, my Healey 3000 racer which had enough grunt to be interesting and was a great car to start racing with. By 2007, I had sold the single-seater and thought that it was time I had a vintage car. After a lot of thought, I concluded that a Bentley 3/4½ was the answer. Prewar Alfas are fabulous and are, of course, the ancestors of Ferrari, but a decent 1750 is three or four times the price of my Bentley. Bugattis are similar and I have been lucky enough to drive quite a few examples of both. They also both need a rather more skilled mechanic than me.



**Kirk's Bentley – 'fun at legal speeds'**

On a trip to Villars-sur-Ollon, I was talking to a dealer over a pint and he mentioned that his father was selling a 3/4½ for a client. I thought I should go and have a look but was conscious of the old adage – never buy the first one you see. I went for a test drive with the dealer who crashed all the gears and then I did the same. As I left, he asked did I not want to know the price. I hadn't asked as I thought I already knew it from his son but the figure he quoted was £25,000 less. I said I would go away and think about it and he told me that he had another man coming the next day, which is a story we have all heard before. I rang up a chap called Tim Houlding, who I have never met, but he had been giving me very helpful advice. He said that he was advising the man who was to view it the following day and that if I could buy it, then bite his hand off – so I did.

EL 8149 is the ex-Jack Williamson racer that he modified continuously since fitting the 4½-litre engine in 1947 and so is arguably not all original but much more driveable because of it. The first major alteration we did was to add weight to the flywheel. Gear changing was as fast as you could move your hand when driving like a racing car – flat out in every gear – but changing gear driving normally was a pig. I was having to blip the throttle going up the box as well as down. The flywheel resembles Swiss cheese and has been beautifully lightened so we machined up a ring from a scrap flywheel and bolted it on. The flywheel now weighs about half an original rather than a quarter. The other major change was putting the car back onto 21-inch wheels instead of the 18-inch wheels she came on and changing the diff. ratio.



She came with a 3.0:1 very rare diff. fitted to a few racers but hopelessly high on the road. If I had to stop on a steep hill, I had to reverse all the way down to the bottom to restart. I sold the rare high diff. and had a 3.33:1 diff. in exchange and that made a big difference.

For a vintage car, she is quite fast and will cruise at 70mph, reasonably practical but tiring to drive for long distances as she is very hard sprung. I have softened the suspension but it hasn't made much difference.

Alannah does not want to drive her as she doesn't want to cope with the centre throttle but it's a lovely car.

In 2011, I had changed the clutch and thought there was a slight vibration so asked my professional friend, Stuart Oliver, to take her up the road. Some idiot shot out of a side road and T-boned the Bentley. Luckily, the road was wet and so she didn't roll over but Stuart could have been hurt a lot more badly than he was. The car went to Clark & Carter Restorations in Essex who made a beautiful job of rebuilding the body and straightening the chassis so now the old car is in better condition than ever. There are a few more capable vintage cars, but not many.

## **HWM 1, January 2009**

I had stopped racing but had no intention of selling HWM 1. She is a racing car though. Driving on the road was fun and we did some great long trips together but if I took her out locally, she would pop and bang,

rattle and shake until you put the boot in. Then she would wiggle her bum, squat down and go like stink saying 'come on, stop pissing about, this is what I was built for' and then you glanced at the speedo and realised that you were getting into 'go to jail' territory.

There is that lovely story of someone driving her to Silverstone in the late fifties and being done for exceeding the 30mph speed limit by 100mph. I had owned her for 34 years and, in many ways, she had changed my life. Dealers had been pestering me and saying they could sell her for a lot of money. After a while, this got to me and instead of just being a lovely old car that I had had for years, she became a responsibility. I was also a little concerned that legislation might emerge from the EU that would restrict the use of such cars on the road and so I agreed to sell. I will never forget the day the transporter came to take her to London. I had to disappear up the field for some time to compose myself. I was losing part of me. I didn't get as much as they promised but it was a good deal and nothing lasts forever. The XK is not a substitute. HWM 1 was a thoroughbred racehorse and the XK is just a decent hack.

## **Other interests - Sailing.**

Had I not caught the bug in my uncle's Lagonda aged about seven and then with my Austin 7, I might easily have been more involved with boats. I have always loved sailing and shortly after my father died, my uncle – the proxy father one – built me a canoe. Theoretically, we did it together but I just watched and got in the way really. He had been a surgeon in the Middle East and was away for six years in the war. When things were a bit slack in the operating theatre, he had built himself a number of sailing canoes. Hospital sheets over a wooden frame covered in boiled linseed oil and then painted. Mine was a bit smarter. We used unbleached linen as it is so much lighter than canvas and I needed to be able to lift it out of the river when bad rapids were encountered. He taught me to sail in various boats and I loved my Laser until I got too old and couldn't bend fast enough. I bought a wreck of a Drascombe Lugger but it's not a wreck now. I can sail it single-handed as well as getting all the grandchildren aboard for fishing trips but they reckon it is a little too pedestrian for them.

When I married Alannah in 1974, her father had a lovely Nicholson 48 which was a real blue-water yacht and that gave me some experience of big boats, sailing round the Brittany coast and the west coast of Scotland.

I remember running into Keith Schellenberg – of Bentley fame – in Tobermory and sailing over to Eigg for a drink with him. A most interesting and intrepid man. I also went on the maiden voyage of the *Malcolm Miller* – the sister ship to the *STA Winston Churchill*. She was built in Aberdeen and the McRobert Trust had given some money towards her construction. My stepfather was chief executive of the Trust and the skipper came to dinner. I was a student at Aberdeen and he asked if I would like to sail out of Aberdeen down to Dundee on her maiden voyage where she would pick up her first crew of trainees. He didn't have to ask twice but it was February in the North Sea and ice floes were drifting down the harbour as we left.

There wasn't much wind but I loved sitting in the crow's nest on this big square rigger or lying in the net below the bowsprit mesmerised by the bow wave behind me. An unforgettable experience that sadly has not been repeated but I have always taken great pleasure from classic sailing boats – things of great beauty.

## **Guns.**

In the days before children spent their time glued to computer screens, most boys went through the catapults, bows 'n' arrows, air guns stage. For some reason, I never really grew out of it. I wasn't a bad shot with a catapult and I made a powerful bow by scarfing together two hickory golf clubs. School unofficially introduced me to the explosive powers of sodium chlorate and sugar. As powerful as dynamite in the right proportions but less stable. Nevertheless, I survived puberty largely unscathed and one day I was poking about in my grandfather's attic and came across a very dusty and unloved muzzle-loading rifle. Grandfather told me it was an elephant gun which his father had taken as back-up on his seven-year trip to Africa. My grandfather's mother died in childbirth bringing him into the world, whereupon my great-grandfather, Thomas Kirkland Rylands, went off to Africa with his brother, William Peter Rylands, who later provided the Sir Peter Rylands trust, which made all the difference after my father's death. The two of them trekked the length of Africa riding on ahead of their wagon train hunting just about everything in the late 1880s. This rifle was carried by one of their bearers as back-up in case his double barreled rifle failed. It is a .577 Enfield made in 1859 and basically an army service rifle of the type used in the Crimean War and the Indian Mutiny. I spent hours cleaning it up and then borrowed a bullet mould, some black powder and percussion caps. Just to be on the safe side, I wrapped it in sacking, put it in the vice, placed a decent sized log about six inches from the muzzle, tied a string to the trigger and let it off from a safe distance. The bullet went straight through the log and out through the garage wall. Next, I set up a sleeper on edge about 50 yards away and the bullet went straight through it without knocking it over. Apparently, the British snipers were knocking off Russian gunners at 700 yards in the Crimea. This is a powerful weapon firing a bullet over half an inch in diameter and in a completely different league from the flintlock muskets used at Waterloo only 40 years before. The muzzle velocity is not high in modern terms but the muzzle energy is huge. It goes off with quite a thump. A .303, with a steel butt plate, gives a sharp jab but, being black powder, the .577 Enfield gives a hefty shove as the powder burns more slowly. I take great pleasure in firing a 160-year-old rifle that my great grandfather used all those years ago and I have been a member of the MLAGB (Muzzle Loaders Association of Great Britain) for many years. Some years later, I came across a double-barrelled 13 bore with twist barrels dating from about 1835. That is not a typo. Bore sizes only became standard with breach loaders that required mass-produced cartridges. It shoots well but to use a muzzle-loading shotgun properly takes a lot of practice and I don't do it justice. I also shoot a .44 calibre pistol of the type used in the American Civil War. It takes ages to load and also requires me to cast the balls but the fumes from molten lead are a cumulative toxin that I now take more seriously than I did.

My modern everyday 12 bore was made in 1895 and when my grandfather passed it on to me it had a completely cross-over stock and so needed to be restocked. He suggested that I go to Dickson's in Edinburgh and they would take me to the clay ground, adjust the try gun to fit and then give me the correct measurements for the new stock. After about 20 clays, the instructor announced that he had fitted the gun and that no more were required. I said that Grandfather was happy for me to have 100 clays so he said he would get the Olympic trap out. I ended up with about 80 out of the 100. He told me that I was a good shot and that he didn't think he could teach me much about shooting. As a 19-year-old, I was feeling extremely cocky and very pleased with myself. The following evening, back in Aberdeenshire, I went out with my 16 bore to flight pigeons into a wood. I fired a whole belt of cartridges and didn't hit one. That put me back in my box!

Before cars arrived, there were really only two things that a gentleman aspired to that were a good example of engineering skill and craftsmanship – clocks and guns. Many examples of both have been exquisitely made to a far higher degree than mere functionality requires.



Perhaps my most beautiful gun is a Boswell 12 bore hammer gun with Damascus barrels from 1885. Exquisitely made and a fine example of English gun-making craftsmanship. I had gone to my local gunsmith for a box of cartridges and came out with my Boswell. I have always said that you never want to buy an old car because you need one, just go through life with your eyes open. Old guns are much the same. I have much enjoyed stalking but I am not widely experienced and have never owned a stalking rifle. It is not about killing things. Deer need culling otherwise some die over the winter and those I have shot have been poor examples. The last thing I want to do is find the finest stag on the hill and shoot him. One very memorable day was with Leo Barclay, a friend of more than 50 years' standing. He took me out on my 50th birthday and we had a great day but never fired the rifle.

It looks as though lead shot will be replaced by steel and I don't think there will be any suitable cartridges for antique guns and I don't really want a modern one. In an attempt to learn to use my lathe, I have made a model of the type of cannon that would have been on *Victory*. It has been fun to try and achieve but also serves to illustrate how good the skilled machine operator is and how much I have to learn.

## **XK140**

Since buying the car 20 years ago, I have covered 69,166 miles and I can't remember being stuck on the roadside at all. Having rebuilt the engine shortly after I bought the car, by 2014 the gearbox was proving to be rather difficult and Alannah said she wouldn't drive the car anymore. Rebuilding a Moss box properly is neither easy nor cheap so we decided to fit a Tremec 5-speed. The engine leaked oil from all sorts of places and so when it was out, Stuart Oliver (E-Type and steam engine expert) said he had a 4.2 block from a late XJ6 lying about and so why not put that in. Sounded like a good idea but, with hindsight, I am not so sure. The engine was properly rebuilt with lots of new parts that Stuart insisted on when I would have probably just cleaned up the old bits. The habits of shoestring racing die hard. The old XJ6 that I had run years ago had been sitting in a barn quietly rotting away with the owner eventually giving up any hope of ever rebuilding it. Then the roof fell in and one day he rang me and said it was going for scrap and that if I wanted anything from it, go round and grab it. I went and took the head off with the nice pair of HD8 2-inch SUs. I sent them away and had them properly rebuilt, at great cost, and fitted them to my 'new' XK140 engine. The 4.2 engine dropped back into the car, with the new gearbox, with no trouble but then the fun started. Nothing to do with the radiator or water pump lined up but it does now.

After about 5,000 miles, I was not happy with the oil pressure but the 'experts' said I was just fussing. I have a lot of experience with XK engines and after 10,000 miles, John Johnson and I dropped the sump to have a good look. The new timing chain tensioner had pretty well fallen to bits and the oil pump was only just hanging together. Four bolts secure it. One was lying in the sump, another almost out and the remaining two only finger-tight. The three bolts that hold it onto the engine were tight. We had put those in but we had simply taken the new oil pump out of its box and fitted it, unaware that we should have taken it apart and assembled it properly. There were no washers at all under the bolts, let alone shake-proof ones. I drilled the bolt heads and wired them. I bought a new tensioner from Rob Beere Racing, who I trust. He said that the usual ones were crap but he bought them and sent them away to have an uprated rubber pad fitted. The oil pressure is now as it should be but it is infuriating that so many aftermarket parts are substandard. The suppliers will generally replace a faulty part but they will make no contribution to the consequential loss – the labour, the gaskets, a new set of main bearing and big end shells etc.

Running any old car has its frustrations but the XK has been ideal in many ways. Reasonably comfortable, able to cruise all day at illegal speeds, generally fairly reliable and not ridiculously thirsty. I don't run any old cars when there is salt about and I do generously pickle them in waxoyl, particularly the E-Type which was almost designed as a rot box.

## **Dream garage**

I was asked to write an article for the Wigton Motor Club magazine imagining what I might have in my dream garage – money and practicality being of no concern.

**No. 1. Alfa 158/159 Alfetta** – the 1947 Grand prix car that dominated the first two seasons of the World Championship with drivers like Fangio and Farina. An exquisitely made 1½-litre supercharged straight eight eventually producing 420bhp at 9,000rpm. Even if I couldn't drive it, I would love it as a piece of sculpture. Fuel consumption was its downfall. The formula at that time was for 4½ litres unblown and 1½ litres blown. Gonzales in the 4½-litre Ferrari was slower but he managed 7mpg whereas the Alfa struggled to manage 2mpg on methanol and therefore had to come in twice and take on 70 gallons which took time and weighed quite a lot. I have raced my single-seater on a few occasions with a 158 on the circuit and I was so busy drooling over it I was finding it hard to concentrate. This choice was a toss-up between the W125 Mercedes. Before the war, a streamlined version clocked up the fastest ever speed on a public highway at 269mph – a record that I believe still stands. Even the open-wheelers regularly clocked 190mph during races in 1938. Another car made as beautifully as possible regardless of cost.

**No. 2. 1933 Alfa Monza 8C 2300cc.** I would need the best pre war road car and if this Alfa isn't it, it must come close. A glorious straight-eight supercharged twin-cam that won Le Mans, Mille Miglia and the Spa 24 Hours along with many other victories and often with Nuvolari in the hot seat. With only 188 Monzas made, it was rare, a good deal more expensive than a Rolls-Royce when new and, arguably, the supercar that gave birth to Ferrari. A T51 Bugatti would also be a serious contender and I have driven one which went like the wind but I have not been lucky enough to drive a Monza.

**No. 3. 1955 Maserati 250F** – the quintessential Grand Prix car. I raced against them many times but only occasionally beat one when the driver didn't know what he was doing. Stirling Moss, having started his GP career with the underfunded HWM team, bought a 250F with a view to competing at the top level which he certainly did and this led to a works drive in the W196 Mercedes – another fabulous car. Sadly, I have never driven a 250F but the story is that the 250F's fine balance enabled good drivers 'to employ a technique of high speed cornering that involved breaking traction on all four wheels and using the throttle to determine the angle of travel'. Such a satisfying feeling when you get it right. A Lancia Ferrari D50 is another stunning car but it can't be drifted like a 250F.

**No. 4. Jaguar D-Type.** - Having owned and raced my D-Type engined HWM 1 for nearly 35 years, I had to have a 'D'. I will never forget driving David Lomas's car to Le Mans with its little brass plaque on the dash – 'Winner Le Mans 1955 I. Bueb / M. Hawthorn'. The only aspect of the HWM that was superior was the De Dion rear suspension which enabled the power to be put down more effectively coming out of a slow corner, but the D was built for Le Mans where that would have made little difference. As a road car, I would prefer a C-Type, which I have also driven some distance, but the D is the charismatic racer.

**No. 5. 1960 Ferrari 250 SWB** – a beautiful 3-litre V12 producing about 240bhp in under a ton and with an outstanding competition record. A GTO is a real contender but so rare and fabulous as to be a bit 'in your face' whereas a 250 Tour de France is a more subtle alternative. I have not driven a 250 SWB but have driven a Daytona and I would settle for one of those at a pinch or even a 206 Dino – the lightweight competition version of the 246 – which I have also much enjoyed.

**No. 6. 1965 Jaguar E-Type FHC.** All my other choices have been rare and exclusive but I have owned my E-Type for 46 years and I know what they can be like. The original build quality was appalling but, sorted out, they will give a contemporary Aston or Ferrari a really good chase for a fraction of the cost. Even Enzo Ferrari is reputed to have described one as the most beautiful car ever built – I am not sure I agree but I am not arguing. Apart from trying to stop the rot reappearing, my car has a five-speed Getrag box, larger brake calipers, stiffer torsion bars, a big valve head and alloy wheels as I can't be bothered with cleaning wires. On a circuit, the 250 SWB would be quicker but the V12 only produces 192 ft lbs of torque at 6,000rpm whereas the E-Type pushes out 284 ft lbs at 4,000rpm which makes for a more relaxed road car.

I still remember Alannah and I doing a steady 100mph for 150 miles across France and you can't really get away with much more. Six cars just aren't enough but at today's crazy prices, what I have chosen would cost in the region of £35m so will definitely stay in the Dream Garage.



### ***It ain't all bad : Continued from page 34***

I have driven a few modern super cars and, whilst interesting to have a blast in, they are not involving enough and, as I am not clever enough to look after them, I wouldn't form an affection for them. Nor am I a good enough driver to get the best out of a 200mph car – few people are.

The fastest I have seen on the speedo was 160mph in a GT40 and that is quick enough for me.

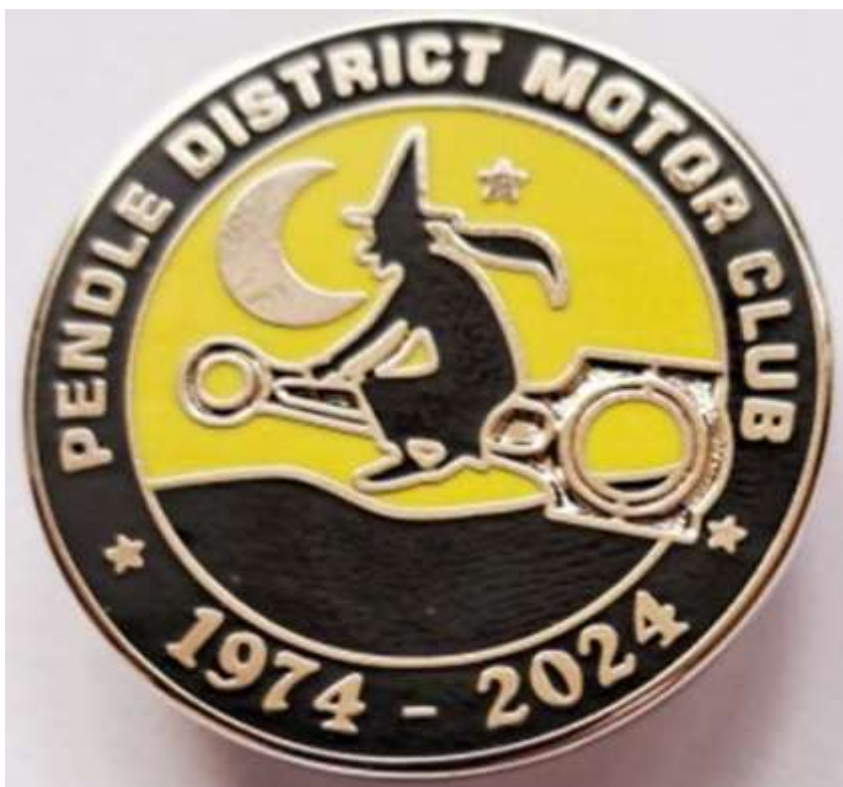
My Bentley 3/4½ does nothing well by modern standards but it is very involving, lets you know when you have driven it badly and is fun at legal speeds. After 53 years, Alannah still has her MG TD which she wouldn't let me sell but now I quite enjoy it – you can't pass anything, unless it is parked, and so it is quite relaxing just drifting along.

On various occasions, people have come up to me at race meetings and told me how lucky I was to be driving either of my HWMs and I would heartily agree. I have been very lucky indeed but sometimes I would gently try to point out that while they were down the pub, I was lying on my back on a cold floor in a pool of brake fluid and oil trying to sort the car out for the next event. Looking back, would I change anything? Hind-sight is a wonderful thing. Of course I would. There are cars I should have bought. David Duffy's C-Type was available for £1,500 more than HWM 1. Given today's values, that is a trifling sum but, at the time, it was six months' salary.

Anyway, HWM 1 is a better car in many ways and unique so no regrets there. Also, some I should not have sold, like the XK120. But the big decisions, like who to marry, I got right. Racing today may be more difficult and expensive but touring Europe is easier. All you need is a couple of chums on the same wavelength and off you go.

***Kirk Ryelands***

**Many Thanks to The Bulletin  
& The Vintage Sports-Car Club**



## **Pendle District Motor Club Present**

### **an SD34MSG inter club General Knowledge Quiz**

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**Tuesday 12<sup>th</sup> November 2024  
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Scrutineering in the bar between  
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No prior knowledge or competition  
licence required.

Pie and pea supper. Grand Prizes  
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Teams of up to four people  
Dress Optional

**£5.00 per person**  
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Please contact Ray Duckworth to book  
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Look forward to seeing you there –  
let's make it a good night

# MOTOR RACING LEGENDS SILVERSTONE GP MEETING

19<sup>TH</sup> – 20<sup>TH</sup> OCTOBER

*PAUL COMMONS*

**Harry Barton and Oliver Reuben retained their Silverstone GP Royal Automobile Club Pall Mall Cup crown with a convincing win aboard the Nigel Reuben Racing prepared TVR Griffith.**

Now the traditional curtain closer for the Motor Racing Legends Series, the Silverstone GP meet had attracted a healthy entry with over 30 cars lining up for the Pre-66 3 hour 'into the evening' enduro and possibly more impressively an almost similar number of entrants for the brand new GT3 Legends pilot event for 2006 to 2012 GT3 spec cars. Quite some achievement!

The opening day's track activity would centre around the Pall Mall Cup however with a 50 minute qualifying session preceding a late afternoon start for the 3 hour main event. And it was a pair of Jaguar E-Types that made the most of the damp morning track conditions to form the front row of the grid, headed by the Marcus Oeynhausens-Sierstorpff / Andy Newall machine.

The pole-sitting Jaguar would however drop back early on and be forced into an early stop with Oeynhausens-Sierstorpff suffering from cramp. Conversely the TVR of Harry Barton had made great progress from it's relatively lowly 6th position on the grid, with the young historic racer quickly hitting the front and building a comfortable lead over the other front row starting E-type of Richard Kent and Lotus Elan of Simon Evans.

Pall Mall Cup rules dictate a two stop race, one of 60 seconds and the other 5 minutes in duration (for re-fueling) and it is this niche set of rules that brings in-race strategy to the fore. As it was both the Griffiths of Barton and Elan of Evans opted to take their longer stop first, the former having no option courtesy of a faulty transponder, which left another Elan in the hands of Max Lynn in the lead of the race with the similar machine of Miles Griffiths in hot pursuit for much of the middle stint.

The Nigel Reuben Racing prepared TVR of Harry Barton and Oliver Reuben was however in a league of it's own on the day and as the final pit stops unwound would find themselves with a healthy advantage entering the final third of the race.



*Continued on Page 37*



## **MRL Silverstone**

### ***Continued from Page 36***

The class 4 competition may have been a little light on this occasion, with the stablemate TVR not able to enter following damage at Spa and the Alex Brundle E-type a non starter courtesy of timing chain issues, but the pairing hardly put a foot wrong; Barton (back in the car for the final stint) eventually crossing the line with a commanding winning margin of 1 minute and 42 seconds.

Simon Evans and James Littlejohn have formed a formidable partnership in recent years and put in possibly the performance of the day to claim second aboard their Lotus Elan. Whilst not able to compete with the 5 litre Ford powered TVR, Evans and Littlejohn were able to keep the eventual winners honest and it was quite some achievement to end the event on the same lap! Littlejohn was particularly rapid on the day and managed to set a Lotus Elan lap record with a 2.23.944 on well used tyres!

In fact Lotus Elan's would make up 1 third of the field with the nimble 1600cc machines featuring heavily in the battle for the remaining podium position. Miles Griffiths had starred throughout the race and seemed to be heading for that final step of the podium following a race long battle with Shaun and Max Lynn but tragically suffered a front end issue with only minutes remaining. This left Shaun Lynn (the man now in charge of Motor Racing Legends activities) and son Max to claim third with Andy Wolfe and Ben Tinkler fourth. Wolfe and Tinkler's result, in yet another Elan, all the more remarkable having started from the pit lane!

A healthy contingent of Porsche 911s, usually found in their own stand alone Peter Auto races, had entered this years event and it was the David Danglard and Phil Quaife machine that proved the class of the field as they claimed class 3c honours with an excellent 11th. And talking of excellent performances Can Bitirim and Dave Gardener defeated many a more powerful machine to bring their MGB home in 13th to to register class 3b top spot. Meanwhile Pre-63 GT honours would go the way of Grant Williams and Ciprian Nistorica aboard their E-type with 17th overall.

Earlier in the day the GT3 Legends series made a successful track debut and it was British GT stalwart Jon Minshaw who found himself in an early lead before a collision with the similar BMW Z4 of Rob Hall put them both out of contention. Instead it was the Lamborghini Gallardo of Jack Tetley who lead for much of the opening stint but Nick Maton, having taken over for the second half of the race, could not keep Andrew Jordan at bay.



***Continued on Page 38***

## **MRL Silverstone**

### **Continued from Page 37**

The former BTCC champion, aboard the Chevrolet Corvette, appeared in top form however, producing sub 1m 58 second lap times on his way to record a 17 second victory for he and Matt Holme.

In fact it proved a good day for Jordan as Andy Middlehurst and Jonathan Bailey had earlier claimed Historic Touring Car Challenge victory aboard their JRT prepared Nissan Skyline. On a drying track Middlehurst swapped positions on more than one occasion with the similar machine of Ric Wood but had made the conscious effort to look after the tyres of his wet shod machine. This proved pivotal as Wood was forced into retirement having 'destroyed' his whilst Bailey (replacing Middlehurst for the second half of the race) just had enough rubber left to reel in Darren fielding (BMW M3) over the closing stages to claim victory.

Having driven through what can only be described as monsoon conditions on the way to the circuit we were treated to a fabulous golden hour to round out the day. And just like the weather the Motor Racing Legends season had also ended on a high with the GT3 Legends series a clear hit. Hopefully, under the guidance of Shaun Lynn, the series can go from strength to strength as it would be great to see grids such as the Historic Touring Car Challenge attract the numbers we were used to in seasons past.

**Paul Commons**



## **Paul Commons Motorsport Photography**

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

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



### **Product**

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# 5th-6th October

# BRITISH

# RALLYCROSS

# CHAMPIONSHIP



**Wigan racer Tony Lynch made it four wins for the season at Pembrey to maintain his challenge for the 2024 Retro Rallycross Championship title.**

Having been forced to sit out the opening two rounds of the campaign, Tony headed for Wales in a fine run of form having scored three successive victories at the wheel of his Landsail Team Geriatric-run Toyota MR2 - leaving him sitting third in the title race.

Tony took something of a step into the unknown in round six of the season, with his team having been forced to work hard to rebuild his damaged car after an incident at Lydden Hill in the previous event.

Despite having no chance to test the car before the weekend, Tony was on the pace from the outset and finished as runner-up up in the opening two heats on Saturday before winning heat three - which meant he would line up in second spot for the final.

Starting behind points leader Dan Swayland, Tony was able to hit the front and then had to fight hard to keep his rival at bay before scoring a fourth successive victory - a result that moved him up into second place in the standings.

Sunday's event would see the circuit run in reverse, and with the weather taking a turn for the worse with the arrival of rain.

Second in the opening heat, Tony then fought his way to victory in heat two, with another runner-up finish in the final heat meaning he would once again line up in second spot for the final.

As had been the case the previous day, Tony was able to hit the front in the Toyota and looked set to extend his astonishing unbeaten run before Swayland managed to grab the lead as the pair simply drove away from the remainder of the field to enjoy their own private battle for victory.

Tony remains 13 points off the championship lead with just two rounds left to run at Lydden Hill in early November.

"Pembrey was another strong weekend for us and to come away with a win and second place was a great way to reward the team for their efforts in preparing the car after the incident at Lydden Hill," Tony said.

"It was also a great way to welcome Autolac onboard as our newest partner after their help over recent weeks to make sure the Toyota was looking as good as new.

"Obviously it would have been nice if we could have come away from the weekend with two wins to maintain our unbeaten record but it's hard to be disappointed with the results. I've said all along this season that the focus isn't on the title after missing the opening rounds and to now be up into second with just one round to go exceeds the expectations we had.

**"The goal now is to fight hard to finish on a high when we get to Lydden Hill next month."**

## Keeps up with the Jones! Keeps ahead of the Schmidt's.

Thanks partly because the car that goes down as probably the best ever driven in a road trial.

The new Mazda MX-6. With a 9000cc of 112 bhp, the 2000 GLS (125 bhp) has considerably more power than the sporty BMW 320i (125 bhp).

And it accelerates the likes of such cars as the Honda 2.0i (125 bhp), the Mercedes 200E (125 bhp) and the Civic EX 2000 Super (125 bhp).

Equally impressive is the standard of specification that comes as standard. From things that make the car work better.

Like a five speed gearbox, a front spoiler, headlamp washers and a radio with remote controlled door lock.

To things that make the people work better. Like tinted glass, a 100W stereo, a digital clock, individual overhead map lights, rear seats that individually fold forward.

So clearly from obvious adjustable headrests and cloth upholstered exterior seats with a leather adjustment for the seat of the driver's back.

But most impressive of all perhaps are the things you go to quality control. After visiting the body together, we get it with a body-to-body electronic work. Then we examine it under a hand light. To check for blemishes by eye.

Then at inspection ports every inch wearing white gloves. To check the blemishes by hand.

Finally, to check everything's nice and smooth, surface when it's light through every seam, and subject the car to a 'rain test' of the interior based on a tropical monsoon. It's something that the other cars in the class don't do.

Drive out of a showroom in a new MX-6. It's a pleasure to drive, with a 2000 or 2000 cc engine and a 2000 cc engine. It's a pleasure to drive, with a 2000 or 2000 cc engine and a 2000 cc engine.

Only by pulling out the door in the future can we be sure that you can get the door open. The new MX-6. From £13,649.

**mazda**

# Highland Car Club

## A.M.Phillips Trucktech

# Snowman Rally

## 19<sup>th</sup> October



**Rob Cotton**

The hard work has paid off, yesterday marks the end of our 2024 SRC campaign as we wrap up both the Groundwater Lift Trucks Subaru Cup and Class M6 titles. The target at the start of the season was to win the Subaru Cup but we started to realise that M6 was in reach too.

The Snowman Rally was another really hard fought class win against 7 other M6 competitors where we were leading by only a handful of seconds all day, those Evo boys certainly kept us on our toes. The stages were fantastic, the first two offered a bit of everything and were very demanding and changeable, while the last stage of the loop was exhilarating doing well over a hundred through the trees, I've never had to pull 6th gear in the woods before .

We picked up where we left off after with our pace that we had on the Grampian, setting top 20 times on all six stages which was higher than we expected but it was necessary to keep the M6 lead.

The trusty old Subaru Cup car was a dream once again and continues to punch well above it's weight considering it's got standard brakes, gearbox, diffs, turbo, and an engine that's done 80k miles .

Now that our championship is complete I have to part ways with my hard working co-driver Ethan as he heads to Cardiff University to start his PhD, it's been an absolute dream this year and you'd never know that he hasn't even been reading pacenotes for 12 months.

Huge thank you goes out to our ever enthusiastic service crew, I've tried to keep their workload light . And more thanks to the other various people behind the scenes that have supported and helped us this year.

**Rob Cotton**

- Cotton Competition
- North Coat Ltd
- Questmead Ltd
- Motordrive Seats
- PD Extinguishers
- Proflex UK
- Hoosier Racing Tire

### Result

- 1st Groundwater Lift Trucks Subaru Cup
- 1st Class M6
- 2nd Albyn Garage Challengers
- 12th Scottish Rally Championship
- 13th/74 Overall
- 2024 SRC Class M6 Champions
- 2024 SRC Subaru Cup Champions





# Hexham & DMC Car Barn Kielder Targa Rally 29<sup>th</sup> September

*Neil Raven : Ilkley & DMC*

Having missed out in last year's event we were determined to be part of the fun for the second running of this great event. We traveled North after setting up and marshaling on the Langdale stage of the Trackrod rally and were looking forward to covering Ali and **Lynsey Procter**'s drive with a muddy MX5. They had kindly put us up in their 5 star AirBnB annex on the drive, the team motor home, which is extremely comfortable and is in a great location.

After a cracking night's sleep in the Procter motor home, and a quick wet wipe around the nether regions, we set off on the 1/2 hour trip across to the start venue, of course with the top down. First stop was some fuel for the MX5, the closest petrol showing as a Shell at Newcastle airport, pants down time I thought price wise, but it turned out to be cheaper than home. All topped up we made good time across to the quarry with Mrs Rave leading the way in the Golf service barge!

First job was to empty the boot of the MX5 on to the tarmac to preserve our service area. It looked like the gypos had arrived. Once we'd marked our spot we trundled around to noise and scrutineering where Heidi Woodcock was waiting to probe my twin exhaust pipes. It turns out I've got one louder than the other. I always thought the car felt unbalanced in the corners. Chris Woodcock was chief checker of all things safe and legal and gave the MX5 the thumbs up to go and play. I must say it was the most scenic scrutineering location I've seen, with 360 views over the Cheviot hills and ample opportunity to spot marauding MK2 Escorts.

**Claire Nevar** and I had agreed that we were there to have fun and keep the car in one piece as we had the Malton 12 car the following night. I've spectated in Kielder a few times and was lucky enough to be part of the RAC team in 2023 and drove some of those incredible stages in a transit van, in the dark with sleet coming down around us.



*Continued on Page 42*



## Kielder Targa Rally

### Continued from page 41

It's a daunting place and the ditches have no mercy, once you're in you're in! It's a forest that demands respect and eats MX5's for breakfast

The test diagrams looked fairly straightforward with standard autotest manoeuvres and stop-astride's to keep the average speed down. It was clear that in between those changes of direction there would be multiple opportunities to cock it up which lead to a steady start passing the first of many car rear ends sticking up out of ditches. The MX5 was up for the challenge but I was at about 80% and getting use to the grip the standard road tyres on the front and snow tyres on the rear were offering. It turned out it was quite a lot, which was reassuring, and the forest tracks were in good shape so punctures weren't too much of a concern.

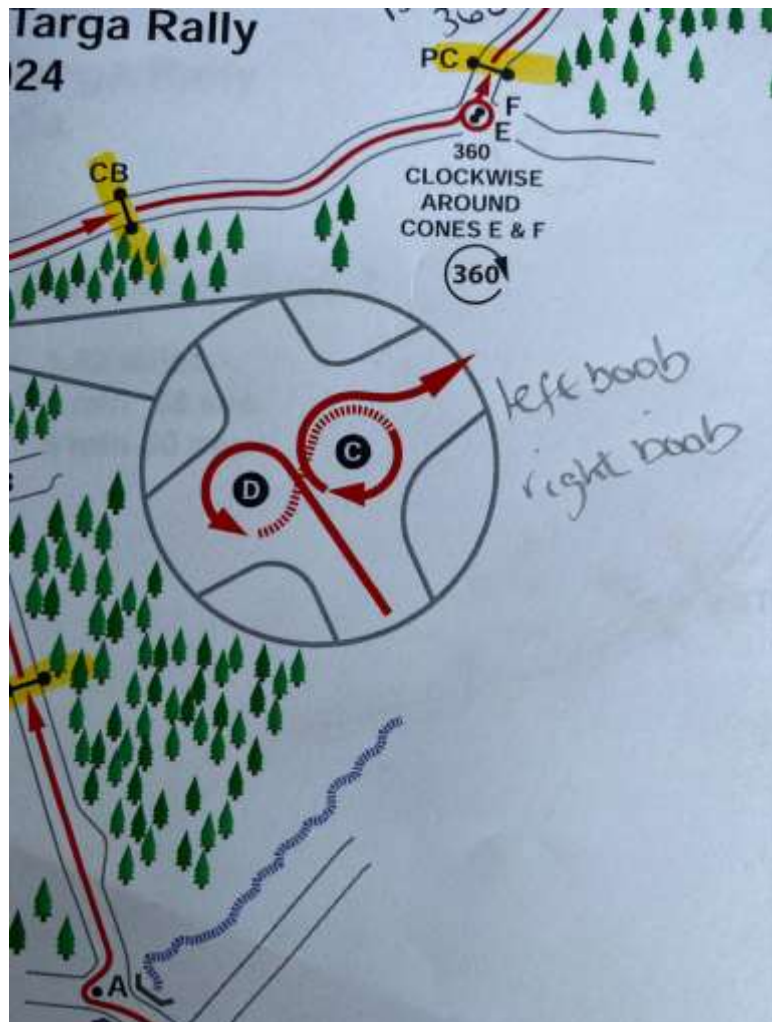
I piddled around for the first five tests, thinking about the 130 cars I'd watched through our junction on the Trackrod the day before and how the top guys had kept the speed flowing through the various turns resulting in a fast exit. I also had one eye on the intimidating ditches and an ear listening to the instructions coming from the navs seat. Mrs Rave was calling the cones but also giving some indication of what was around the blind bend ahead.

Then in test six I woke up. Everything came together and the rear wheel drive sports car was swooping from one corner to another! It was fab. I was guiding us through corners graced by rally legends of the past and future in our own little rally world. With the top down the sound from the unbalanced tail pipes was a symphony of crackles, pops and revs accompanied by the movement of the car through the corners. The experience was superb. The drive between each test was along scenic forest tracks and as we approached test seven the sun was doing its best to burn through the Northumbrian cloud blanket.

Test seven was just as much fun and my inner rallyist continued the fab fun drive. Mrs Rave was calling the corners and seemed to be enjoying the new improved committed drive. All too soon the test came to an end and we trundled along the forest track to join up with the tarmac road back to the service area. As we popped out into the bend I realised I recognised the corner, it was where the rally cars on the 2023 RAC left their support cars and headed off in their own to the start of the final huge stage!! And now here we are leaving that same road that completed and ended so many competitors RAC. Our first round of tests had finished and we crackled and popped our way down into the village of Wall, what a great name!

Looking at the results was a waste of time as I'd only really performed on two tests. What was more important though, was we had got back in one piece with no dramas or bits missing off the car.

**Continued on Page 43**





## **Kielder Targa Rally**

**Continued from page 42**

As the rest of the girls arrived cars with bumpers missing and various mechanical issues limped into service sparking a cascade of furious buzz gun and hammer action to get ready for the last final visit of the day into killer Kielder.

My lunchtime at burger had soaked up a bit of my control and the first few tests were ok but I'd made some silly mistakes. To keep us on our toes, the organisers had left the cones mostly in the same places but changed the movements around them. On quite a few tests there were some horizontal figures of eight and to make it easier for me to remember Mrs Rave de river them as a 360 right around the right boob, followed by a 360 left around the left boob!! (.) (.) And it worked a treat I flowed the MX5 through these cones smoothly keeping plenty of speed up on the exits and accelerating off down the track just like I'd watched the Trackrod rally boys. It was superb fun and we are having a laugh along the way. I got so engrossed at one point that I completely ignore an instruction to go to the passenger side of a cone. Even with the nav volume on full I was halfway past the cone before I snapped out of my daze I needed a tickle of reverse and a slap to get us going again

A couple more cars succumbed to the soft deep ditches and once the front end was in that was test over until the recovery team hooked up and left that extra bit of help to get all four wheels back on the road. Mrs Rave was calling the cones and corners well but I'd got past myself and ended up making a couple more errors, overshooting a cone and braking too late for a code board which meant lost time craning our necks to see the required letters. Fortunately, the end of test fourteen came into site with the car in one piece and our fabulous weekend completed. A quick photo opportunity at the end of the road and we headed back to the service area to clear up the gypsy camp

After the awards ceremony and saying our thanks and good-byes, Mrs Rave jumped into the Golf service barge and I pulled my hat over my ears for the two hour journey home. The commitment of the organising team to put on such a brilliant event on forestry land had been rewarded by a full entry and plenty of smiling faces. Personally, being given the opportunity to drive competitively in this classic rallying territory is fantastic. I've driven these tracks as a marshall for many years setting up and driving various cars to my post but never against the clock. Thank you so much to the Hexham organising team, rallying royalty and synchronised gate openers Team Woodcock, the landowners and the brilliant, enthusiastic marshals who all make the day happen. We are truly privileged to be able to compete on great events like the Kielder Targa which are all down to people giving up their precious time to make them happen we can't wait for next years event]

**Neil Raven : Ilkley & DMC**

# **Beverley & DMC**

## **Maple Garage**

## **Beaver Rally**

### **5<sup>th</sup> & 6<sup>th</sup> October**

**Sam Spencer : Beverley & DMC**

Beaver Rally 2024 and another fantastic event put on by Mike, Ian and everyone at Beverley & District Motor Club. The new start venue, tweaked format and different choice of roads all made for a thoroughly enjoyable event. The marshalling was spot on with a number of people manning three controls which was great to see. Another great night in the lanes with the usual competitive rivalry interspersed with shit talking with a friendly group of fellow competitors.

A damage block meant that a week ago I was without ride, but thankfully John Gornall offered to give me run round and I'm glad I took him up on his offer. Despite the fact I've never been in the car before, and was calling the bends in a way he's not used to, John drove with absolute commitment and consistency all night and after a slender lead at petrol we ended the night with a win by an even tighter margin, just reward for some seriously impressive driving from John.

When I started road rallying Steve and Sambo were the crew to beat, so to be having a nip and tuck battle with them all night some 15 years later was quite something, and is a prime example of makes the sport so enjoyable.

The 5 minute drive home from the finish also rounded off a great night.

**Sam Spencer : Beverley & DMC**



# Rhyl & DMC

## JD Romain

### Novice Road Rally

#### 12<sup>th</sup> – 13<sup>th</sup> October

*Lewis Rock : Rhyl & DMC*

Well I don't know where to start with this and it may be a little long winded...

I hope all competitors, Marshalls, organisers, spectators enjoyed the night, that's all I ever wanted from when I first started planning this. Put on an event that gets people talking.

My first time organising an event like this.. a little bit different to organising a night nav. I was worried coming into the event with how little entries we had starting with 30 cars.. then on the day the rally gremlins took over causing another 6 crews to pull out. Well that was it, we're running with 26 cars and we can only do our best from here.

It was far from smooth with a couple of last minute hiccups and a few wrong plots ( sorry Heath Griffiths I need more practice ) but I was on my way to watch in the 1st farm of the night with my head full of ifs and buts, then thoughts slowly faded when the course car came through and I actually realised that this (my life for the last 2 months) has worked and things are running smoothly and even better receiving a phone call from Brynmor Pierce saying that we have our dropper (and quite a decent one at that). I can now slowly relax.

When getting to petrol most crews hating me from the selective before (Rhydymwyn) it caught a lot of crews out as it's a section I worked hard on getting which from my knowledge has never been ran like it was. All the crews seemed to enjoy it and have a smile on their faces which as an organiser that's why we do it.

Now for the finish and the slowly anticipated results. Obviously 18 cars out of 26 starters wasn't ideal but my word! the results showed what a navigational road rally is all about. If you stay clean you don't always have to be the fastest. And I said in my dreaded driving briefing that this would be the case. Well done to all award winners and finishers.

I would like to thank everyone in Rhyl and Rhyl & District Motor Club for trusting me to represent the club on the highest of stands. The start venue Northop Golf Club for the amazing start and finish venue and the amazing breakfast, all the land owners (Aaron and Gwyn) Chris at Flintshire autos and most importantly Dylan Griffiths and Heath and Michelle. Without you I wouldn't have been able to do it and not forgetting Steven Woods who had my back the whole way through. There is so many thankyou's it would take up all this post. You know who you are and I'm forever grateful.

The biggest thank you goes to my fiancée Cole Hughes. Thank you for putting up with my as quoted "rally sh\*\*" for people who haven't done this before you live and breathe it. It takes over your life and for Cole to grin and bare it shows she loves me haha, thank you again couldn't have done it without you.

That's it for this year Rhyl putting on 2 events within 6 weeks. Now time for a break.

*Lewis Rock : Rhyl & DMC*



**Photos Courtesy of David Hales**

[davidhalesphoto@icloud.com](mailto:davidhalesphoto@icloud.com)



# Knighton MC Radnor Pacemaker Rally

## 12<sup>th</sup> / 13<sup>th</sup> October

*Greg Harrand : Lampeter & DMC*

**Cadog Davies guides George Williams around to another victory in the lanes on the Pacemaker (**

On the 12th and 13th of October Knighton motor club would run their road rally, the Radnor Pacemaker rally. This year would be a very special occasion, as the club was to be celebrating its fiftieth anniversary the rally organisers would celebrate the occasion by hosting an event in the spirit of 1974 by hosting an event of 180 miles in length, with two petrol halts included, giving the competitors a taste of what competition would be like back in the infamous Motoring News days. The rally would be spread over four OS maps, 136, 137, 147 and 148, giving competitors a real challenge in both seats. For this year spot lamps would be permitted, something that hasn't been permitted in a number of years in the area, a sign of a great relationship between organisers, local authorities and local population which enabled the change. This year's event would be the ninth round of the welsh championship, and would naturally include some club members in the entry.

First off were last year's winners, with Cadog Davies once again sat with George Williams in their usual Mk2 Ford escort, they would be hoping to continue their recent form, with both still within a chance of taking the welsh championship crown. Navigating in car 6 was Dylan Jenkins, he would be sat with multiple event winner Mark "GT" Roberts in Mark's familiar purple Mk2 Golf GTI. Arwel Evans was next at number 8 in his regular Mk2 Ford escort, he would have Dylan John Williams with him for this one. Sam Woodcock and Owen Rowcliffe were at 22 in Sam's Subaru impreza, and right behind them was Carwyn "bol" Jones, who would have Trystan Leyshorn sat with him for this round. They would be in Carwyn's regular Proton satria. Osian Jones and LLyr Davies were at 29 in Osian's Nissan micra. Llion Evans would be navigating for Gareth Meacham in Gareth's Mk2 Ford escort, they were seeded at 38.

With plotting and signing on taken care of it was off into the lanes for a night of action. The first section would begin a couple of miles to the East of Knighton and would travel South, skirting around Presteigne. The first twenty miles of the route would be timed to the minute, and the majority of the field would pass through the first Time controls without dropping any time.

A short section to the West of Walton followed, where the route would loop around the quarries outside of the village. This would see the first section timed to the second, and the first section where competitors would drop time, with the majority outside of the top ten gaining a handful of seconds here at Time control 2A, which was located midway through the section, although the frontrunners remained clean. It would be in the third section which would see all of the field drop time.



*Photo Courtesy of Adrian Convery*

***Continued on Page 46***

The third section would be far longer than the second, beginning at Gladestry they would then head West, going through Glaschw then heading towards Hundred house, before looping South briefly around Cregrina where the section would then finish. There would be two droppers in this section, the first being at Timce control 3B which was located at the beginning of the loop, and the section finish itself. Both Mark and Dylan and Osian and Llyr set the standard at the Time control, with both dropping only 4 seconds here, George and Cadog were next with 13 seconds. Arwel and Dylan managed 25 seconds, and Carwyn and Trystan dropped 1 minute 26 seconds. Sadly both Sam and Owen and Gareth and LLion retired during the first half. It was George and Cadog that did best at the section finish with 35 seconds dropped, they were comfortably ahead here, Arwel and Dylan coming in next with 1 minute and 20 seconds, Osian and Llyr then followed with 1 minute and 55 seconds, and Carwyn and Trystan achieved 2 minutes and 5 seconds.

Section 4 would be the last of the first third. It would begin at Hundred house, and go North, skirting around Frank's bridge before finishing at Llandegley. The section finish would see much of the field drop time here, although George and Cadog would clean it. At the first petrol halt George and Cadog held first overall, with a total penalty of 48 seconds. In third were Mark and Dylan with 59 seconds dropped. Arwel and Dyla were holding eighth overall with 2 minutes and 8 seconds dropped and Osian and LLyr were ninth on 2 minutes and 11 seconds. Carwyn and Trystan were in seventeenth with a penalty of 4 minutes and 3 seconds.

Refuelling done it was back into the lanes for the next section. The fifth section began by Penybont and would go North, skirting Crossways where competitors would briefly join the B4356, before slotting left again and continuing North to finish by Felindre. The front runners would clean this section, although those running lower down the order would gain a handful of sections at Time control 5B, which was midway through the section before competitors got to the B road.

Section six was a monster, and would include seven Time controls including the section finish. It took well over an hour to complete and would include using the majority of the roads around Clun forest, from its start at Felindre. There would be a number of droppers within the section, the first being at Time control 6B. George and Cadog gained 13 seconds at this control, and Mark and Dylan managed 19 seconds. Carwyn and Trystan received 1 minute and 42 seconds, and Osian and Llyr managed 1 minute and 2 seconds. Time control 6D was the next tight one, which would see the majority of the field gain penalties, although George and Cadog extended their lead through it by cleaning it, they would in fact only drop one more second in the whole section, which came at Time control 6F. Mark and Dylan would add 36 seconds of penalty over the section, which would see them hold second. Sadly Arwel and Dylan would retire in these sections when they put their escort off into a fence.

The second petrol halt at Churchstoke then followed. George and Cadog held their lead, now with a penalty count of 1 minute and 2 seconds. Mark and Dylan remained second, their penalty was 1 minute and 35 seconds. Osian and Llyr climbed up to eighth overall with 4 minutes and 36 seconds. Carwyn and Trystan had also climbed and were now lying in fifteenth with 7 minutes and 57 seconds.

The final third followed, with the first section taking place in the lanes to the North of Bishops castle, and going around Linley big wood. Time control 7C was near the end of this loop and would see everyone add to their penalty count, with George and Cadog once again doing best, gaining only 15 seconds. Mark and Dylan were next best 31 seconds, and then it was Osian and Llyr with 55 seconds. Carwyn and Trystan had 1 minute 51 seconds.

The eighth section would again skirt Clun forest, although this time keeping to the lanes on the Eastern side. There would be five Time controls with the section finish, but it would be Time control 8B that would see crews drop time. Once again it was George and Cadog that were the crew to beat, gaining only ten seconds here. Mark and Dylan were still going very well and achieved 26 seconds here, and Osian and Llyr stopped the clocks on 43 seconds. Carwyn and Trystan managed 1 minute and 7 seconds. The final section would take place in the lanes South of Clun, with the section beginning and Clunton. Here they would head back to Knighton, crossing Offa's Dyke.



## Radnor Pacemaker Rally

### Continued from Page 45

This 25 minute section would include one final dropper, and that would be at Time control 9A. This was partly due to the second part of the section having to be scrubbed after it became impassable for the second half of the field. George and Cadog rounded off an excellent night with 17 seconds being gained here. Mark and Dylan also ended strongly with 35 seconds gained. Osian and Llyr had a good night and finished with 52 seconds gained here, and Carwyn and Trystan ended their night with 1 minute and 20 seconds.

Back at the finish for a well earned breakfast in what had been an incredible event it was George and Cadog that took the second win in a row on the event, they finished their rally with only 1 minute and 44 seconds of penalties. Mark and Dylan finished in an excellent second overall with 3 minutes and 16 seconds gained, they actually timed on time with third placed finishers, but the ruling was that in a tie a furthest cleanest rule was to be applied, where at the times for the first tight section of the night were taken into account, it was in favour of Mark and Dylan. Osian and Llyr achieved a very respectable eighth overall with 7 minutes and 40 seconds. Carwyn and Trystan also did very well with fifteenth overall with a penalty count of 13 minutes and 25 seconds.

**Greg Harrand : Lampeter & DMC**

In 1936, the "dog sack" was invented to keep cars clean while traveling with pets.

This canvas bag attached to the outside of the car, allowing dogs to ride safely with an air hole for them to enjoy the breeze.



The people who build Jaguar, MG, Triumph and Land Rover present the Austin Marina.

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Its particulars bear out its promise. Under the sculpted hood, an efficient 2800cc overhead cam engine with computerized fuel injection. The 6-cylinder plant has an 8.3:1 compression ratio for optimum performance. The transmission is an all-synchromanual 4-speed; an automatic is available.

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*The fuel injected*  
**Datsun 280Z**





## **I am not a Marshall, I was merely stood by a Marshall post.**

We were at post 14, Clocaenog for the Cambrian Rally. The marshalls on this post were from Aintree club. Particularly memorable were Michael Lovegrove, his daughter Frankie (what a fantastic marshall she was - not afraid to stand up to grown adults who to be honest should have known better than to give a marshall lip!!!!), Alex and the rest of their team. Their attitude to safety, and ability to have banter with the spectators definitely added to the day. Thank you to them and all of the marshalls that do this week in week out so that I can go out and take photo's.

Michael Lovegrove, remind Frankie, she is a star with what she does and how committed she is to keeping everyone safe on the stages. I know she will continue to flourish and develop - future clerk of the course in the making I am sure. She really does not need putting back in her box - she needs to keep standing up to the idiots who want to stand in stupid places. And to the spectators who tried to ignore a 14 year old female marshall - shame on you...

**Colin Griffiths**

***Photos Courtesy of Conway photography***

## **NORTHERN LIGHTS**



## **Wigton MC Solway Targa Rally 25<sup>th</sup> October**

***Barry Lindsay : Spadeadam MC***



Hasn't been many rally days this year but today was a cracker. Wigton MC organised Solway Targa.

15 tests at various venues but 206 was revelling in the faster flowing gravel tests however 4 tests we were given target time which ment the full on gravel attack didn't gain anything (But we sure enjoyed trying!!). Two tests we had slight time delay one with a codeboard and the other slight overshoot.

Very close finish with top 3 covered by 20seconds but happy to take the win.

Big credit to Martyn Petry 100% on the maps today, well done.

Big thankyou to all the marshals who stood out in poor weather this afternoon your all hero's. Also thankyou to the organising team who got some great venues.

***Barry Lindsay : Spadeadam MC  
Photo Courtesy of Pro-Rally Photography***





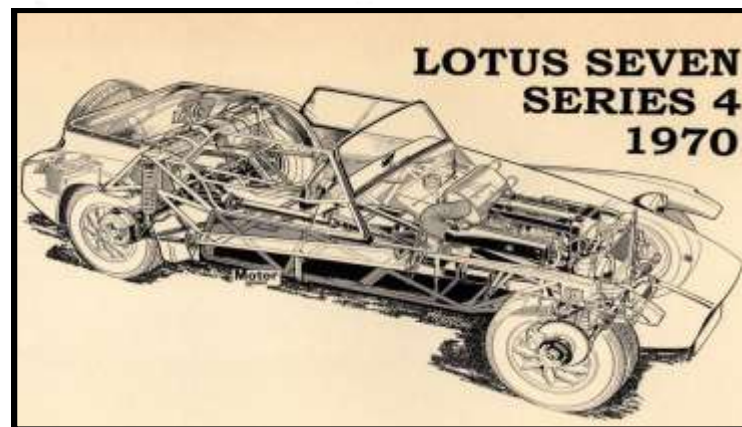
## BTCC moves towards 100 % sustainable fuel

The Kwik Fit British Touring Car Championship (BTCC) progresses towards a sustainable fuel future after running an extensive trial at the Silverstone round last month. The BTCC has been working closely with fuel supplier Haltermann Carless as part of its target for all cars in the championship to run 100 per cent sustainable fuel.

At Silverstone, the #18 Duckhams Racing with Un-Limited Motorsport car of Daryl DeLeon ran on 100 per cent sustainable fuel for the full duration of the race weekend. DeLeon contested every session with absolutely no fuel issues reported, and the pace and performance were equal of those cars running the regular controlled championship fuel.

Hiperflo ECO102 R100 is a fully sustainable fuel, which meets FIA criteria as an advanced sustainable fuel. The fuel is a pure drop-in solution, it requires no hardware modifications to existing engines and crucially delivers no loss in performance.

TOCA will continue to work with Haltermann Carless with the plan to move fully to a 100 per cent sustainable fuel as the championship's chosen controlled fuel.



## The one in the middle isn't afraid of the dark.

We can't speak for the two well-known cars on the outside. But we can speak for the one in the middle.

The SAAB isn't afraid of the dark. Or rain. Or cross winds. Or icy roads. And it drives like it doesn't have an unsteady nerve in its steel body.

What SAAB does have is front-wheel drive. Which gives it control and traction so fantastic that it isn't afraid of any driving challenge. From rally courses, dark corners and rain-slicked hills. To even the most sudden, un-serving highway exit ramp.

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If it's extra performance you want, more power to you. SAAB has a powerful new V-4, four-stroke engine that promises to make the world's rally-winningest car an even bigger winner.

With the new V-4, SAAB goes from zero to 50 in 10 seconds, reaching top speeds of over 90 mph.

This 1498 cc engine delivers 73 horsepower (SAE) at 5000 rpm. Maximum torque (SAE), 87 ft-lbs at 2700 rpm. Compression ratio, 9.0:1. Air consumption? It's way down there with the best of them. (And V-4 SAABs have front wheel disc brakes.)

Come in out of the dark and drive a SAAB, the small car that isn't afraid of anything. Or of anything.

**SAAB**

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# BXCC

## Motorsport UK

# British Cross Country Championship

### Walters Arena

### 12<sup>th</sup> - 13<sup>th</sup> October

## ***BXCC title battle goes down to the wire at Walters***

PAR Homes Racing crew Paul Rowlands and Neil Lloyd survived a dramatic Motorsport UK British Cross Country Championship (BXCC) final weekend to take the title by just one point from Aston Cox and Simon Kerfoot.

Walters Arena in Wales was the venue for the final two rounds of the championship and, going into the event, multiple crews were in with a chance of lifting the trophy.

Richard Watson and Paul Hughes headed the leaderboard after round four but their victory hopes ended on the first run of round five when clutch problems on their Milner Evoque resulted in a stage maximum. They went back out their new car, the ex-Mark Jacques Lofthouse Freelander, but this had steering issues causing another stage maximum.

Phill Bayliss and Lance Murfin were in second place before Walters but several punctures blighted their round five. They still took a class win but finished well down the results on round five before salvaging 10<sup>th</sup> overall, and another class win, on round six.

The remaining championship hopefuls were going well on round five although it was Andy Degiulio, contesting his first BXCC event of the year, who was leading early on. Degiulio's Milner R5 went off the road on the third run which gave Yorkshire Hill Rally winner Richard Kershaw the lead. Kershaw and co-driver Andy Powell set the fastest time of round five on their third run but retired their Lofthouse during the fifth run.

Kershaw's retirement should've put Paul Rowlands into prime position to wrap up the title but his event also ended on run five, the steering quickener on his Can-Am Maverick X3 breaking. As misfortune hit some of his rivals it looked like Cox, who had survived almost rolling his Rivet, was on course for the round five win but the drama was not over yet. On the final run of the day he had a puncture early in the stage. He was able to get to the finish, with the car running on its trailing arm as it crossed the finishing line, but he'd lost around four minutes which dropped him to fourth place.



***Continued on Page 51***



## ***BXCC at Walters Arena***

### ***Continued from page 50***

Amidst the broken cars it was Jason Rowlands who kept out of trouble to take a last gasp victory in his Can-Am Maverick X3, his second win of the season.

"It was a pretty hard course," said Jason Rowlands. "The car was going well and we had no issues although the wet conditions early on were tough. I'm happy with the win and it's another good result for PAR Homes Racing."

Rob Bool, who was debuting his ex-Justin Birchall Loft-house, finished second. Max Cooke, with experienced offroad racer dad Ryan in the navigator's seat, took his CRC Motorsport GSR Can-Am to his best ever BXCC result in third.

"We had a great weekend," commented Cooke. "We tried very hard to keep up with the big boys and the car was faultless all event. The old man was pushing me along and it was a good result to end the season."

Jason Rowlands' result put him at the top of the championship table after round five but with another dropped score to take account of the title race was still wide-open going into round six.

Cox's car could not be repaired after its round five damage and so, despite having never driven it before in competition, he used dad Martin's car for round six. A completely different car, including being right hand drive rather than left, didn't phase him though as he stormed into the lead with Paul Rowlands close behind.

Cox maintained his lead all through round six although a hard-charging Andy Degiulio took three fastest run times to finish just three seconds behind in second. Cox's victory wasn't quite enough to give him the BXCC title though. Paul Rowlands kept up the pace he has shown all year to finish third in round six which gave him the championship by a solitary point, a dramatic end to an exciting season!

"It's been a good championship," commented Paul Rowlands. "We should've wrapped it up on Saturday really but the steering quickener issue meant we couldn't go any further. That was sorted for round six though and we did enough to take the title. Fair play to Aston though, it was extremely close and it's been a great battle."

Although delighted with his final round win, Cox was disappointed to miss out on the championship: "We nearly rolled on the third run of round five, we clipped a rock on the inside which flipped the car up. Fortunately the only damage was a puncture which cost us a small amount of time. We were still on for the win but the final run was a disaster."

"We still had a chance of the title though so, with the Rivet out of action, dad let us borrow the car he'd raced in round five for round six. I'd never driven it before but I just went for it. We had no problems and it was great to get my second BXCC win although, obviously, I'm gutted to just miss out on the championship."

Making her debut in a BXCC event was Chloe Bayliss, daughter of Phill. With backing from Voxcloud for her racer "Chaos" she managed to finish both rounds five and six, even beating her dad on Saturday!



***Continued on Page 52***



## **BXCC at Walters Arena**

### ***Continued from page 51***

"I was very fortunate to be sponsored to do both rounds and it was an experience of a lifetime," said Chloe. "I definitely didn't think I'd be doing a BXCC event in the first full year of me being behind the wheel. Chaos was absolutely faultless and I only had one slow puncture all weekend in contrast to my dad! Beating dad was a bonus, I wouldn't be racing if it wasn't for him! And a massive thank you to my grandad for getting Chaos prepared while I started my new apprenticeship at JLR. It was an absolutely incredible weekend."

Father and son team Richard and Owen Green had a mixed weekend in their Bowler Tomcat, a relatively trouble-free round five followed by a problematic round six.

"Saturday went well but Sunday was a different matter. The car cut out on the second run but we got it restarted after losing around three minutes. After some wiring jiggy-pokery we went out for run three but the car cut out again and we had to limp back to service taking a maximum time and ending our weekend. It's been good to be back out on the BXCC though and Team Green enjoyed their first father and son season."

Mike Faulkner and Peter Foy have had a good season in their ex-Simmonite Sisters Fouquet. They started round five steadily as they experienced "offroad" Walters for the first time, having only limited experience of the venue from rallying. They were up to fifth overall and enjoying the challenge but then, like Kershaw and Paul Rowlands, run five caused problems.

"We broke a shaft in the first section of the course and were limping through. We had Richard and Paul running behind us and we didn't want to hold them up and interfere in the championship battle so we pulled over and let Richard by and then he stopped, then we let Paul by and he went off twice with his steering issue. We dropped out of the top ten but the service crew did a great job fitting a replacement shaft and we set third fastest time on the final run to finish eighth overall."

Round six ended in retirement after various issues including a small fire which caused some wiring problems but the team have enjoyed their first full season in the BXCC.

"It's been a great season of racing, good venues and good crack. Thanks to all involved in setting up and running the events," said Faulkner. "We've enjoyed being part of the BXCC, our pace has improved and we are bringing down the gap to the leaders as we learn how to get the best out of the new car."

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.

Some details of the 2025 BXCC have already been released, these can be viewed at <https://crosscountryuk.org/future/>.







motorsport UK

British Cross Country  
Championship

**BXCC BLOG**

  
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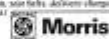
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A beauty with brains behind it. Take a test drive, and you'll feel like a million dollars. Prices range from £883\* for the 1.3 litre 12v Luxe Coupé, shown here, through nine other models to £1,127\* for the 1.6 TC four-door Saloon.

\*Ex works price including Purchase Tax. (Automatic transmission, seat belts, delivery charges and number plates extra) prices vary.

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# Bentley Driver Club Day Out

*Keith Thomas*

The 2nd Wed gathering (A more acceptable name for the 'Dirty Finger Nail Club') always attracts a diverse mix of people with interest in everything from old cars to steam engines, water wheels, aeroplanes, in fact almost anything mechanical, in turn of course this group of people have hobbies and interests they share with friends from far and wide. This week Carol and I were invited to a gathering of such people and a very interesting afternoon with the Bentley Drivers Club members put on by Robert and Di Gate.

Robert as many of you are aware has a wonderful collection of Bentleys and a serious number of other superb cars, several other regular DFC people are Bentley owners and members of the Bentley Drivers Club too, some own vintage ones, others have newer ones but all of them are definitely Bentley enthusiasts. (To make sure he has all interests covered Robert has cars from every era from the 1920s to new Bentags so that I suppose is a sensible thing to do) I wonder why other people don't think of doing that !

Anyway, these owners love driving their cars as well as socialising so they organise days out, visit places of interest, have coffee stops and nice meals, Robert having similar interests to his fellow club members every now and again invites them for coffee, cakes and refreshments, the occasional "nip" is made available for non -drivers and it's a lovely way to spend two or three hours before wandering off to a local hotel where they have a meal and a more socialising before embarking on a scenic tour the following day to other places of mutual interest.

This week Carol and I were very pleased to be invited to meet up with the participants and sure enough once again we met some really interesting people, some like Charles and Kit Graves, David Rushton, Kirk and Allanah Rylands, Malcolm Bobbitt we knew well but others we didn't although having similar interests there was always plenty to talk about.

One Bentley guy knew all the forests especially up in Scotland that we used on countless Scottish rallies such as the Jim Clark, Scottish International, Border Counties etc and the guy knew them like the back of his hand, whether it was Glentress, Glengap, Newcastleton, Plashetts, Forest of Ae, Keilder, Maybie or Dalbeattie he knew them all but he also knew the Yorkshire forests as well, his knowledge was unbelievable.



*Continued on Page 55*



## ***A Bentley Day Out***

### ***Continued from Page 54***

It turned out he had the contracts with the forestry commission to re-grade and resurface the forest tracks including during the years when I was competing regularly in the 1960/70s, they were done after a rally had used them, sometimes it involved constructing new roads in areas that needed them. He worked mainly in the Scottish forests but his other workers did the English ones so he knew them all, he would have made a great co-driver in the 1960s when pace notes were banned and exclusion was the penalty if you were found with them in the car.

Unfortunately the weather was mainly wet, not torrential but annoyingly wet, however Robert and his wife Di kept us all very well fed and watered with some lovely food, they are really good hosts as you will gather, Carol and I even came home laden with cakes so I have no doubt I have put on an extra pound or two.

Malcolm Bobbitt our tame motoring author who has over 40 books to his name, a number of years ago was commissioned by Bentley themselves to write the Definitive History of Bentley for the 60 years up to 1998 before it was taken over by other bigger companies, recently he was asked to bring this book up to date and he sent in the final manuscript last Friday to the publishers. What a pity it went off a week ago as there were some lovely cars and other memorabilia that would have provided interesting pictures in such a book.

Have a look at the photos attached and you get some idea of the diverse machinery that was there on the day, the cars inside the buildings are a selection of Roberts own cars of course, note the lovely Chesterfield sofas, carpet, tables and TV, they are not in the house but its his "Man cave " as they seem to call such places these days. All around are mementos of various races in some form or another, programmes, paddock passes, adverts for events even many of the trees surrounding the property have been seeds or saplings collected from various race circuits or venues he has competed at. The memorabilia is all tastefully arranged, framed or displayed in some form or another, what a great idea as most of the artefacts most of us have had we threw away after the event or kept for a while then threw them away. It really does inspire one as to what can be achieved just using what we have to hand, displaying items rather than putting them on the loft is a brilliant idea I think you will agree.

Thank you Di and Robert, it was much appreciated by all who were there.

***Keith Thomas***





# Trackrod MC

## Rally Yorkshire

27<sup>th</sup> – 28<sup>th</sup> September

**Emily Easton - Page**

Despite a top ten finish on the Trackrod Rally last week-end, Emily Easton-Page reckoned the result was 'a bit disappointing.'

Emily and her driver Liam Clark brought their Fiesta Rally2 home in seventh place after a testing day in the North Yorkshire forests.

"We didn't get off to a good start with a spin on the first stage of the day and we then lost more time having to do a three-point turn on one of the islands that was tighter than anticipated," explained our John Easson Award winner.

"Then on the second test we hit a bank and damaged the front end of the car, losing us more time. The damage didn't look too bad, so we drove to the end of the stage so that we could assess it further.

"There looked to be water pressure issues, but after talking to our mechanics on the phone we managed to do a reset and continue to the next stage and then onto service.

"Thankfully, we had a good run on the third stage which ended our morning on a much more positive note.

"With the car restored to full health at service, we enjoyed a much better afternoon, which included setting third fastest time on the 13-miler in Dalby, which was a real morale-booster. We were really pleased to finish the Trackrod on a high note, and although seventh wasn't really where we wanted to be, there are lots of positives to take from the day.

"We keep having to remind ourselves that we are in our first season together, and all our rivals have much more experience. It's clear that we have the pace to be up at the front and that's what matters."

Emily is back in action again in two weeks time, when she contests the Inverness-based Snowman Rally, partnering Scottish Championship contender Scott Beattie in his Fiesta R5.

**Emily Easton-Page Co-driver would like to thank**

- 2300Club John Easson Award
- Motorsport UK Academy



**Photography Courtesy of  
JCCB Rally Photography**



*'The PM wants to watch  
a film. Can he use your  
Netflix account?'*





## Airedale & Pennine MCC have won the BTRDA Car Trial of the year award for 2024

*'Wide sections that presented a variety of approaches whilst presenting continual challenges.'*

*Also the atmosphere of an enjoyable event was enhanced by well presented and substantial refreshments throughout the day with profits going to the Yorkshire air ambulance*

I asked John Rhodes if he could send me report but seeing that the awards night isn't until February the 2<sup>nd</sup> 2025 the following is what I received

The awards venue for the evening was intimidatingly posh for our A&P delegates but as they were on free tickets, provided by the club, they brazened it out and smuggled their selves in through a side door. Our primary delegate was warned that the opulence of the ceremony would require far better than his usual Primark overalls with the craftily over stitched Snap-on logo so had taken a few minutes to give his very best pair a going over with the steam cleaner loaded with strong TFR. He had singed off the straggly bits of thread from the little tears around the ankles and dried them carefully in the heat from a pile of burning tyres in the yard so he looked quite presentable.

The very same one that they would later use to smuggle out two days food for their starving children back in Yorkshire. Finding an empty table laid out with neatly arranged sets of cutlery near the back of the room they settled down to watching the winners tucking in to free food and when a lady brought them some too they bluffed it out and scoffed down theirs too.

Towards the end of the meal they noticed a chap at the front calling out names and the appropriate prize winners shuffled through the mass of tables to collect big silver cups and trophies that they had won for not crashing much on car competitions.

The delegates knew that one of these was for A&P and soon enough the call came, it was their turn to push through the crowd, not easily accomplished when your jacket pockets are stuffed with stolen cutlery, but even such ruffians have to man up now and then. He took the cup between oil engrained paws and smiled for the many cameras, knowing that he had earned the privilege of this honour. He had undertaken a large part of the work in organising the Best Trial of the Year 2024 and this was his moment. In just a few hours time the cup would be in the pawn shop, the cash would be in his pocket and he'd be back in the boozier. Truly a happy motor sport enthusiast.



**John Rhodes : A&PMCC**



**Ilkley & DMC**

# **Ilkley Jubilee Historic & Classic Rally**

**8<sup>th</sup> September**

*Ken Binstead*

Grey skies, fog and the threat of heavy rain was to greet the 49 crews who travelled to Leyburn in North Yorkshire for the 2024 Ilkley Jubilee Historic rally. It had been 9 weeks since the previous round of the HRCR Clubmans Championship and it would be interesting to see if any rust had crept in to any of the crews during the layoff.

First car away was Matt Fowle and Ryan Pickering (Ford Escort) with Ryan hoping to extend his lead on the Navigators championship. There was a short transit up to the Catterick ranges with the rain coming down even harder and the fog thickening for a 6 mile jogularity style reg to wake everybody up. And wake everyone up it did with the drivers eyes out on stalks trying to find the right turn at the myriad of options and with the speeds keeping the navs furiously busy. Fowle/Pickering were obviously wide awake as they won the reg on 19 seconds ahead of Paul Crosby and Mark Appleton back in the revitalised Porsche 911.

It was then on to three test around the tracks of the ranges with codeboards scattered around. James's Griffiths and Howell (1275GT Mini) suffered the ignominy of slipping of the track and into the nettles where once again James Howell had to vacate the car to assist in getting it free. They finally managed it but picked up a test maximum as a result. John Haygarth and Martyn Taylor (Opel Kadett) won the first test ahead of Ali and Lynsey Procter (Peugeot 205 GTi) by 6 seconds. However the Procter's picked up the second with 11 cars beating the bogey on the third. After managing to find most of the codeboards, they were eventually scrubbed as they did not have the requisite marker board ahead of them. However already out of the rally was Phil Wood and Kelvin Phipps (Porsche 924) who suffered a driveshaft failure at the start of one of the tests

Reg 2 was supposed to have been issued at MTC 1 but unfortunately there was a 'clerical error' and it was missed out. The crews made their way to the reg start where the missing paperwork ably assisted by the use of smartphones was distributed. The route used the tracks of Catterick once again in and out of the woods to add a little spice. The final control was located down a rough and slippery downhill section where most picked up double digit penalties. Darell Staniforth and Martin Pitt (Mini Cooper S) won the reg on 15 seconds.



*Continued on Page 59*



It was then in to a rather rushed coffee due to the delay on reg 2 and the results showed Haygarth/Taylor leading with the Procter's second and Russel Smith with Dan Harrison (Peugeot 205GTi) third.

The documentation for reg 3 was given out the night before but at the start there was also 2 Not as Map (Nam) to negotiate. The Instructions were a series of grid square exit directions that took the crews around the ranges, through Grinton and to finish just outside Bellerby near Leyburn. The top ten mostly coped ok but the author and his wife (Sarah) had a map reading malfunction and picked up a 1 minute penalty as a result. However the rally was to see many more of those sort of penalties as the day progressed. Ian Crammond and Matthew Vokes produced the best performance over the 4 controls with just the 6 seconds of penalties.

With the rain still falling, The Washford farm complex just outside Bellerby was the scene of the next 4 tests including the infamous sludge tank. Test 4, Mains lane was a straightforward blast up the slippery track with a 90 right near the finish. Haygarth/Taylor took the win once again just 2 seconds outside of the bogey. Test 5 (Sludge tank) generated 6 cars under the bogey. Test 6 was into the loose surface quarry that caused a few problems for some as they struggled to make what they saw fit the map. The test was won by Binstead/Binstead (MGB) in a dubious 1 second over bogey. However, this was to be the last we saw of David Mann and Ian Doble who had a big bang at the start.

Test 7 was the manor house where the first part of Mains Lane was used and then continuing u the lane instead of the 90 right. Jon Dunning with former CoC Henry Carr alongside (Ford Escort) won that test ahead of Crosby Appleton.

Off then back to Leyburn Auction Market for the lunch break and a look at the results. Rather unsurprisingly there was no change to the top three and there was no change to the weather either as we headed back out on to the ranges for Reg 4.

This was a tulip reg on the tracks of the ranges once again that had the average speeds of either 25 or 30mph. A 5.9 mile stretch had to be cut short due to a fairly abrupt change in training requirements by the army. The first cars had encountered almost impenetrable smoke and those further back were redirected. Dunning Carr however won the leg.

Reg 5 was a blown-up map of the ranges where the crews had to go via a series of marked points. Fairly straightforward you would think but if you failed to study the map correctly it was easy to miss the first control as it was situated on a long way round. Fowle/Pickering and Crosby/Appleton both missed the control and picked up a massive 4 minute penalty as a result. The third control was also tricky to find as an over the shoulder turn was required just after registering a codeboard. 31 crews either missed the control or picked up a 1 minute penalty for finding it eventually.

The next three tests were a repeat of the first three. Sheep dip saw the Procter's picking up the win with the author and his wife coming off at the same place as the green mini earlier due to a malfunctioning handbrake, (honest). Thankfully we managed to get back onto the track after Sarah had vacated the car although there was a complaint of sharp thistles! Test 9 Flat wood saw the codeboards labelled correctly and Fowle Pickering were 7 seconds ahead of Haygarth Taylor. Test 10, Black Plantation 2, saw Dunning Carr take the win with Griffiths and Howell second.

It was now on to the epic plot and bash that everyone was looking forward to. 24 miles and over 55 minutes in time. The route consisted of 6 sections with each one being given out at the preceding control. It took the crews through Arrathorne, onwards to Hackforth then Patrick Brompton before heading further south through Newton in the Willows, back up past Bedale and Great Crakehall. Crammond/Vokes had the least penalties with just 7 seconds.

Reg 7 issued at lunch was a route using grid squares with a couple of NAM's. Crews also had to be vigilant as the speed changes were at signs and markers. The route headed north through Kirkby Fleetham finishing just south of North Cowton. Crosby/Appleton and Griffiths/Howell drew the reg on 2 seconds apiece.

As the grey light started to fade it was on to the final reg. A series of coloured road junctions using whites to determine which way to turn. This kept us East of the A1(M) but started to take us back towards Catterick. Crammond/Vokes once again produced a fine performance with 4 seconds overall.

## Ilkley Jubilee Historic & Targa Rally Continued from Page 54

Just a the last test to complete with a blast around a building complex just outside Scorton. A last blast by John Haygarth saw him and Martyn Taylor win the test by 8 seconds.

Back then to the familiar surroundings of the golf club for the results and after several queries they went final around 1930. In the end the Proctors were unable to hold their second place with Experts Smith/Harrison jumping ahead and taking the position by 41 seconds.

No change to the leaders though with an excellent performance and emphatic win by Haygarth/ Taylor.

First Novices were Jeff Wincott and Anne Tweddell (Austin A40) 18<sup>th</sup> overall.

A full set of results can be found [here](#)

Many thanks to Ian Mitchell and the crew at Ilkley and District MC. A few minor issues were swiftly ironed out and they produced a tough but excellent event overall

**Ken Binstead**



## Novice and Refresher Training – Clubmans Events

**Saturday 8th February 2025**

9.00am – 5.00PM

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

Classroom based tuition covering:

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

Cost: TBC

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

Please Contact Sandra Heaney to book a place.

**Email [paulandsandra@heaney.biz](mailto:paulandsandra@heaney.biz)**



**The Club That Goes Historic Rallying**



With thanks to M&H Photography



# Radio Muttering

Ian Davies

Gem 23 and MSUK Radio Controller.

North Wales CC

## Visit Conwy Cambrian Rally

Saturday 26<sup>th</sup> October 2024

It's an early start as I head out across the Runcorn Bridge and on to Llandudno and Rally HQ for the last round of the BRC, the Cambrian Rally. Once parked up I head into Venue Cymru and join Chris, Heidi and Mark as the Gem Rally Control team, with other members of the team staffing the two remote repeater sites out in the North Wales countryside.

As expected Elsi SS1 is already being set up, but due to a significant technical issue, the repeater team out in the field has assumed control of the 81 safety & medical frequency for this stage, with Heidi glued to an open mobile phone to maintain comms into Rally HQ. Meanwhile I settle down for a long shift staffing the management A frequency channel across all stages into Rally HQ. As Heidi sets about Elsi there is a steady stream of traffic on the A system, with messages passing between the convoy of safety vehicles and into Rally HQ, where I link with the Clerk, Wenna and her deputies.

As Chris sets about Clocaenog SS2 he gets a warning that the stage route is partially blocked by an abandoned Range Rover at Junction 49, with the vehicle parked up with a note in the windscreen "two punctures, will return tomorrow", the latter meaning the day of the rally !. As I organise one of the Interim Safety vehicles to attend the scene, Chris organises Cam Recovery 2 to the location to see if the vehicle can be moved. After much debate it becomes apparent that the Range Rover can't be easily moved without damage and that it is impacting upon the safe operation of the stage. Our Police liaison in HQ are helpful, but as the vehicle is not on the closed public road section but Forestry land they can't intervene. After the CoC receives photographs from the scene it becomes even clearer that urgent decisive action is required, if we are not to lose this long iconic stage at such an early stage of the rally. Eventually the decision is made to shorten the stage and bring the Stop Line up to the abandoned vehicle and the Flying Finish to just past Junction 48.



*Continued on Page 62*

## Visit Conway Cambrian Rally

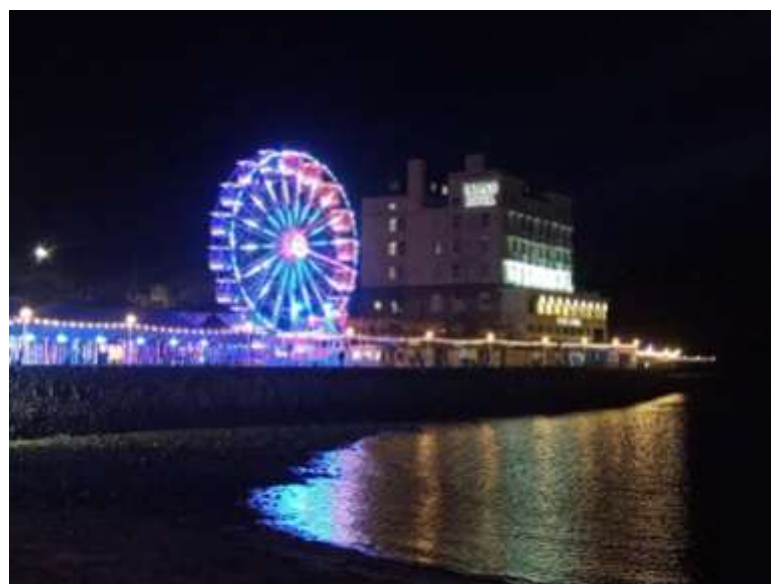
### Continued from page 61

After some heroic efforts by the teams on the ground and the Chief Timekeeper all is reset up and the stage is saved. The selfish and illegal actions of the owners of the Range Rover were nearly catastrophic to the event.

Inevitably the opening of the Clocaenog stage is delayed and I work with the Clerk's team to hold and reschedule the various safety cars into the stage and in some cases pause their passage through the stage to try and close up some of the lost time. In the end the event timetable slips by around 30 minutes, but at least we can continue. By hook and by crook we get all of the safety cars through SS2, with significant numbers of spectators moved to safe locations by the time the first car enters the stage at 10:52 a real success in the difficult circumstances.

Whilst Heidi and Chris continue to look after Elsi and Clocaenog, I'm fully occupied with the A system as officials and safety cars head on to SS3 Brenig and SS4 Alwen. By now the event schedule is about 35 minutes later than planned, but at least moving. Out in SS1 and SS2 the safety channels are kept busy as it seems car after car wants to explore the outer limit of the Welsh scenery, creating much business for the recovery crews later on. I don't get much of a chance to listen in to this action, as I juggle the safety cars into and out of the second half of the morning stages and act as the bridge to the Clerk and her team. Thankfully the radio gods are with me today and the A system comms are clear and precise, in many cases I simply maintain a log once the safety cars are into the stages as they are able to talk between themselves and resolve issues, only intervening when needed or when the Clerk needs updating. By 11:48 we have the first competitor into Brenig and at 12:07 into Alwen, Mark looking after 81 comms for these two stages.

To Heidi's relief SS1 Elsi is finally closed at 12:20 and after something like five hours her monitoring of the open telephone line and the handling of the stage comms by the repeater team can be stood down. The effective management of this first stage was a real tribute to members of the team and really showed the benefits of having experienced Controllers in Rally HQ and out at the repeater sites, able to intervene and manage problems small and large but keep the event running and above all safe. By the time of the refuel / regroup we manage to bring the earlier delays down to only nine minutes from the published schedule. As I talk to the safety cars about this new schedule, adding nine minutes to previously published timings for some is a challenge.



**Continued on Page 63**



## Visit Conway Cambrian Rally

### Continued from page 62

A helpful suggestion from across my fellow Controllers is that maybe if I ask them to add ten minutes to their schedule and take away one there won't be a problem !!.

By 13:26 the Chief Marshal is back into Clocaenog for the second run as SS5 and is asked to stop at one of the radio points as nothing has been heard from them all day ?. All becomes clear when Marshal 1 comes back to me on the A system to report that they did stop at the radio post as requested but found that the crew had their set on the wrong channel, hence a quiet morning !. The lesson from this please is check and double check your event paperwork and make sure you have not only identified but also selected the correct channel on your radio set. As the safety cars traverse the stage I receive reports that the tarmac link section from Junction 30-32 is a "sea of mud" and "very, very slippery". In the end I ask the Safety Delegate Delta 1 to review the area and he reports back that a verbal warning to crews at the stage start is advisable and this is actioned. I must say that post the event looking at some of the video coverage on You Tube this was a correct decision, as the stage here is just one big mud slide !.

With the British Rally Championship hanging in the balance and ITV filming the event, at times I seem to be producing their coverage as numerous requests come in to move film crews, equipment or camera operators around the final two stage of the day Alwen and then Brenig. Thankfully we are able to accommodate all of the requests with the assistance of various officials, safety cars and interim cars to make sure all movement in and around the stages is safely managed to all parties satisfaction. The final stage through Brenig is as expected very popular with spectators and the safety cars effectively shepherd both members of the public, their various dogs and media to safe viewing locations in the forest. As Mark continues to manage the final pair of live stages, Chris sets about his numerous recoveries in Clocaenog and I maintain control of the A system as officials head back to Llandudno and derig.

In the end by 18:01 all of the final competitors are clear of the final stage and we begin slowly derigging, but maintaining comms across Brenig as the final two recoveries of the day are completed. In the end its another forty minutes or so before we are finally able to ask "any last messages for Gem or Rally Control" and start the final derigging process both in Rally HQ but also out at the repeater sites.

With a team meal booked for later in the evening I take a walk along the Promenade after a long day in Rally Control and just manage to catch the last couple of competitors from the UK Armed Forces Rally Team climb the podium close to the pier. All in all a most enjoyable event tipped off by the company of the Gem Rally Radio Controllers and friends for a well earned meal.



# GEM Rally Radio : 2024 Events Calendar

## RALLYING



## 2024 Calendar

Date	Event Name	Location
2 <sup>nd</sup> November	Neil Howard	Oulton Park
3 <sup>rd</sup> November	Malton Forest Rally	Dalby
17 <sup>th</sup> November	Cadwell Stages	Cadwell Park
23 <sup>rd</sup> - 24 <sup>th</sup> November	Glyn Memorial Rally	Anglesey Circuit
22 <sup>nd</sup> December	Christmas Meal	Dressers Arms Wheelton

## 2025 Calendar

Date	Event Name	Location
13th April	SMC Stages	Anglesey Circuit
12/13 April	Forest Lodge	

**G E M**  
RALLY RADIO



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

Email [control@gemrallyradio.org.uk](mailto:control@gemrallyradio.org.uk)

## Golden Microphone Trophy

O/A	Call Sign	Operator	Score	
=1	G 23	Ian Davies	70	points
..	G 59	Maurice Ellison	70	points
3	G 71	Phil Smith	50	points
=4	G 50	David Peaker	30	points
..	G 16	W & R O'Brien	30	points
=6	G 13	Stuart Dickenson	20	points
..	G 25	Chris Woodcock	20	points
..	G 25A	Heidi Woodcock	20	points
..	G 55	Steve Broadbent	20	points
..	G 70	David Mainprize	20	points
11	G 33	John Ellis	16	points
12	G 11	Mark Wilkinson	15	points
=13	G 4	Ian Winterburn	10	points
..	G 9	Keith Lamb	10	points
..	G 17	Martyn Young	10	points
..	G 31	Duncan Stock	10	points
..	G 10	Don King	10	points
..	G 38	Sean Robertson	10	points
=19	G 12	Richard Jones	8	points
..	G 51	Gerry Morris	8	points
..	G 26	Mark Dickenson	8	points
	G 21	Derek Bedson		points
	G 24	Paul Henry		points
	G 27	Roger Schofield		points
	G 28	Andrew Taylor		points
	G 30	Ian Ackroyd		points
	G 32	Bryan Flint		points
	G 37	Jermaine Jackson		points
	G 38	Sean Robertson		points
	G 41	Jerry Lucas		points
	G 50	David Peaker		points
	G 56	Tony Jones		points
	G 58	Geoff Ingram		points
	G 62	Colin Evans		points
	G 65	Brian Eaton		points
	G 69	David Brough		points



# CENTRAL EUROPEAN RALLY

17<sup>th</sup> - 20<sup>th</sup> October

## FROM THE MARSHAL'S POINT OF VIEW

*Ralph Jackson : Selby & DMC*

Having marshalled last year we didn't hesitate to get signed up again and on Thursday the 17<sup>th</sup> October we set off over to Manchester. We decided on a 17:45 flight as the alternative flight times mean crossing the Pennines at the crack of dawn. The flight was about 15 minutes late setting off, so we got to our Munich hotel about 23:30 too late to get a last drink. The rooms were on the small side and my big case with our weatherproof gear filled mine.

The following morning we breakfasted and were out by 9am to get the U-bahn to Olympia Park to take a look at the BMW museum. We only had a quick tour lasting two and a half hours before we had to get back to the hotel and pick up our hire car, we had expected a Toyota Aygo but we were upgraded to an Opel Grandland. John made the mistake of letting me drive the car first.

It's some time since I last drove an auto and the first few metres were slight applications of the throttle punctuated by sharp braking as my left foot was trying to find the clutch! Then with this leviathan of an SUV I had to go down three levels in the multi-storey car park, someone had put the steering wheel on the wrong side of the car, and I couldn't see the end of the bonnet. We survived and set off for Bad Griesbach where we collected our marshalling information.

Then we set off hot foot to our hotel so that we could get in before reception went home. We got our kettle so that we could make hot drinks in the morning and popped out quick for a meal. The Hansel and Gretel was recommended to us and the meal was good especially the Apfelkücherl for afters. Then it was straight off to bed ready for an early call. Signing on for the Beyond Borders (stage 10) was at 4am as the roads were closed 3 hours before the first car which was due at 9:05. The start of the stage was in Germany covering 24 kilometres and most of the stage was in Austria. We were located at just over the half way point. We parked up and got toggged up as it was a bit chilly as we could see stars but as the morning progressed the fog rolled in.

We went and greeted our nearest marshals, one of whom turned out to be Frederico an Italian American who spoke English. We went back to our post, a radio crew and a safety crew had turned up. Meanwhile recce crews were coming through the stage checking the route notes for the crews. We also came across a French Meteo guy in a Citroen jacket, who turned out to be the weather crew for the Yohan Rossel and Nikolay Gryazin C3 team. Throughout the day he was taking air and ground temperature measurements. I was surprised that team was big enough to have a dedicated weather man.

Our radio crew disappeared and were replaced by another as the original one was in the wrong position. Eventually the safety crew disappeared not to be replaced as again they were in the wrong position.

2 hours before the first car the Safety Convoy began to drive through the stage. Another Meteo crew turned up and installed some equipment designed to measure and record the speeds of the competitors. This data was to be offered to the teams at a future date for statistical purposes. Eventually, on time, things started to get serious and competitors started to come through at 3 minute intervals.

We didn't have many spectators and in the main they were well behaved. Although an old guy in his 80's decided to walk along the stage, I managed to get him to hurry a bit and escorted him to safety between cars. Later his wife was stood in a potentially dangerous position and I managed to cajole her to leave as well. I think she realised I wasn't going to leave her alone until she left.

An Austrian motorcycle cop called in towards the end of the morning to check we weren't having any problems just as the electric cars were coming past which is always an anti-climax as they just do not sound right.



*Continued on Page 66*

There was a pause between stages and we invited Frederico who was without a car to sit in our hire car to have his lunch. We had visited a supermarket the day before to get some provisions, (last year they had provided decent lunch packs). We made a few mistakes buying cooking apples and clarified butter but otherwise it was mostly edible. In order to make our job easier for the second running of the stage we put up some additional tape. This time we didn't have as many spectators but we certainly had an annoying one. He had some sort of hunting horn and was on such a high during the event (somehow) that he kept on blowing the thing. John observed that him and his party consumed 3 bottles of wine and we're not sure what else while they were there.

The motorcycle cop returned and when I mentioned Horn Man he did say he was equipped with pepper spray if necessary! The cop later got out his hand held speed gun and checked one of the Rally2 competitors who he clocked at 125 KPH measuring head on soon after the corner. The Meteo guys with the equipment especially to do the job measured the competitor's fastest speed in Rally 1 as 186 KPH and in Rally 2 as 160 KPH. During these measurements there was thick fog which only cleared at about 14:30. Eventually Horn Man left and surprisingly the driver didn't seem to collide with anything as they drove away.

Once the course closer came through and we had disassembled the various barriers we hot footed it back to the hotel and had an evening meal and got off to bed. We had a lie in, in comparison to Saturday, only having to get to the stage finish at 5:30. Passauerland was the same going on as last year as marshals assemble at the finish of the stage. They give a quick talk, then all the marshals queue up to be ticked off the register where we spotted Frederico again waiting to find out where he was going to be placed. Then everyone queues up and drives in convoy to the stage start to drive through to find your marshalling point.

On the Passauerland stage we were 13.3 kilometres in a 14.87 km stage. We knew from our diagram that we would be close to a farm and that there would be a WRC film crew there. We got to the farm and proceeded to park up. I could see someone was up and I went over to make sure we were OK parking there and we weren't! Later I realised the gent thought we were spectators and I didn't announce what we were doing there. We found more parking not far away and we proceeded to get toggged up, got our chairs and got roughly in place. The film crew turned up and we helped them erect the arch over the stage. The TV crew comprised of a guy from Clitheroe and one from Finland who had already been onsite to erect the TV advertising. A Finnish cameraman turned up later who had come from the outside broadcast vehicle on the other side of the woods. Everything that he was filming would be beamed back to Finland where it was made into the TV footage that we see. The plum jobs that the TV crew had only seemed to become available when they filled dead mens shoes. They were travelling the world to be involved in rallying at the highest level.

We saw Frederico again as he was marshalling at the top of the hill at the next marshalling point to ourselves. Meanwhile a few of the farmer's relatives, friends and neighbours started to arrive for what was an all day party and breakfast was a bottle of beer. Of the assembled multitude of about 20 people I noticed that most of the ladies could speak English apart from the lady of the house. Only one of the men could speak English and we only noticed him when due to the pressure of beer he fell from his chair during the day. From 8:35 the safety convoy started with the first car due at 10:35. John walked along the stage along a long corner just before us and noticed the thick base of a road sign. Being a conscientious marshal and it looked pretty old he moved it out of the way, then each of the recce crews paid special attention to the ditch that it had been in realising that their crews could now ditch hook. As it turns out it had been in place with a vertical sign for the competitors' recce and by removing it John caused notes to be changed. Eventually a set up crew turned up and put the whole of the anti cut device back in situ.

During the morning one of the ladies came over and asked if we would like some coffee and cake. We gratefully accepted and tucked into three large bits of cake.

Lots of spectators passed us but thankfully the nearest spectator enclosure was about 400 yards away up the hill. The spectators were approaching us through a bit of woodland and I feel next year the organisers should ensure that no spectators can get through the wooded section as we couldn't see them until they were through it. It did cause a panic as cars had started to pass us when one of the course cars reported spectators under the trees. Firstly I went to have a look between cars and couldn't see anyone.



## **Central European Rally : Continued from page 66**

John did a double check but we didn't see anyone apart from our next marshal who was panicking as to why we were wandering about the stage while the cars were coming through. By midday I was in shirt sleeves as it was so hot in the sun and the conditions were perfect for our last full day in Germany.

After an uneventful first stage it was a fairly short gap between SS16 and the running of SS18 also known as the Power Stage. A gaggle of spectators appeared who insisted on keeping their shoes clean walking down the road. We ushered them across the meadow to the distant tape. That dealt with, our duties were on hold for a little while as we got invited to dinner by the farm.

On reflection afterwards I don't think we have ever had as good a day marshalling before in the UK and here we were being paid!

We were hoping for an early finish but we had to endure another pass of the electric cars. We heard last year they are not capable of doing two stages on the trot as they do not have enough charge and have to do every other stage as they get charged in between stages.

Before we left we made a hamper of rally bits, a woolly hat, stickers etc and presented it to the youngest member of the party who had been so hospitable to us. We'll be very lucky next year if we get back to the same location or one that is as hospitable.

Then we pulled the tape and stuff apart and made our way to the end of the stage. We headed straight for Munich to return our hire car. We did stop in Munich to fill up with fuel and to have a tidy up as two days of rallying drags the dirt in.

It was back to the same hotel and time to freshen up and go out for a last meal in Munich. We had been eating most of the day but I think we felt the need for Wurst and that need was met when I found the Altmünchner Gesellenhaus down a backstreet. We had had a tiring schedule and got to bed early.

We were on a late flight on Monday morning so had time for a bit of a tour around Munich. We took the tram to the old town and had a walk around and explored in autumn sunshine. Munich seems an affluent city judging by all of the fancy shops. Eventually we had coffee and cake

where we could do some people watching and got back to the hotel to get our luggage and waited in reception for the bus. A second attempt at booking in our luggage at unattended counters failed as it didn't seem to acknowledge that I had already paid for it. So for the second time this trip someone had to manually over ride the system. Security went like a breeze although the German cooking apples were subjected to a fingertip search. I offered one to the lady searching but she declined. I had been impressed by Lufthansa being able to tell us in advance that we were at gate H30, only to find when we got there it became H29 and when we eventually got through the gate we went down to awaiting buses. We boarded the plane at the back but they were boarding from the front as well. Luckily we got sat down fairly quickly and witnessed a 30 stone man enter via the front stairs and walk all the way through the aircraft to his seat on the back row inconveniencing a few people on the way. I thought there must be a better system!

All in all it had been an enjoyable marshalling experience again, especially with the good weather, and would recommend anyone to get involved and as John found you don't have to speak German.

**Ralph Jackson : Selby & DMC**

# **TOTAL ECONOMY**



In the 1977 Total Economy Drive, the Mini® Clubman achieved 52.08 mpg, the highest figure in its class.



# ***Inside the Industry***

## ***November 2024***

*with Paul Gilligan*

## **UK Registration Results**

September results were eagerly awaited, the second biggest month of the year and the last big chance for manufacturers to make big gains towards achieving the 22% electric car share of sales they need to avoid massive fines.

Sure enough backed by massive discounting and pre-registrations the electric share came in at 20.5% to lift the YTD share to 17.8%. Still a long way from target and as well as discounting electrics manufacturers are restricting the supply of petrols & diesels. The growth continues to be in the fleet market which is over 16% up YTD whilst private sales are over 9% down and small business sales 4.2% down. Fleet sales are now almost 60% of the total which is not healthy for the manufacturers because heavy discounts are the rule in this market. Because of the massive incentives given to company car drivers almost all electric sales were into fleets. Private buyers still don't want them. Wor-rying perhaps is that even given all the forced sales of electrics the market was only 1% up on last year and now only 4% up YTD. With YTD sales at just over 1.5M breaking 2M for the full year looks impossible now, although if a few hundred thousand electric cars are pre registered in December (I'm only half joking!) that would change things.

Manufacturers who've done well this year are BMW +24%, Honda + 32%, Land Rover + 24%, Mercedes +20%, Nis-san + 16%, Renault + 42% and Volvo +32%. Those who need to try harder are Bentley -41%, Fiat-18%, Porsche - 28%, Tesla -9% and Vauxhall -16%. Those in the "Why Bother" camp are Abarth 890 units so far this year, Alpine 294, DS991, Ineos 248 (66% down on last year), Maserati 394 (45% down on last year), and Subaru 1994.

And how are all the new Chinese entrants doing? Well not lots so far but I'm 100% sure it will be a very different pic-ture next year and in the years to follow! So far this year scores are: BYD 5260, KGM 1427, Omoda 1127. Watch this space though.

## **If You Thought The Chinese "Invasion" Was Bad**

India has a bigger population than any country in the World. Yes bigger than China. Suzuki is the dominant market leader in India and will soon be producing its first electric car the eVX there with exports going to Europe and Japan. TATA who of course own JLR are to build electric cars in India based on the JLR EMA platform, these will be export-ed globally they say. Ford are to re-open a mothballed plant to produce electric cars. Given they have no dealer net-work in India these will all be exported. India benefits from very low labour costs and hopefully when a long awaited trade deal is eventually signed tariff free entry to the UK. Again a space to watch.

## **Court Ruling Causes Chaos In UK Car Market**

Last Friday the Court of Appeal ruled in favour of the claimants whose case was based on the fact they had been overcharged for vehicle finance agreements because of the commission paid by the finance companies to dealers who introduced the deals. These commissions were undisclosed to the customers. Although the case will now go to the Supreme Court this will take months, in the interim the decision of the Court of Appeal has to be respected. One of the finance companies defeated in the recent case was Close Brothers. Their share price dropped by 25% and they immediately stopped accepting new vehicle finance business. They were followed by many other most noticea-ble Honda Motors Finance. Honda customers who arrived at the dealership last weekend were told that although their finance request had been approved and they'd paid their deposit they couldn't collect their car because Honda Finance wouldn't pay the dealer for it! BMW Finance have stopped taking on new agreements as well.

***Continued on Page 69***



And of course in the land of ambulance chasing lawyers the Accident Claims companies are lining up to have the same sort of party they had over PPI. Nobody knows but if the judgement stands some estimates are that customer claims could total over £16 BILLION! It is possible that claims may be made against dealerships as well as funders. Lloyds Bank who have a large exposure to the motor finance sector have seen their share price drop by 12% wiping £4BILLION off their market value. From now until the Supreme Court decision dealers have to declare their commission before the customer signs up. Some dealer made more money out of finance commission than they made out of selling the car. Some made more every year out of finance commission than they made in total, so without it they will be in loss.

Meanwhile the UK Financial conduct Authority has slapped a £5.4 Million fine on VW Financial Services for failing to treat customers in financial distress fairly. Apparently VWFS sought to repossess cars from customers who weren't paying. Totally unreasonable as the FCA say?

## **Electric Matters**

The war between manufacturers and governments over the future banning of ICE cars continues. In the UK the Society of Motor Manufacturers & Traders (SMMT) have been pressing the Government to increase incentives to encourage private motorists into electric cars. They're asking for a reduction in the VAT on new electric cars to 10%, this would reduce the cost by on average around £3000. Most people I talk to think that isn't nearly enough. The new Government has promised to begin a consultation with the industry concerning bringing the ban on the sale of ICE cars back to 2030 from the 2035 the last lot moved it to. The consultation however isn't about IF that change will be made but about HOW it will be achieved. Transport Secretary Louise Haigh has said the Government is aware that there are "challenges" surrounding achieving the 2030 deadline, and that the cost of new electric cars must be reduced. However she seems to think achieving these price reductions is down to the manufacturers. She also says that encouraging a big uptake of EVs in the fleet sector is a good thing because it creates a large quantity of cheap used vehicles for private individuals to buy. Of course it does when the things depreciate so heavily! However Ms Haigh did acknowledge that the poor charging infrastructure was a major problem which must be addressed "in the future". Does that mean not now?

In February of this year Parliament's Environment & Climate Change Committee produced a report based on evidence from a wide range of trade bodies and companies. This concluded what we all already know, price is a problem, the recharge network is a problem, the cost of recharging at public points is a problem. Surely nobody could disagree with any of that? However the last Government rejected the report. However it's now been debated in the House of Lords. Lord Woodley, a former Trade Union official who worked for Vauxhall at Ellesmere Port described the ZEV Mandate as "Political suicide", going on to say it put unsustainable pressure on manufacturers and risked the closure of plants like Ellesmere Port. As well as calling for incentives Lord Woodley demanded a "realignment" of the targets for the share of sales that are electric to take account of the "real" level of demand.

Bentley has a new boss, Frank-Steffen Walliser recently arrived from Porsche. Bentley had planned to be all electric by 2030 but that has now been put on hold. Walliser identified a key problem: "Luxury car buyers reject electric cars. They want only cars with combustion engines." Hybrids he's keen on and Bentley will offer more of those. But with their volumes he says they can't afford to offer both an ICE car and an electric car in each model segment, so he'll offer the one that his customers actually want to buy.

It's no different in Europe. BMW boss Oliver Zipse said the target to ban the sale of ICE cars by 2035 (remember UK is 2030) is "no longer realistic, and will lead to a massive shrinking of the European automotive industry." Renault and Stellantis bosses chimed in with support, all three identifying the dangers of European manufacturers being dependent on Chinese battery supplies.

Then Skoda Chief Executive Klaus Zellmer said that the European targets must be relaxed to recognise that consumers do what they want with their money, and growth in electric car sales is not what we originally forecast. “We need to cater for what the customers actually want.” And he’s put his money where his mouth is, Skoda have delayed a crucial new electric car and extended the production life of small ICE cars due to low demand for electric. Mercedes like Land Rover are to produce two platforms for main models so customers can carry on having the choice between ICE and electric.

Meanwhile the European Union has agreed to hold further talks with China concerning tariffs on imported electric vehicles. Possible alternatives are an agreement on minimum selling prices and/or Chinese investment in production plants in Europe. UK Trade Minister Jonathan Reynolds has stated that there are no plans for us to follow Europe in implementing tariffs as he had received “no complaints from UK business on this subject”. So for the moment at least the UK will ne the No 1 target for Chinese electric car manufacturers. The US having already imposed 100% tariffs have now begun discussing banning the import of Chinese cars entirely from 2027 onwards if they are equipped with certain communications or autonomous driving software or hardware as there are concerns over data collection.

## **Ford Worldwide Chief Executive Jim Farley’s Daily Drive**

What do you think Ford No 1 Jim Farley would drive every day? A top end Mustang? Or perhaps one of their new electric SUVs? Maybe a F-150 Truck with an enormous V8? Well that would have been my list but I’m dead wrong. For the past 6 months he’s been using a Chinese electric car, to be specific an Xiaomi SU7. He saw the car on a trip to China and had one flown to the US. He says he loves it and doesn’t want to give it up.

I hadn’t heard of Xiaomi until now. They don’t currently sell cars either in the US or Europe, although I think they will come to Europe fairly soon. The company was formed in 2010 to manufacture mobile phones. They started designing cars a couple of years ago and launched in March, they’ve sold 100,000 cars since then from a standing start (+ one to Mr Farley). The most potent version of the SU7 accelerates from 0-62mph in 2.8 seconds, charging from 10% to 80% takes 19 minutes and in European tests the range should be about 400 miles. This most powerful version known as the SU7 Ultra has just lapped the Nürburgring Nordschleife in 6 minutes 42 seconds. The record for a 4 door saloon is held by the Porsche Taycan Turbo GT at 7 minutes 7 seconds. Even the Porsche 911 GT3 can’t beat the SU7’s time! Xiaomi aren’t claiming a record because the time was set by a prototype probably not on road legal tyres and certainly with a stripped out interior.

But even then, consider this for a minute. Until 7 months ago this company was only selling mobile phones. They had been quietly working away in the background designing and developing cars and their first offering can at least hold it’s own against Porsche’s finest. And Porsche has been at it for over 75 years!

## **European Manufacturers In Crisis**

There’s lots of bad news around at the moment. Forced to sell electric cars at a loss to meet government targets and facing intense competition from cheap Chinese competitors is not a pretty situation. Porsche have seen sales drop by 40% so far this year with sales in China down 19% and sales of their electric Taycan down 47%. Parent company VW have seen sales down by almost 10% and are again suffering low demand in China. The problem is that the Chinese manufacturers are now offering high quality products at very competitive prices. Mercedes saw profits drop by 54% in the third quarter with sales in China down 17% and in Germany itself by 25%. Stellantis which comprises Abarth, Alfa Romeo, Chrysler Jeep, Citroen, DS, Fiat, Lancia, Maserati, Opel, Peugeot and Vauxhall experienced an overall drop in sales of 25% in September across Europe, Fiat were down 43% and Citroen 41%! In the US also Stellantis have experienced falling sales and are now left with far too many unsold cars.



## ***Inside the Industry***

### ***Continued from Page 70***

Big discounts are being offered to boost sales, on some models they have almost two years' supply sitting unsold. Shipments to the US have also been cut back, again hitting profits. Stellantis are to review all their brands over the next 2-3 years and any not performing profitably face a very uncertain future. Chrysler-Jeep, DS and Maserati are thought to be most at risk.

VW have announced plans to close three factories in Europe (the first time they will have closed a plant in Germany) as well as cutting thousands of jobs. Unions have threatened strikes and have sought the support of Germany's Chancellor. It looks like this bad situation could get a whole lot worse.

Finally Aston Martin have issued a profit warning. Again! If there were loyalty points for issuing profit warnings Aston would have more than anyone else. This time they've cut their sales forecast from 7000 cars to 6000 due they say to supply chain problems and weak demand in China. It's not long ago that AM were forecasting 10000 sales for 2024! Also they said that the previous promise to be cash flow positive in the second half of 2024 would not be kept. Not surprisingly, and not for the first time, Aston said everything would be all right "next year".

## **Opportunity For Lottery Winners**

Ferrari have just launched their new hypercar the F80. Only 799 will be made at a price of around £3 Million (plus VAT). If Ferrari haven't invited you to buy one then you (officially) can't. However a prestige car broker in Germany can help you if you really want one. He has one due to be built before Christmas you can have for just under £5 Million (plus VAT). Happy to pass on contact details for a small (well not THAT small) fee (plus VAT).

## **2024/25 Charity Challenge Restarts!**

Galloping on! The first 4 weeks were 323 miles the next 4 465 miles so over 100 miles a week. Best week so far 157 miles. I'm walking as far every day/week as I did in previous Route 66 & Penrith-Palermo Challenges then I'm adding 80-100 exercise bike miles every week. This month I've passed through Rome, Pisa, Florence etc now just left Modena so less than 100 miles to the finish in Brescia. That was originally scheduled for end December to meet the 3000 Miles Challenge, should be there around November 3rd. Clearly the target needs to be re-written but conscious lots of things (back particularly) can go wrong although I have thoughts I'll get the 3 Mille Miglias out of the way first. One step at a time!

***Andiamo e Buon Viaggio!***

***Paul Gilligan***

### **Gilligan GVC** **Vehicle Consulting Ltd**

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

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

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

### **Gilligan Vehicle Consulting Ltd**

Postal Address

Great Carrock, How Hill

Greystoke, Penrith

Cumbria. CA11 0XY

**CONTACT US**

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

**01768 484 185**



# BEFORE YOU PICK YOUR ULTIMATE MACHINE, SOME FACTS ABOUT THE FIAT BRAVA.

The Fiat Brava may be the best value in European performance sedans on the market today, all facts considered.

Its performance stats compare to cars costing thousands of dollars more.

Its EPA estimated MPG is the equal or better. Check it out. EPA estimates. Remember: This estimate is for comparison purposes. Your mileage may be different depending on your speed, trip length, and weather. Highway mileage will probably be less. Estimates vary in California.

Its styling, appointments, room, and ride

make it one of the Continent's best-looking and most comfortable cars.

And Brava gives you a number of other things most other European performance sedans don't. An engine: relaxing, gas-saving 5th gear standard, for one. And, for another, a 24 month/24,000 mile limited power train warranty.\*

One twice as long as most cars in its class.

So before you make your ultimate decision, test-drive the Fiat Brava. For the name of the dealer nearest you, call toll-free (800) 447-4700 or in Illinois (800) 322-4400.


**23**  
EST MPG  
**32**  
EST HWY

**24 MONTH**  
**24,000 MILE**  
WARRANTY

Power Train Warranty

\*There are certain limitations and exclusions. See your dealer for details.

© Fiat Motors of North America, Inc. 1984



**FIAT**

**SEEMS THE MORE YOU DRIVE IT, THE BETTER IT GETS.**

**23**  
EST MPG

**32**  
EST HWY

Its EPA estimated MPG is the equal or better. Check it out. EPA estimates. Remember: This estimate is for comparison purposes. Your mileage may be different depending on your speed, trip length, and weather. Highway mileage will probably be less. Estimates vary in California.

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\*There are certain limitations and exclusions. See your dealer for details. © Ford Motor of North America, Inc., 1979

**24 MONTH**  
**24 THOUSAND**  
**MILE**  
**WARRANTY**

Power Train Warranty  
 Other, a 24 month  
 warranty.\*  
 in its class.

ultimate decision,  
the name of  
free (800) 447-4700

# Road Rally

Championship Round of  
ANWCC & SD34MSG

[illegible]

Would you like midship sports?

NEW MR2





# motorsport UK

## Scrutineers' Bulletin - 227

### October 2024

#### Vehicle Passport Photos

A reminder regarding updating photos on a Vehicle Passport. The example below shows a car as presented on its Vehicle Passport and then as presented for Scrutineering at a following event. The Scrutineers advised the entrant to update the Vehicle Passport which caused the team to question this with us. In this case it is not necessary to update the passport as the base colour of the car remains the same (silver).

(J)2.1.5(f) requires the Vehicle Passport to be updated if the colour of the vehicle is changed, a change of decals or sponsor logos (where the base colour is still identifiable, as in this example) does not require a Vehicle Passport update.



#### Open Windows in Sprints & Hill Climbs

The Sprint & Hill climb Sub-Committee sat last month and considered recent feedback from competitors, Clerks and Scrutineers regarding requests for closed cars to have their side windows closed during competitive runs.

It was confirmed that there is no General Regulation that mandates this and the view of the Sub-Committee is that although it is recommended to keep windows in a raised position, in the interests of ensuring adequate ventilation (particularly during wet weather), competitors can run with windows open should they decide to.

**Note**, in Circuit Racing regulation (Q)13.2.5(c) provides similar advice.

The same information contained here will also be published in the next edition of the Clerks and Stewards Bulletin.



#### Helmet Standards and Validity

Thanks to the Scrutineering teams at the Rali Ceredigion and Hills Ford Stages for sharing this interesting example of a dual standard helmet and raising it as a query.

The helmet in question is homologated to FIA 8860-2010 Standard, which is of course a current acceptable standard, but it is also dual certified to Snell SA2005 as can be seen by the presence of both Standard sticker in close proximity.

The question raised being that "as the helmet was manufactured in April 2017 surely it would have a Snell SA2010 or SA2015 label not a Snell SA2005 label?"

To answer this query we first referred to the FIA Technical List for helmets approved to FIA 8860-2010 Standard (Technical List 33) which shows that the homologation details match the helmet presented (don't forget that the homologa-

*Continued on Page 74*

List is the date of last permissible manufacture, not the date of expiry for usage in competition). The Technical List can be viewed here: [https://www.fia.com/sites/default/files/133\\_advanced\\_helmets\\_25.pdf](https://www.fia.com/sites/default/files/133_advanced_helmets_25.pdf)



We then referred to the Snell Foundation Release Schedule for SNELL2010, which includes the termination Schedule for SNELL2005 certified helmets. This included the below highlighted exception which allows SA2005 helmets which are also homologated to FIA 8860-2010 to continue in production beyond the normal termination date. The document can be viewed here: [https://smf.org/standards/sa/SA2010/sak2010cover\\_5-18-09.pdf](https://smf.org/standards/sa/SA2010/sak2010cover_5-18-09.pdf)

- SA/K2005 Termination (except, possibly, for helmets homologated to FIA 8860)**
- Certification Testing ends..... June 30, 2011
  - SA/K2005 Labels last available..... June 30, 2011
  - SA/K2005 Production ends..... March 31, 2012


Both of the above pieces of information, along with the Scrutineer's judgement that the helmet has not been tampered with, satisfied us that this is a genuine example. Something to look out for when faced with a dual standard helmet.

Seat Mounts

This example of a seat support bracket (commonly referred to as a side mount) was sent in by a scrutineer from a recent race event. As you can see the supports have been cut down to right on the limit of the bolt hole. We can't see behind the washer but suspect there cannot be at best much more than 1mm of material remaining



This presents an obvious significant risk of the bolt pulling up through the bracket in the event of an accident, it would not take much force being applied through the bracket for it to fail. Something to look out for when checking the security of seat mounts.

	AH.024.16-C	SIMPSON	SIMPSON RALLY PRO	XS (54) S (55) M (57)	17.11.16	31.12.19
				L (59) XL (61)	17.11.16	31.12.19



### **Correct use of a Harness**

Found by a Scrutineer at a Targa Rally, the photo here shows a lap belt from a full harness. In this case, the belt shown was being used as a crutch strap! Bolted to the floor under the seat then passed up between the legs to the crutch position, then the shoulder straps were connected to the buckle. There were no lap belts whatsoever! Just two shoulder straps and one crutch strap!

Even though a harness is not required in this discipline, if a competitor chooses to use one it needs to be fitted correctly and safely, so as not cause a hazard to the user!



### **Safety Cage Mounting**

The pictures here show backstay mountings from both sides of the same vehicle that was noted by a Scrutineer and subsequently queried with us as it didn't look like a suitable mounting method.

Having reviewed the information provided, we advised that such a fitment does not comply with the requirements for installation of a safety cage backstay, for a number of reasons.

Firstly, the location of the two bolts in relation to where the tube joins the mounting foot is not deemed fit for purpose. The two bolts fix the horizontal part of the foot plate to the chassis, leaving the section where the tube is attached free to 'lever' at the bend in the plate. There is also a gap between that section of the plate and the chassis. (see pho-



Next, the tube is welded to the plate extremely close to the edge of the plate, and also extremely close to the bend in the plate on the opposite side. In both cases there could be significant detrimental effect on the integrity of the weld, and indeed the performance of the plate in spreading the load when required.

**Continued on  
Page 76**

On closer inspection the two bolt holes in the mounting plate are actually slots, meaning that there is the possibility when under the load that the mounting may move, slots may wear etc.

Finally, there is no required reinforcement plate in the photo (see drawing (K)13 for bolted mounting methods), although of course we appreciate there could be one on the underside of the chassis (again see drawing (K13)). In this situation the best advice for the competitor/owner would be to consider rectifying the mounting of the backstay by replacement of the mounting foot plate with something that more appropriately meets the requirements, taking into account all of the above points, and remembering the inclusion of the reinforcement plate. It may be necessary to relocate the bolt mounting points, or consider adding a third to tie the mounting foot into the profile of the chassis more substantially.

**Counterfeit Harness**

The harness shown in the images below was correctly identified as a counterfeit by the Scrutineers at a recent event, the first indicator was that there was no FIA hologram on the left-hand shoulder strap as required, and nor was there one on any other strap. The Scrutineers also had concerns over the quality and consistency of stitching in the webbing, the weave at the transition from 3” to 2” belt where it tapers in on the outside (right-hand photo), looks like it is hand sown in an amateur fashion.



The harness purported to be an OMP item homologated to FIA Standard 8853/98 8854/98 as detailed on the label with homologation number D-253.T/98. Upon checking [FIA Technical List 24](#) it shows that this homologation number is not listed as a current homologated harness, which means that the homologation has ended and all harnesses to that homologation number will have expired prior to 2023 (the last version date of the Technical list), So the expiry date on the label of 2026 cannot be correct!

Another example of how the suspicions and concerns of the Scrutineer were confirmed by using the valuable information available on the FIA Technical Lists!

**Andy Watson**

We were sad to hear that Andy Watson passed away recently at the age of 87. Andy was an Environmental Inspector with decades of experience in motorsport as well as being a professional in the environmental health industry, noise was his passion!

Andy was a long-term member of the RAC – and later MSA – Technical Committee advising on noise issues, and his input and knowledge led to many of the noise control regulations, standards and processes that we still use in motorsport today.

Always happy to share his knowledge and experience, he trained and developed many Environmental Scrutineers, not just in his native Scotland, but across the whole of the UK.

Our sympathies go out to his wife Fiona and their family, Andy will be hugely missed by the whole motorsport community.





# NESCRO

Historic Motorsport In The North Of England & Scotland



## 2024 DATES LIST

Sat 9<sup>th</sup> November

Saltire

Saltire Rally Club



## TRAINING

We have received confirmation from British Motorsport 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.

**Contact Katy directly**

@ [info@mediachoices.co.uk](mailto:info@mediachoices.co.uk)

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



## Marshals Wanted

We have two major events on the horizon and we will need the support of a large group of marshals at both events



**Sunday October 27th**

This year's Solway will again be based at Rowrah circuit at Frizington.

It will include 7 tests before lunch and 8 tests after lunch so we can offer a full day marshalling for everyone.

All marshals are invited to join the competitors at Rowrah at the end of the day for a FREE meal and prize giving.

**Sunday November 10th**

We will be organising three tests on the airfield at Kirkbride for this year's ROT similar to those we ran on the Flying Scotsman earlier in the year.

The ROT tests will be completed before lunchtime and we plan to run a club event, using the main runway area, in the afternoon.



If you are able to help at either or both, or need more information, please email [eddieparsons5@icloud.com](mailto:eddieparsons5@icloud.com)

**We need your support to make these events happen.**



**Wigton Motor Club Ltd**

**The North's Multi Award  
Winning Motor Club**

**November 10th**

**Cars & Coffee at the Motor House,  
Moota, CA13 0QE 10 until 12**

**More details at**

**[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)**

# FOR SALE

Set of differential spider gears  
Fit MG midget/sprite/A40/etc

- in good working order, removed to fit LSD.
- 2 New Oil seals
- 2 New Bearings (One diff one wheel I think)

**£60 the Lot**

John Sloan : [johnsloan02@outlook.com](mailto:johnsloan02@outlook.com)



# FOR SALE

## Rover Mini Neon Mini Cooper Lookalike



- 1275 cc Engine
- MOT'd on 01/10/24
- No advisories

**£7,250**

Contact Chris Veevers  
[cdveevers@gmail.com](mailto:cdveevers@gmail.com)



# FOR SALE

## Model 'H' Triumph Belt Driven Motorcycle 1919 - Reg.1921



- Has run very well for me since purchase in 2015.
- Used in various trials eg Scottish, Banbury and Northumbrian.
- Garaged since Covid

**£8,000 OVNO**

**Contact  
Jeff Calver**

**Durham**

**Mobile 07770 3650156**

Email : [calvagreta@gmail.com](mailto:calvagreta@gmail.com)



# MGB GT ++

**MGB, well externally it is an MGB  
but this one is on steroids.**

The engine is a 5cylinder Volvo T5 which in standard form gives about 227 horsepower, so even fitted in the heavy Volvo car its very fast, I know because we had one. This engine in the much lighter MGB is mated to a BMW gearbox, I believe it has MX5 suspension not sure what the brakes are from but its on the road all taxed and insured courtesy of Haggarty insurance so its nice to know that cars such as this can be insured.

The car belongs to Cameron Bradley who is Ben and Chris Hodgsons mate, he served his time as a machinist using milling machines, lathes and similar equipment so he is a very skilled guy indeed, this is accentuated when you see the fantastic amount of work and thought that's gone into this job.

I asked him before I saw the photos if the bellhousing of the Volvo engine mated up to the Volvo T5 engine, it didn't !

Look closely and you can see that he has cut them both and welded the alloy bellhousings together so that they mate up.

Now I know from past experience that if the first motion shaft from the gearbox which is splined and goes into the clutch centre plate then into the spigot bearing in the end of the crankshaft if it isn't absolutely in correct alignment it lasts for a while but then destroys the clutch centre plate. When I was co driving for Malcolm Wilson we had a clutch centre plate destroy itself of the Red Hackle rally up in Scotland so we had to retire when going well. After fitting new parts a couple of rallies later the clutch not only destroyed the centre plate but exploded and came right through the bell housing and actually chopped its way through the transmission tunnel and into the car right beside Malcolms left leg !

I wasn't co driving at the time I think it might have been John Davis but that was scary, it turned out someone had drilled the holes in a blank cast alloy bellhousing but didn't get it quite in line, so heed that warning if you attempt anything similar.

I asked Cameron how he lined it up, he showed me a mandril he had made to line the whole assembly up, this guy is a real engineer.

Look at the sump too, its had to be fabricated to fit in the MGB engine bay, I had to do the same job to fit the Ford 100e engines into my Buckler but my sump pans are steel so a lot easier to fabricate and weld of course than aluminium ones.

**Keith Thomas**



# **SD(34)MSG**

# **Vacancies**

## **Secretary :**

### **Duties:**

- Attend Bi-Monthly Meetings.
- Take and publish Minutes.
- Distribute to Club Delegates
- Must be at least as Handsome as the current Secretary (we don't wish to see a drop in Standards)

### **Remuneration & Perks**

ARE YOU JOKING !

We do it for the Fun and the Kudos (& there is not much Kudos)

Company Car & Fuel Card are not available

## **Spotlight Editor :**

### **Duties:**

- Attend Bi-Monthly Meetings.
- Put together articles sent in.
- Distribute to Subscribers
- Must be as debonaire & as politically correct as the current Editor
- Roughly it takes between 6 & 8 hours per month (15 to 30 mins per day)
- Send Proof copies of Spotlight to the Oversight members approx. 3 days before publication via email subscribers list

### **Remuneration & Perks**

Same as Secretary Remuneration : see above

Every now and then you can claim for a ream of paper and the odd Ink Cartridge

**Training for Both Posts is Available**

**Applications for both positions either Telephone or Email**

**Steve Johnson (Chairman)**

**Mobile : 07718 051882**

**Email : [steve.amsc@gmail.com](mailto:steve.amsc@gmail.com)**

**Plus**

**All 'Committee Positions will be up for grabs at the AGM (including Chairman)**





## Northwest Stage Objectives

- To deliver an event that...
- is challenging for the competitors.
- attracts competitors from across the country.
- provides spectators with a great experience.
- forms part of regional and National Championships.
- raises the profile of Motorsport in the North-west.
- brings economic benefit to local communities.

## North West Stages Roles within the Core Organising Team

Event Director	Clerk of the Course	Deputy Clerk of the Course (1)	Deputy Clerk of the Course (2)	Deputy Clerk of the Course (3)
Assistant Clerk of the Course (1)	Assistant Clerk of the Course (2)	Commercial Manager	Resident Liaison Manager	Event Secretary
Entries Secretary	Chief Marshal	Event Safety Officer	Event Promotion Manager	Service Area Controller
Equipment Manager	Mapping Editor	Social Media Officer	Garstang Manager	Spectator Manager

## North West Stages Request For Help

The future of the North West Stages event is in jeopardy. Without additional volunteers to take on the duties of the Core Organising Team the event will not be able to run in 2026. This is not what the late Richie Pearl and the late Dave Read would have wanted or expected..

You will see that all of the roles within the Core Organising Team have been summarised with up to 5 bullet points to give people an insight at to what each role covers. The existing members of the organising team would like to hear from enthusiastic individuals that would like to take on a role or contribute their expertise. As a team we are prepared to support new people joining us and those who have stepped aside are also prepared to support and guide our new members.

### Please

emails [organisingteam@northweststages.co.uk](mailto:organisingteam@northweststages.co.uk) with your role(s) that you are willing to offer your support to.

### Thanks

Gerry Morriss – Clerk of Course

Alan Pemberton – Assistant CoC

Mobile 07982861821

# VSCC

(Vintage Sports-Car Club)

## Lakeland Trial

### November 9<sup>th</sup>



Help is needed to prepare the "New" sections in Alistair Kyle and the family's woodland across the field at the top of Buttermere Old Road. Last time we used it we struggled getting vehicles across the field but I gather there is a proper track across the field now as timber extraction operations are taking place as the woodland is mature for harvesting.

Look at the dates below and let David know when you can help please.

**I'm looking at dates in October of 5th, 6th, 12th, 13th, 19th, 20th. Ideally two dates from these but whatever the majority can do.**

If you can help in any capacity at all it would be appreciated. If you can swing a chainsaw that would be great, but whatever you can bring to the "party"!!

We also have an offer from Chris Hodgeson with a Mini digger which will I'm hoping do much of the lifting and shifting.

If anyone has a windy pick there is an outcrop of rock that really need knocking off so if anyone has access to such equipment that would be greatly appreciated.

Thanks in anticipation.

**David Rushton**

Cumbria Fabrications

**07709281289 (mobile)**

**01900 824831 Tel/Fax/Ans**

[derdar@talktalk.net](mailto:derdar@talktalk.net)

## Knutsford & DMC

# Knutsford Targa

## Tong Park

## Bradford

### 17th November

Knutsford and District Motor Club are pleased to welcome you to the Sixth running of The Knutsford Targa Rally.

For 2024, the event will stick with the successful format from 2023. Running as a gravel single venue at Parkwood Outdoor Centre near Tong, Bradford.

A variety of special tests will be run during the day utilising the gravel tracks at the venue.

Sumpguards are advised for the more competitive crews!

The 2023 was awarded Targa of the Year by the BTR-DA, an award we were delighted to receive and hope to put on an equally well received event in 2024.

Follow the event on Facebook for more updates throughout the year, and visit the website nearer the time to find the event regulations and online entry system.

Knutsford and District Motor Club are pleased to be raising money for the Yorkshire Air Ambulance charity with various activities on the event to encourage donations

**Sign up to marshal via the website**

**[www.knutsfordtarga.co.uk](http://www.knutsfordtarga.co.uk)**





# 2024

## Wern Ddu Gravel PCA's

Date	Venue
24 <sup>th</sup> November	Wern Ddu
8 <sup>th</sup> December	Wern Ddu

## SAVE THE DATE

### 15<sup>th</sup> February 2025

## Clitheroe & DMC Dishforth Targa & Classic Rally



*Bevan Blacker 1st O/A 2024*

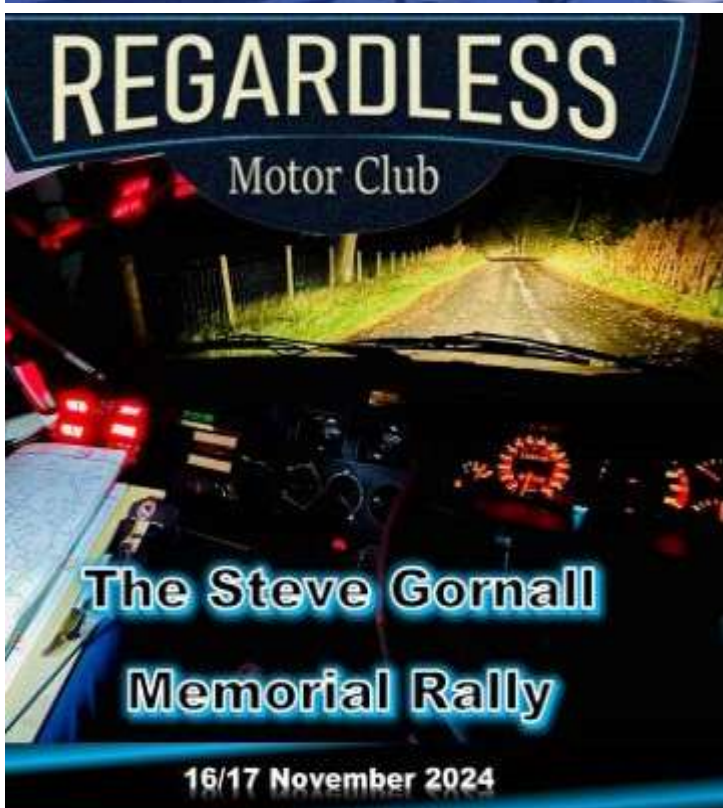
Regs out before Christmas  
 Similar Format to 2024  
[www.clitheroedmc.uk](http://www.clitheroedmc.uk)

## Funny African Proverbs

A short man is not a boy- *Nigerian Proverb*

No matter how hot your anger is, it cannot cook yams -  
*Nigerian Proverb*

## Malton Forest Rally 3<sup>rd</sup> November



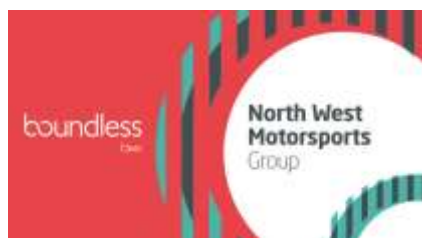
Supplementary Regulations



It requires a lot of carefulness to kill the fly that perches on the scrotum - *Ghanaian Proverb*

The frown on the face of the goat will not stop it from being taken to the market - *Nigerian Proverb*





# 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](http://anwcc.co.uk) for more information)
- Get a free **Motorsport UK RS Clubman Licence** from [MotorsportUK.org](http://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](http://SD34MSG.org.uk) six-eight weeks before the event date. Some of these do fill up, so an early entry is advised.

## Contacts;

Tracey Smith – [tracey.amscc@hotmail.com](mailto:tracey.amscc@hotmail.com)

Steve Johnson – 07718051882 – [steve.amscc@gmail.com](mailto:steve.amscc@gmail.com)







Thank you for delivering another successful year of motorsport so far in 2024. Motorsport UK marshals are world renowned for their skills and dedication to the sport, and we greatly value your expertise and passion to ensure the success of motorsport events across the UK.

As part of our work to modernise the sport, Motorsport UK has moved to a new motorsport management platform powered by Sport:80. This means that the way you renew your registration has changed. The quickest and easiest way to renew your Marshal Registration for 2025 is online, through our new membership platform.

You will shortly receive an email from [noreply@sport80.com](mailto:noreply@sport80.com) inviting you to create an account on the platform. Follow the link and instructions in the email to create your account. If you hold multiple roles in the sport this will become your one Motorsport UK login for them all. If you have already setup your account and used the platform, please login using the same credentials. Please remember as part of your application, you will have to upload a passport style photograph. Once you have done this for one marshal grade, this will be applied to all grades that you choose to renew.

You will then be able to go to the 'Marshal Registrations' section within Sport:80 and add the grade for your role(s). Follow the on-screen instructions or visit our [Sport:80 web-site hub](#) for guidance throughout this process.

Your physical registration card and lanyard will be posted out to you from the end of October. A digital version of your registration card will be available in Sport:80 following completion of your renewal. If you hold multiple marshal grades, you will need to add each grade individually.

If an online renewal is not suitable for you, you can still request a form from our friendly [Membership Team](#).

For more information about the new platform and video tutorials on renewing your registration, [click here](#).

As we look forward to another exciting year of motorsport, we very much hope that you will continue your Motorsport UK membership and support for the sport.

Kind regards,

**Motorsport UK Membership Team**

## DE LACY TARGA RALLY- CATTERICK 10th November 2024



- NEW DATE.
- NEW ENTRY SYSTEM
- NEW REGS
- SAME GREAT EVENT!
- Entries open: 18th September 2024 @ 12:00

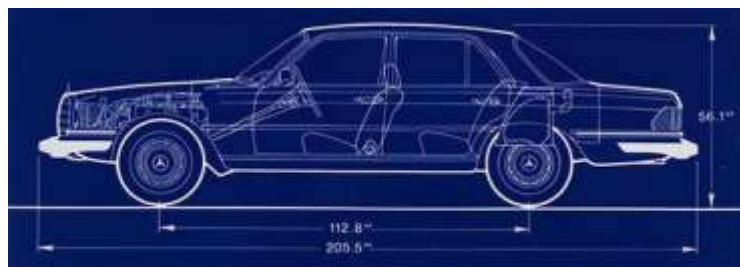
Get ready for another exciting rally at the Catterick Ranges! After the success of our last event, we're back with more challenging tracks and thrilling tests. Whether you're a seasoned competitor or a new entrant, this event promises a fantastic day out.

**Sign up here: [www.rallyresults.co.uk](http://www.rallyresults.co.uk)**

### We Need Marshals!

No experience needed! We're looking for marshals to help run the event smoothly. Full guidance and training will be provided. If you're available and want to be part of the action, you can register online at

**[www.rallyresults.co.uk](http://www.rallyresults.co.uk)** or email us directly at [delacymc.marshall@gmail.com](mailto:delacymc.marshall@gmail.com).



**Suddenly, everyone wants a car  
with sensible size, reasonable weight,  
good mileage and safety.  
The Mercedes-Benz.**

For some automobile manufacturers, a car with all of these qualities is years away. Every Mercedes-Benz Sedan has them all right now.

Mercedes-Benz has engineered its products with efficiency in mind for decades.

**Sensible size, reasonable weight**  
An example is the 450SE Sedan. It's smaller than America's best-selling sedan outside, but inside, it's a big car room.

**When does gasoline mileage?**  
A 450SE gets better mileage than any domestic luxury sedan. A combination of reasons tells you why:

The 450SE has a unique engine. An overhead camshaft configuration, this V-8 is smaller than any domestic example. Its electronic fuel injection measures out fuel only as it's needed.

The engine has an easier job. The 450SE weighs nearly half a ton less than the lightest domestic luxury car. Its shape was developed in the wind tunnel to slice through the air with low air resistance.

A smaller, more efficient engine, reasonable weight and a low drag shape. The reasons why a Mercedes-Benz 450SE gets up to 25% better mileage than domestic luxury sedans.

**Safety**  
The Mercedes-Benz 450SE Sedan combines over fifty separate and significant safety elements, all engineered to complement one another.

No other manufacturer makes safety a more important element in

car design. The results of this commitment are to be found in every model Mercedes-Benz builds.

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## Annual General Meeting

The 67th Annual General Meeting of the British Motorsports Marshals' Club will take place this year on Sunday 1st December 2024 commencing at 14.00 at Motorsport UK, Bicester Heritage Museum OX27 8FY, and, also as a virtual event.

Anyone wishing to attend should email [nat.secretary@marshals.co.uk](mailto:nat.secretary@marshals.co.uk), no later than Friday 24th November 2024, advising in person or virtually in your response.

Reports from Directors (i.e. Regional Chairs and Special Interest Group Chairs) and Functional coordinators will be contained in an Annual Report published on the BMMC website after the AGM and will be available to all members.

## Agenda

- 1 Attendance and Apologies
- 2 Minutes of Previous AGM - To agree the minutes of the 66th AGM of the BMMC Ltd dated December 3rd, 2023; available to view on the BMMC website <https://www.marshals.co.uk/wp-content/uploads/2023/12/2023-AGM-pack-1.pdf>  
Note: The proposer and seconder must have attended the 66th AGM
- 3 Matters Arising
- 4 Chair / Secretary Report - John Edwards
- 5 Treasurer's Report - Steve Woolfe
- 5.1 Approval of Accounts; available to view on the BMMC website <https://www.marshals.co.uk/wp-content/uploads/2024/03/2023-Accounts-DRAFT.pdf>
- 6 Election of Officers
- 6.1 National Chair
- 6.2 Introduction of new Regional Chairs post Regional AGMs
- 7 Reappointment of Azets as Auditors
- 8 Guest Speaker - tbc
- 9 Annual awards
  - BMMC Marshal of the Year  
Barrie Williams Trophy
  - BMMC New Marshal of the Year  
John Nicol Trophy
  - BMMC Cadet Marshal of the Year  
David Leslie Trophy
- 10 Any Other Business
- 11 Close

# GAZZARD ACCOUNTS

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

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Regards, John Clavey

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## CONTACT John

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

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# Register Now!



ANCC Stage Rally Championship

## Registrations are open for the 2024 ANCC Stage Rally Championship

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

**Register here:**

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



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

## Competition Car Testing

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

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

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

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

SUNDAY

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

FRIDAY

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

SATURDAY

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

SATURDAY

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# ANWCC

To Access all  
of the following

2024 Championships Calendar,  
Championship Registration  
AND Championship Tables

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

## SD34MSG

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## Championships Registration

[https://  
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**Car Track Days:**  
**10<sup>th</sup> November**  
**14<sup>th</sup> December**

## REGULATION CHANGES FOR CONSULTATION

Committee:	Timekeeping Advisory Group
Date of Meeting:	30th July 2024
Closing date for consultation	30TH October 2024
Email address	technicalconsultation@motorsportuk.org

## Section G– Common Regulations for Officials

~~30.5.3. Application for the grade of Rally Timekeeper must be made via the Regional Association of the Club requesting the appointment.~~

### Licence Grades

#### 30.9. Rally

30.9.1. International Rally: may take charge at all Rallies up to and including International.

30.9.2. National Rally: may take charge at all Rallies up to and including National

~~29.9.3 Rally Timekeeper (30.5.3): may take charge at all~~ **Single Venue** Rallies up to and including Interclub (Manual timing only).

### Appendix 1: Officials' Licences – Tables, Charts and Diagrams

Table number 6

Event Status	Race	Kart	Speed incl. Records	<b>Single Venue Stage Rally</b>	<b>Multi Venue Stage Rally</b>
International	**International Race	**International Kart	**International Speed	**International Rally	**International Rally
National	National Race Timekeeper	Timekeeper Kart National	National Speed Timekeeper	*National Rally Timekeeper	<b>National Rally Timekeeper</b>
Interclub	National Race Timekeeper	Timekeeper Kart	National Speed Timekeeper	*National Rally Timekeeper	<b>National Rally Timekeeper</b>
Clubman	National Race Timekeeper	Timekeeper Kart	Timekeeper Speed	*National Rally Timekeeper	<b>National Rally Timekeeper</b>

~~\* Includes Timekeepers proposed by Regional Associations and approved by Motorsport UK but only when manual timing is used. When automatic timing is used minimum grade is National Rally with Certificate of Competence from timing equipment manufacturer.~~

~~\*\* Where an International Event has no National content, an International Timekeeper Licenced by an ASN may be appointed~~

## Section R– Rallying

~~31.1.1. A Motorsport UK or Regional Association approved Rally Timekeeper must be appointed as a Chief Timekeeper for all stage rallies that use manual timing.~~

~~31.1.2. **Multi Venue** Stage rallies intending to use any form of automatic timing must appoint a Motorsport UK-approved Rally Timekeeper of National Rally **Timekeeper** or higher grade who holds a Certificate of Competence issued by the manufacturer of the equipment to be used.~~

**Reason:** Most events now use automatic timing, and their use on single venue events does not require as much training/experience as a multi venue event. This is a proposal to permit a Rally Timekeeper grade official to be appointed as Chief Timekeeper for Single Venue events using Automatic timing.

**Date of implementation:** 1st January 2025



# REGULATION CHANGES FOR CONSULTATION

Committee:	Timekeeping Advisory Group
Date of Meeting:	30th September 2024
Closing date for consultation	7th November 2024
Email address	autotestconsultation@motorsportuk.org

## Proposed Regulation

### Autotests – Specific Regulations

#### Unlicensed Drivers and Minimum Ages

13. Entries may be accepted from Drivers who are aged 15 years and over who do not hold a valid, full RTA Licence subject to the following:

- (a) The Vehicle must by definition be a ‘Touring Car’;
- (b) Engine capacity must not exceed 1400cc;
- (c) Forced induction is not permitted.

(d) With Motorsport UK’s written permission and where the SR’s permit, the use of by definition production ‘Sports Cars’ or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.

13.1 It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.

13.1.1 In the event that a non-competitive test is provided, novice Drivers must demonstrate that the provisions of 13 are satisfied before proceeding into and utilising the competitive test.

Date of Implementation: 01 January 2025

**Reason:** To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.

#### Autotest Committee Action Sheet

20th February 2024

Page 2 of 3

## Proposed Regulation

### Production Car Autotests – Specific Regulations

#### Unlicensed Drivers and Minimum Ages

17. Entries may be accepted from Drivers who are aged 13 years or over who do not hold a valid, full RTA Licence, subject to the following:

- (a) The vehicle must by definition be a ‘Touring Car’;
- (b) The vehicle engine must not exceed 2000cc including forced induction;

(c) The passenger must be carried who holds a valid, full RTA License and be experienced in Autotests or AutoSO-LOs.

(d) With Motorsport UK's written permission and where the SR's permit, the use of by definition production 'Sports Cars' or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.

**17.1** It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.

**17.1.1** In the event that a non-competitive test area is provided, Drivers must demonstrate that the provisions of 17 are satisfied before proceeding into and utilising the competitive test.

**Date of Implementation: 01 January 2025**

**Reason:** To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.

**Autotest Committee Action Sheet**

20th February 2024

Page 3 of 3

# **Proposed Regulation**

## **AutoSOLOs – Specific Regulations**

### **Unlicensed Drivers and Minimum Ages**

**22.** Entries may be accepted from Drivers who are aged **13** years or over who do not hold a valid, full RTA Licence, subject to **the following:**

- (a) The vehicle must by definition be a 'Touring Car';
- (b) The vehicle engine must not exceed 2000cc including forced induction;
- (c) The passenger must be carried who holds a valid, full RTA License and be experienced in Autotests or AutoSO-LOs.

(d) With Motorsport UK's written permission and where the SR's permit, the use of by definition production 'Sports Cars' or an open car are permitted provided they are fitted with safety roll-over bars to at least K1.6.1 and the roof erected or hard top fitted.

**22.1** It is recommended that a non-competitive test is provided in the itinerary so that novice Drivers without a valid, full RTA Licence can familiarise themselves with their Vehicle and its controls without penalty and to be observed by the Clerk of the Course or another Senior Official before the Competition starts.

**22.1.1** In the event that a non-competitive test area is provided, Drivers must demonstrate that the provisions of 17 are satisfied before proceeding into and utilising the competitive test.

**Date of Implementation: 01 January 2025**

**Reason:** To attempt to reduce barriers of entry into the Sport and attempt to retain competitors or potential competitors that are being lost to other unregulated disciplines where they can compete at a younger age. Creating a safe environment for which younger people can compete, by completing a non-competitive test before being given permission by the Senior Officials to enter the competition.



## REGULATION CHANGES FOR CONSULTATION

Committee:	Technical Committee
Date of Meeting:	September 2024
Closing date for consultation	16th December 2024
Email address	Consultation Feedback Form ( <a href="https://bit.ly/40aympK">https://bit.ly/40aympK</a> )

## Section B– Common Regulations: Nomenclature and Definitions

### Pump Fuel

- a) Petrol: Commercially available Motor Gasoline (see Appendix 1: Tables):
- BS EN 228 (unleaded and super- unleaded).
  - Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.
  - Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following: Acceptance levels for Octane Numbers will be accepted or rejected according to the Standard ASTM D.3244. Only additives to this Motor Gasoline Fuel solely for the purpose of lead replacement are allowed.
  - LRG (unleaded), Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with Appendix 1. Lead in excess of EU Directive 98/70 EC requirements is illegal. This also applies to 'Free Fuel'.
  - The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.
  - For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).
- b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9 **9.3 (Advanced Sustainable Fuels) and registered by the Manufacturer (or nominated agent) with the ASN**. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21.
- c) LPG (Liquefied Petroleum Gas) which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.
- d) Diesel Automotive Gas Oil (DERV), commercially available, complying with BS EN 590 and EU Directive 98/70 EC (see Appendix 1).
- e) Bio Ethanol **High Ethanol Content Fuel in compliance with FIA Appendix J Art 252, Article 9.3** – Only permitted to be used with the specific approval of **the ASN**. Motorsport UK. Specifications available from the Motorsport UK Technical Department.
- f) Bio Diesel –Commercially available and complying with BS EN15940.
- g) **Hydrogen in compliance with FIA Appendix J Art 252, Article 9. Only permitted to be used with the specific approval of the ASN.**

## Appendix 1: Tables

PUMP FUEL – MOTOR GASOLINE		
BS EN 228 (Unleaded)		Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.00	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
LRG (Unleaded)		Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.0	EN ISO 5164
Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
Oxygen % (max)	2.7% w/w	Elemental
Certain of the above values are additional to those specified in the standards referred to.		
PUMP FUEL – DIESEL		
BS EN 590		Test
Density 15°C kg/m <sup>3</sup> (max)	845	EN ISO 3675/EN ISO 12185
Cetane Number (max)	60	EN ISO 5165/EN 15195
Calculated Cetane Index (max)	60	EN ISO 4264
Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884
At the discretion of Motorsport UK the maximum Cetane and calculated Cetane numbers may be increased to 70.0 for national competitions/Championships		

## Section C– Common Regulations: Judicial

### Fuel and Tyre Checking

#### 4.2.2. Sustainable Fuels:

- Suppliers of Sustainable Fuel (as defined by Section B – Pump Fuel b)) must register products available for selection through the Competition Official Documents with the ASN and provide samples (by batch) to serve as control samples.
- Where fuel for the Competition is mandated by the organisers for all competitors in the class(es) to be specified through the Competition Official Documents in accordance with D.34.3.
- Where Competition Official Documents permit the use of FIA fuel, competitors, must declare the product in use from the ASN Technical List in accordance with (D)34.3.
- Fuel Testing will be implemented in accordance with D.34.3.

## Section D – Common Regulations: Organisers

### 34.3. Comparison Testing

34.3.3. Comparison testing will only be implemented where fuel for the Event is mandated by the organisers for all competitors in the class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.:

- Where fuel for the Event is mandated by the organisers for all competitors in the class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.
- For any fuel in use in accordance with Section B – Pump Fuel b).

**Date of Implementation: 01 January 2026**

*Continued on Page 95*



**Reason:** In accordance with the Motorsport UK Sustainability Strategy, these regulatory amendments enable a roadmap for the adoption of Sustainable Fuels.

These proposals maintain the option to use commercially available motor gasoline (high street fuel), whilst it remains the lowest cost option for competitors.

FIA Appendix J (Specialist Racing Fuels) can continue to be used, but from 2026, only fuels compliant with FIA App J Art 252, Article 9.3 may be used.

FIA App J Art 252, Article 9.3 currently requires 50% Sustainable Content, the ASN target for Advanced Sustainable Fuels to contain 100% Sustainable Content is 2030.

The Judicial framework to ensure the compliance with eligible fuels requires suppliers to register fuels with the ASN and submit the necessary samples (by batch). Competitors / Championships declare the fuel and batch to be used. Compliance is analysed as required using comparison testing.

This regulation proposal is published in both the current Motorsport UK Yearbook Format and the National Competition Rule format in support of the transition to the National Competition Rule format in 2025.

## NATIONAL COMPETITION RULES – CHAPTER 8 PERMITTED FUELS AND TYRES AND TESTING

### APPENDIX 1 – PERMITTED FUELS

1.7 The definition of '**Permitted Fuels**' is as follows:

NOTE: The **ASN** reserves the right to amend these details to reflect any change occurring in the quality of fuel on general sale to the public in the UK.

**Also refer to Specifications Table below.**

**Petrol: Commercially available Gasoline**

a) **BS EN 228 (unleaded and super-unleaded).**

~~Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.~~

Unless otherwise stated or the distinction is made between leaded and unleaded petrol, the motor gasoline fuel shall meet the following:

- i. Acceptance levels for **Octane Numbers** will be accepted or rejected according to the Standard ASTM D.3244.
- ii. Only additives to this **Motor Gasoline Fuel** solely for the purpose of lead replacement are allowed.

**LRG (unleaded)**, Lead replacement gasoline (LRG also known as LRP): Only additives to unleaded motor gasoline, solely for the purpose of lead replacement, from Sodium, Phosphorous or Manganese are allowed, subject to application according to manufacturer's instructions and to the treated fuel complying with the **Specification Table** at **Article 8 of this Chapter**. **Lead in excess of EU Directive 98/70 EC requirements is illegal.** This also applies to 'Free Fuel'.

The addition of a lubricant on current sale is permitted in fuels for use in 2-stroke engines.

For rotary engines, a 2-stroke oil with a minimum viscosity of 5 cSt at 100°C, may be added at a maximum concentration of 0.30% (mixing ratio of 300:1).

- b) **Petrol** or **Diesel** in compliance with FIA Appendix J Art 252, Article 9 **9.3 (Advanced Sustainable Fuels) and registered by the Manufacturer (or nominated agent) with the ASN**. Or, for Karting, Petrol in accordance with **CIK Technical Regulations** Article 2.21.
- c) **LPG (Liquefied Petroleum Gas)** which is of 99% wt. min. hydrocarbon composition and that is entirely gaseous at atmospheric temperature and pressure. Complying with BS EN589.
- d) **Diesel Automotive Gas Oil (DERV)**, commercially available, complying with BS EN 590 and EU Directive 98/70 EC (see Appendix 1).

- e) **Bio-Ethanol High Ethanol Content Fuel** – in compliance with FIA Appendix J Art 252, Article 9.3 – Only permitted to be used with the specific approval of the **ASN**. Specifications available from the **ASN** Technical Department.
- f) **Bio Diesel** - commercially available and complying with BS EN15940.
- g) **Methanol**. Methyl Alcohol CH<sub>3</sub>OH. This is a clear colourless liquid, miscible with water acetone and other ketones, the esters, aromatic and highly unsaturates hydrocarbons, and castor oil. It is not miscible in all proportions with straight-run petroleum spirit or mineral oil. B.P. 64.7°C, Specific Gravity 0.796, Flash Point 32°F. For Speed Events, British Standard 506 with an allowance of up to 10% Acetone, is permitted. It must include an ASN approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.
- h) **Hydrogen** in compliance with FIA Appendix J Art 252, Article 9. Only permitted to be used with the specific approval of the **ASN**.

## SPECIFICATIONS TABLE

SPECIFICATIONS TABLE PUMP FUEL – MOTOR GASOLINE		
BS EN 228 (Unleaded)		Test
MON (max)	89.0	EN ISO 5163
RON (max)	100.00	EN ISO 5164
Oxygen % (max)	3.7% w/w	Elemental
LRG (Unleaded)		Test
MON (max)	89.0	EN ISO 5163
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Lead (max) g/l	0.005	ASTM D3341/IP362/EN 237
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Cetane Number (max)	60	EN ISO 5165/EN 15195
Calculated Cetane Index (max)	60	EN ISO 4264
Sulphur Content mg/kg (max)	10	EN ISO 20846/EN ISO 20884
At the discretion of Motorsport UK the maximum Cetane and calculated Cetane numbers may be increased to 70.0 for national competitions/Championships		

## APPENDIX 2

### Comparison Testing

4.3 Comparison testing will only be implemented where fuel for the Event is mandated by the Organisers for all Competitors in the Class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.

- a. Where fuel for the Competition is mandated by the organisers for all competitors in the class(es) to be drawn from a single controlled source. It is the sole method used when use of control fuel is mandatory.
- b. For any fuel in use in accordance with Chapter 8 – Appendix 1 – Article 7 – Part b).



# 9. Sustainable Fuels

- 9.1 Suppliers of Sustainable Fuel (as defined by Section B – Pump Fuel b)) must register products available for selection through the Competition Official Documents with the ASN and provide samples to serve as control samples.
- 9.2 Where fuel for the Competition is mandated by the organisers for all competitors in the class(es) to be specified through the Competition Official Documents.
- 9.3 Where Competition Official Documents permit the use of FIA fuel, competitors, must declare the product in use from the ASN Technical List in accordance with Appendix 2 – Article 4.3 b).
- 9.4 Fuel Testing will be implemented in accordance with Appendix 2 – Article 4.

**Date of Implementation: 01 January 2026**

**Reason:** In accordance with the Motorsport UK Sustainability Strategy, these regulatory amendments enable a roadmap for the adoption of Sustainable Fuels.

These proposals maintain the option to use commercially available motor gasoline (high street fuel), whilst it remains the lowest cost option for competitors.

FIA Appendix J (Specialist Racing Fuels) can continue to be used, but from 2026, only fuels compliant with FIA App J Art 252, Article 9.3 may be used.

FIA App J Art 252, Article 9.3 currently requires 50% Sustainable Content, the ASN target for Advanced Sustainable Fuels to contain 100% Sustainable Content is 2030.

The Judicial framework to ensure the compliance with eligible fuels requires suppliers to register fuels with the ASN and submit the necessary samples (by batch). Competitors / Championships declare the fuel and batch to be used. Compliance is analysed as required using comparison testing.

This regulation proposal is published in both the current Motorsport UK Yearbook Format and the National Competition Rule format in support of the transition to the National Competition Rule format in 2025.

**NB : On Wednesday the 30th of October I received several emails from MUK with the title Regulations available for consultation - 'Cross Country' + 'Judicial' and 'Historic'**

**When I clicked on the links provided the only Regulations for consultation were the ones shown above !!!**  
*(the phrase 'Not fit for Purpose' springs to mind)*



**The New Ford Fiesta**

Advanced engineering should make a car work better without making it more complicated and expensive to maintain. Because the simpler a car is, the less it costs to own.

That's the thinking behind the Fiesta. It's a three-door hatchback with folding rear seats, a mechanical engine and front wheel drive.

It combines all the best features of all small cars, in just one car: safe handling, a surprising amount of space and remarkable economy.

Fiesta has two advanced safety features built into the steering and braking systems. Negative scrub steering geometry and dampers with dual rate valves. Together, they combine to give safe, sure handling whenever the conditions.

Fiesta has the widest track in its class, steel bonded solid ply sports rock and plate steering. The gearbox lives up to Ford's reputation for light, quick and precise changes, and there's a choice of engines.

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You'll find a surprising amount of space under the bonnet which makes everything very accessible. The bodywork is treated with phosphate to inhibit rust, then it gets an aluminium primer, a space primer and a coat of acrylic paint for a really durable finish.

To quote Aristotle: "A car of Ford throughout the world is perhaps the most ingenious car yet".

**Oh what a beautiful baby!**

# Acknowledgements

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

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

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

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

**Jokes, Photographs, Information, Events etc**

Terry Martin (CDMC)	Steve Entwistle,
Oliver Mathison (BDMC)	Phil Sandham (Morecambe)
Amey Honchoz (IDMC)	Bruce Lindsay (PDMC)
Steve Butler (CDMC)	Mark Broadbent (A&PMCC)
Greg Harrod (Lampeter)	Tony Vart (CDMC)
George Jennings (WaDMC)	Keith Thomas (Wigton)
Tony Lynch (WiDMC)	Barry Allman (CDMC)
Tommi Meadows (CDMC)	Neil Raven (IDMC)
Bob Hargreaves (KLMC)	Gary Evans (MMC)
Barry Lindsay (SMC)	Ed Graham (HexDMC)
Colin Blunt (CDMC)	Ian Harden
Niall Frost (IDMC)	Bill Honeywell (CDMC)
John Harden (LiMC)	Neil Jones (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 (PrestonMC)
Sion Matthews (C&AMC)	Callum Young (CDMC)
Ian Grindrod (2300MC)	Nick Townley (KLMC)
Dan Willan (KLMC)	Paul Woodford
David Yorke (Matlock MC)	Kirk Rylands Wigton MC

## 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 & Gary Plimer  
Phil James of Pro-Rally,  
Paul Commons Photography  
Dave Williams (Oulton Park Diaries)  
Paul Gilligan 'Inside the Industry'  
Garry Simpson Songasport  
Duncan Littler Speed Sports Photography  
Joe Gilbertson, Geoff Bengough  
Ben Lawrence Photography

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

**Steve Johnson**

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

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

# SD34MSG



**Wednesday**  
**20th November**  
**19:30 By Zoom**

# ANCC



**Monday 2nd Dec., 8pm**

at Cleckheaton Sports & Social Club  
BB19 3UD

(Just off Chain Bar Roundabout ,

**www.ancc.co.uk**



# ANWCC

Association of North Western Car Clubs

**Tues. Nov. 12th : 8pm**

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

**http://anwcc.co.uk**

# ANECCEC



**Thursday October 24th**  
**8pm - By Zoom**

Join Zoom Meeting via the link below

<https://us02web.zoom.us/j/89902341743.pwd=ZZwkv98SOHbjgXgWYbX11TvMvulXdM.1>

**http://www.aneccecc.co.uk/**

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

**Deadline for copy**

**For the December Edition is**

**Thursday the 28th of November**

**which is due out on**

**Sunday the 1st of December**

**PLEASE Email Reports etc. ASAP**

to **Maurice Ellison** at : [sd34news@gmail.com](mailto:sd34news@gmail.com)

NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit