

March
2023

SPADEADAM MOTOR CLUB

Edition
629

TYRED TOPICS

www.spadeadammotorclub.co.uk



ANECCC - ANCC - ANWCC



Recognised
Club

Committee and Club Officials

Please do not call officials or committee members after 9.30pm.

PRESIDENT Michael Lindsay

VICE PRESIDENT Allan Cathers

CHAIRMAN Barry Lindsay

VICE-CHAIRMAN Brian Atkinson

**CLUB SECRETARY /
NEWSLETTER EDITOR** Helen Harkness

TREASURER Chris Titley

MEMBERSHIP SECRETARY David Love

**COMPETITION SECRETARY/
CHIEF MARSHAL** Greg Bates

SAFEGUARDING OFFICER Caroline Lodge

COMMITTEE MEMBERS
George Carrick
David Garstang
Yvonne Kerry
Kenton Pattison
John Ross
Richard Thomson

**** The articles and views expressed within this newsletter are not necessarily those of the committee or Spadeadam Motor Club and are not meant to cause offence. ****

Copy deadline for the March Edition is the 26th of March.

Cover Image: Jonathan Fowler & Madeleine Fowler, Blue Streak Targa 2019 – Image © Pro Rally Photography – Phil James

Chairmans Thoughts.

With missing the Riponian Stages due to a few reasons, justifying the cost being the main one, I've found myself watching two WRC events. The first I found on a VHS video I'd recorded of the 1992 Lombard RAC. All the Eurosport night coverage and the nightly, *Top Gear* rally reports. 3 hours' worth of Subaru, Celicas and Sierra Cosworths. Most of it was filmed from out in the forests and on the stately home 'Mickey Mouse' stages. It covered the crews in lower classes, and even covered the Trabant which finished 98th most nights.

Then I watched the 2023 WRC Rally Sweden on ITV4. It was an interesting battle between the three manufacturers, all very close and it was great to see Craig Breen back at the top of the leader board for half the event, and the M-Sport Puma getting on the pace and eventually winning with Ott Tänak from Craig Breen in the Hyundai. Though that wasn't supposed to happen, as team orders had thought they had got Thierry Neuville ahead, but a spin changed it back! What I was amazed by, is the fact that even Elfyn Evans, who was 5th, hardly got much coverage and there was nothing other than the 7 manufacturers cars (bar 10 seconds to say Oliver Solberg had won his class).

The change in the media coverage, although it's a good spectacle, it doesn't do anything for the future of events. 7 cars won't keep the event running. There were actually 51 starters.

This is also true at a local level; *Motorsport News* only now cover the top five or six crews when there are 90 -100 starters. The *Cumberland News* dropped the local grass roots column completely.

This is just an observation of mine, maybe the editor of this newsletter will be looking to drop the Chairmans Thoughts soon too!!

Closer to home it's great to see a good few Spadeadam Motor Club names on the Malcolm Wilson Rally entry list, and with Spadeadam marshalling the Wythop stage, I hope everyone has a good event!

Barry Lindsay



When the editor asked for photos for the "Get to know your committee members" feature, she was sent this photo and it was too good not to share.

He thinks that he is unrecognisable in this photo from back in the 80s! Is he right?

Can you name this current committee official?

What's Gaan On:

March

4th - Snowman Rally - SRC

9th – Club Night – Awards Night – All Welcome!

11th – Malcolm Wilson Rally - ANECC - Marshals Needed!

11th – Mull Classic Rally Targa - NESCR0

12th/19th (TBC) - Donnington Stages - NETRC

25th – Rally North Wales

25th – DCC Stages Ingliston (TBC)

26th – Autotest – Round 1

30th – *Committee Meeting*

April

1st – White Heather Tests – NESCR0 – **Marshals Needed!**

13th – Club Night – Visit - TBC

16th – Shaw Trophy Targa - NESCR0

21st - 22nd - Speyside Stages - SRC

23rd – Autotest – Round 2

27th – *Committee Meeting*

29th – 30th Berwick Classic Targa – NESCR0

26th of March

Autotest Championship - Round 1

Venue: TBC



Information will be posted on Facebook soon.

Don't forget that to compete you now need a free RS Clubman's licence.

<https://www.motorsportuk.org/competitors/rs-clubman-licence>

Awards Night - Thursday 9th of March 2023.



Spadeadam Motor Club requests the pleasure of your company for the Annual Awards Night, to be held at The Howard Arms, Brampton.



Arrival from 8pm, evening starts at 8.30pm.

Dress Code: Smart, casual.



Donations of prizes for the raffle are always appreciated.

SPADEADAM MOTOR CLUB ARE PLEASED TO
ANNOUNCE THAT OUR GUEST SPEAKER FOR 2023 WILL BE

JONATHAN FOWLER



AWARD WINNERS 2022

JAMIE BARNETT

GREG BATES

ROB BLAKE

ULA BUDZYŃSKA

HELEN HARKNESS

NIGEL HARKNESS

BARRY LINDSAY

CAROLINE LODGE

DARREN NUGENT

MARTYN PETRY

ERIC RITCHIE

JOHN ROSS

Our guest speaker, Jonathan Fowler, competes as a Stage Rally Co-Driver on International, National, and local events. He also competes locally as a driver, on Road and Targa Rallies. Today, he is the driving force behind CarSpeed Autoparts.

The evening will include the presentation of the 2022 awards, a buffet and raffle.



Friends and family welcome.



Marshall Requests:

March:

11th - Malcolm Wilson Rally – Wythop Stage.

Contact: Barry Armstrong.

Email: barmstro55@btinternet.com

Registration via www.rallystageteam.co.uk

April:

1st - White Heather Targa – WMC - Kirkbride

Contact: Greg Bates

Email: smcchiefmarshall@gmail.com

14th - 15th Flying Scotsman Rally.

Contact: Richard Thomson.

Email: richard.thomson@uwclub.net

16th - Shaw Trophy Targa – Otterburn

Email: marshal@wdmc.org.uk



Best Dressed Marshalls, MWR 2022

E-Sports Club Night

The February Club night was a PlayStation night which turned out to be an Xbox. R2 rally cars were used, first on a German tarmac stage, before changing to forest for a Scottish stage.

A quick flight to Germany.

Graham Petry took the fastest stage time running 2nd on the road his time of 3m19. Second quickest was Martyn Petry who felt running first was a disadvantage getting 3m27. Third was the youngest of the Petry boys with Shaun only a second back on 3m28. Jamie Barnett was next with 3m 36 then rounding off the top 5 was Kenton Pattison with 4m36.

Despite 'damage' being switched off there was only so much the Peugeot would take. Two drivers if forced to retire! Matty Burton the first when it wouldn't set off with so much damage. While Helen got away with the first roll of the night, a high-speed impact was just too much.

Now to Scotland, where the ditches were deep, and trees were solid.

Shaun Petry watched his brothers first, then as if the dry loose gravel had been swept of stage surface, the youngster flew through the forest like real in-car and posted a brilliant 3m43sec. Graham's time of 3m 49 was enough to win the event while Martyn 3rd on this test with 3m56 would see him finish 3rd. 4th quickest was Barry Lindsay with 4m51 despite scrabbling along a deep ditch and going off at the final corner. Kenton was 5th after a competitive start to the stage a puncture hampered his speed.

Retirements on the stage for David Garstang with damage stopped the car the same for Jamie. Matty was trying to make time back with his earlier retirement but with an impact speed of 100+mph with a tree he retired for the second time.

Thanks to everyone who took part and those who also came along to watch and generally have a catch up at the club night.

(Results on next page)

Results

1 st Graham Petry	7m 08sec
2 nd Shaun Petry	7m 11sec
3 rd Martyn Petry	7m 23sec
4 th Barry Lindsay	9m 48sec
5 th Millie	10m09sec
6 th Kenton Pattison	10m15sec
7 th Greg Bates	16m03sec

Super Rally

8 th Jamie Barnett	17m26sec
9 th Helen Harkness	18m39sec
10 th David Garstang	20m13sec
11 th Matty Burton	26m04sec

Barry Lindsay

Grant Construction Knockhill Stages.

Eden Valley MC member Peter Johnson regularly navigates for Spadeadam MC member Darren Nugent. So, when Peter got signed up for Spadeadam MC membership as well, he kindly offered to share the reports he writes for EVMC with us too. So, if you also have dual EVMC/SMC membership you may find this report....er... familiar. Ed.

We took the Ford Fiesta R5 up for Round 1 of The Scottish Tarmac Championship and Scottish Single Venue Championship at Knockhill. It's a venue neither Darren or I had been to before, which mixes around 75% smooth race circuit and 25% rough and loose twisty roads normally used for the Rally Experience rental cars. I'd watched a few videos in advance of the rally and was pleasantly surprised it was better than it appeared on YouTube. We arrived well in advance of Scrutineering and got a nicely setup service area and prepared the car. Scrutineering passed OK, so we got the bikes out for a look round the stages. Darren always cheats and uses an E-bike and I usually resist and get a good workout trying to keep up with a normal pedal bike and a clipboard and pen on the handlebars highlighting the map. On this occasion I buckled under the knowledge that the circuit was quite hilly and borrowed an E-bike too. We are always so well looked after by Sharon, Darren's partner, we had Spaghetti Bolognese and Richard Clark's favourite cheesy tomato, garlic bread and a few drinks before bed at 7:30pm (because we are serious athletes and need our sleep!).

Early start in the morning, up and about at 6am and ready to get another look round on the bikes. It's fair to say there was a little apprehension ahead of the rally, after a first stage mirror crash and subsequent retirement at Crail on the first outing in the Fiesta, and then getting covid on the weekend of the next event at Croft. We still had learning to do to get used to the car. But first, a bacon and egg sandwich to fuel the navigator yum. The weather was cold damp and foggy as I had been warned was the norm at Knockhill. Full Wet tyres and still very little grip.

Stage 1 was quite good we just wanted to aim for a finish on the event and gain some experience hopefully a top ten result at the end of the day. I'm not sure what our result was, due to struggling for phone signal but it was clean and tidy, and I think Darren enjoyed the car and stages, I wasn't sure he was loving the car up till that point. I think just outside the top 12-15. Mission accomplished through a neat stage.

Stage 2 was a repeat and saw a significant reduction in the stage time. A bigger reduction than I would normally expect just through familiarity of the stage, so really positive. I'm still gob-

smacked by the R5 cars performance and credit to Darren as he was quickly getting the hang of it.

Stage 3 was similar but with a few changes, a little bit more twisty on the rally experience area. Again, a step up on the results, but during the stage Darren mentioned the clutch was slipping. It was wet and slippy, so I was wishfully thinking it was just so slippy it was traction on the tarmac or something.

Stage 4 was a repeat of t3, and another step up the results. It was still so slippy we weren't using 'launch control' and had the boost set to the lowest of the three available settings. Fourth fastest overall was really good. Way higher than we had hoped, as we had two Rallye2 2023 spec cars behind us, a Hyundai, and the latest Fiesta in our older mk1 Fiesta R5evo. A big jump up the results into the top 10.

Stage 5 saw the direction round the circuit reverse but same layout on the rally experience. The clutch was still showing signs of slipping. We were doing well now another 4th fastest stage time saw us climb from 6th to 5th.

Stage 6, the clutch was definitely slipping now but we still managed a 5th fastest stage time. But it also spelled the end of the rally for us. We couldn't risk continuing and damaging other parts of the transmission and the slipping was now at the point it would have seen us tumble down the results or need recovery from the stage. So, it was decided that we would quit while we were ahead, and head home. But not before the roast beef and gravy roll with chips Sharon had prepared for our lunch.

A shame to not finish but, we had a good time and enjoyed the stages that we did do. As far as events that end in retirement go this was a really good one. Lots of positives to take from it; the enjoyment of driving the car for Darren - it is now in the good books, where I think before it may have been borderline unpopular. I absolutely love it I get to press important buttons and it still makes me question how it's possible to go round corners so fast. What if we had finished? If we had held position, we would have taken highest place in the single venue championship and second in class in the Scottish Tarmac. We would have also taken 1st in class in the event as the top three finishers were in our class, so in the strange way rallies work, we would inherit their class awards. But the "what ifs" are unimportant when you have had a good, yet brief, weekends motorsport, with good company and enjoyed it.



I think our next event will be defending our 2022 win at Melbourne for Lookout stages if I don't end up with a seat on Malcolm Wilson which could happen? In the past I've ended up on the start line of the Wilson with 15 hours advance notice.

Peter Johnson

Get to Know Your Committee – Part 2

Barry Lindsay *Chairperson*

Interests include:

- Rallying: Stage Rally Driver; Targa Rally Driver
- Marshalling: Stage rally, Targa rally, Road Rally,
- Motorsport photography
- Mountain biking



Brian Atkinson *Vice-Chairperson*

Interests include:

- Classic Cars
- Social Runs
- Classic Car Shows
- MG Cars



David Love *Membership Secretary:*

Interests Include:

- Marshalling: Stage Rally, Targa Rally, Road Rally
- NFL
- Fine Dining
- Building massive Lego Technic models



Caroline Lodge
Safeguarding Officer

Interests Include:

- Rally Navigator
- Rally Rescue
- Trying to train my dog!



David Garstang
Committee Member

Interests Include:

- Targa Rallying and Motorsport in general.
- Days out with the family
- Collecting and processing 6 tonnes of firewood to keep the family toasty warm in the winter.



Yvonne Kerry
Committee Member

Interests include:

- "I love anything Ford".
- "I'm a part time Paranormal Investigator".
- "I love Car Shows".



The Winter Stages 2022

So, we had a lot to learn in our first visit to Croft for the Winter Stages. We had recently purchased an ex JWRC Ford Fiesta R2T and it was a very steep learning curve to get used to the car. So, when we set off into SS1, we quickly found out that the car was a handful! Going round turn 3, we had a massive slide and managed to catch it, but then going round the 6th corner, a slight right hander the rear snapped round, and I wasn't able to catch it this time and we spun round. Luckily, we missed hitting everything. When we set off again though, we were much more wary of what the



car wanted to do. The car felt like it had no grip at all on the rear and the balance was terrible. So then unfortunately on SS2, we spun again on the same corner as earlier, but this time we weren't so lucky and clipped a tyre and ended up facing backwards. We came back to service much more uncertain of what the car was going to do next. In service, we made some changes to the setup of the car and this time, when we went out again onto the stage, it was a lot more manageable and controllable.

For the rest of the day, we had a steady run through the event. We continued to struggle with the lack of traction, the car was constantly spinning its wheels in 3rd gear and torque steering out of corners, this embarrassingly was due to me buying medium compound tyres instead of softs.

We both really enjoyed the rally, there was a fantastic entry and lots of familiar faces and friends there and we can't wait to be back out on the Malcolm Wilson Rally, thankfully I've bought the right tyres this time.

James Lightfoot & Ula Budzynska

Marshalling On The John Robson Rally 2023

Brian Graham and I met up in Brampton and set off to Hexham to sign on at Hexham Auction Mart. We arrived in good time, got signed on and were given our instructions as to where we needed to for our marshalling location for the night. The new map we'd bought for specifically for the event was a "no go", so we had to rely on new technology! We used "What Three Words" and after good discussion with Eric Ritchie and Rob Blake, between us, we found the controls where we needed to be. Though we made use of the food on offer before we left! We then set off using the new technology... and found the right place! We got parked up and the weather was only a little windy, but all was to change about 15 minutes before first car! That's when the rain started. 2 hours later, after a very good entry of cars on the event, waterproofs were removed and in to a nice, warm, dry car, and off home!

George Carrick

Them Were the Days

When I lumbered Helen, handed over the editorial reins to Helen at the AGM she insisted I write the odd article for the newsletter. Knowing me she fully expected some of them to be odd. So here goes...

The World Rally Championship has recently restarted for this year and once again there is no British round, although there really hasn't been a British round for a few years with the event being based in Wales. For those of us of a certain advanced age, i.e., old, the current WRC rallies are a watered-down version of past events. Most of the rallies seem to consist of 10 stages run twice, not much different to the national rallies that ran in Britain in the 80's & 90's. With that in mind I decided to delve into the back of the cupboard and dig out an old RAC Rallypak. The RAC was the highlight of the rallying year, and the organisers produced a very comprehensive Rallypak, billed as "The complete spectator guide", containing an overall route map, stage map book, stage car park guide, timetable, entry list, Programme, and event sticker. I've chosen to reminisce about the following rally.



The 1985 Lombard RAC Rally was billed as the toughest to date and the organisers weren't kidding. It started on the Sunday morning and finished the following Thursday afternoon, covering over 2200 miles of England, Wales & Scotland with minimal rest time. The fact that there were 65 stages covering over 560 miles with only a handful being run twice didn't deter entrants with a full field of 155.

Sunday 24th November

Wollaton Park was the location of the official Start and also the first stage at 8:00 with the crews completing another 6 spectator stages before a two-hour long Rest Halt at Worcester Racecourse at 16:00. Following this were four stages in the Forest of Dean then three stages in Wales which saw the end of Sunday but not for the competitors as the action continued into Monday.

Monday 25th November

After completing the Rheola stage, the crews had their second Rest Halt at the Swansea Service Area. This lasted from 1:30 to 5:00. They needed the rest as next up were 10 more stages before they left Wales, although one of the unadvertised stages was cancelled. The crews then headed to Nottingham Trentham Gardens and Donnington Race Circuit before ending the day back at Wollaton Park at 19:00 for a well-earned Overnight Halt and bed for the first time in two days.

Tuesday 26th November

A relatively late start of 10:00 saw the crews heading off in position order to Donnington for another run before starting the Yorkshire loop of twelve stages. My event timetable shows only two short Service Halts during the day but I'm sure there must have been an unadvertised Rest Halt in deepest Wales as the crews weren't due to reach Carlisle for Service and a Rest Halt until 23:30. The Service Area was in the Devonshire Walk and Bitts Park car parks with Parc Fermé in the Castle.

Wednesday 27th November

Restart was 3:00 with the crews heading into the Kielder Forests for four stages before heading across the border into Scotland. Only three of the stages ran, because of snowy and icy conditions the Ogre Hill stage was cancelled by the organisers. I'm sure this is the year a disgruntled Ed Graham, Hexham MC, became a national TV star on the BBC rally report. He'd managed to get all his Marshals into the stage and couldn't understand why the organisers thought the rally drivers couldn't manage to drive it. Eight stages there before a return to Carlisle for another Service and Rest Halt at 13:00. After a, no doubt, well needed rest the cars left the Sands Centre at 20:30 to head to Kershope, which if memory serves me correctly, was manned by me and quite a lot of other SMC members. Four more stages in Kielder followed before Wednesday turned into Thursday.

Thursday 28th November

Without stopping for breath, the rally crossed back into Scotland for two stages before a return to Carlisle for a Service and Rest Halt at 3:30. At 5:00 they were on the road again, this time into the Lake District for four stages before heading across to Lightwater Valley then on to the Finish, via a stage at Clumber Park. Wollaton Park was the Finish venue with the cars due to arrive back at 15:10. Making it to the Finish of the rally was an achievement in itself as only 62 cars returned to Nottingham.



What of the rally itself? Despite the fact that the World Championship had already been won by Timo Salonen and Peugeot, all the major manufacturers turned up. Lancia debuted the Delta S4 in the hands of Markku Alen and Henri Toivanen, with British interest centred on Tony Pond and Malcolm Wilson in the first WRC event for the MG Metro 6R4. It's hard to believe how much interest the rally generated in those days, thousands watched the action in the stages and the BBC even had nightly programmes covering the day's action. November is not the most hospitable time of the year throwing anything from cold sunshine to rain to snow & ice as the drivers were to find out.

From the off, Alen dominated in the new Lancia with Toivanen getting to grips with a car that he had only driven for 40 kilometres before the event. After a cautious start Pond moved up the order. On Monday Hannu Mikkola in a Sport quattro S1 briefly took over the lead when Alen had a slight off, but he soon recovered to retake the lead.



Surprisingly all the works Audis and Peugeots retired for various reasons leaving Alen, Toivanen and Pond to fight over the top 3 places. After 3 hours rest in Carlisle, on Wednesday morning, the crews headed into the snowy & icy Kielder where Alen slid off the road and lost his lead to Toivanen. Luckily for Alen fellow countryman Juha Kankkunen stopped to help him back on the road. After surviving some treacherous Lake District stages on the last morning Alen regained second place from Pond but finished nearly a minute behind teammate and winner Henri Toivanen. It had been 5 years since Toivanen's last WRC win on the 1980 RAC. His winning time was 9 hours 32 minutes & 5 seconds. Compare that to the 2023 Monte Carlo winning time of 3h 12m 02s to see that modern rallying is not the endurance sport it once was.



David Love

February Rally 2023 Results

Riponian:

Phil Jobson & (Ken Bowman) finished the Yorkshire Forest event in the Mk1 Escort in 19th OA (4th in class) in the historic section. **Rob Graham** & **Helen Harkness** retired with clutch problems on the first stage.



© P Jobson / Facebook

Knockhill:

Darren Nugent & **Peter Johnson** showed good pace in the R5 Fiesta up to mid-day but then retired with a slipping clutch.

East Riding Stages:

Darren Martin & (Dan Hurst) finished the closed road event at Beverley in 41st Oa (30th class) in the Evo9. **Phil Jobson** & (Ken Bowman) retired on stage 2 with electrical problems on the Mk2 Escort.

Spadeadam Motor Club Stage Rally Championship Points 2023

Driver

1 st Darren Martin	East Riding		
	12.1		12.1
2 nd Phil Jobson	Riponian	East Riding	
	11.0	RTD	11.0
Rob Graham	Riponian		
	RTD		
Darren Nugent	Knockhill		
	RTD		

Navigators

Helen Harkness	Riponian
	RTD
Peter Johnson	Knockhill
	RTD



Spadeadam Motor Club Ltd.

OVER 21 & FAMILY MEMBERSHIP APPLICATION FORM 2023

I/We apply for membership of Spadeadam Motor Club Ltd. The membership will run until 31st December 2023.

I / We agree to be bound by the rules of the club and Motorsport UK.

Name(s): _____

Address: _____

Tel: _____

Mobile: _____

Email: _____

(The club newsletter will be sent to you by email.)

Do you want to be added to the marshal's register Y / N Do
you wish to opt out of the email reminder for upcoming events Y / N

Individual Membership: £12.00 x =

Family Membership: £18.00 x =
(Family membership = 2 people living at the same address getting one newsletter)

I / We enclose a cheque (payable to "Spadeadam Motor Club Ltd") to the value of
£..... as payment. Please send this form along with payment to: *David Love, 1 Lyne
Close, Carlisle, Cumbria, CA3 0EB*

To pay by BACS (preferred) please use the following:
Acc Name: *Spadeadam Motor Club Ltd*. Sort Code: *40 13-19* Account No: *00769592*
Please Use your Full Name as reference. Then email this form to itsdavidlove@aol.com

If you require your club card to compete on an event, please give the event and date and we will try our best to get it to you on time.

Event



Spadeadam Motor Club Ltd.

UNDER 21 MEMBERSHIP APPLICATION FORM 2023

I apply for membership of Spadeadam Motor Club Ltd. The membership will run until 31st December 2023.

I / We agree to be bound by the rules of the club and Motorsport UK.

Under 21 Section	
Name:	_____
Address:	_____ _____
Tel:	_____
Mobile:	_____
Email:	_____
Date of Birth:	_____

Parent or Guardian must complete this Section if Applicant is under 18 years old.	
Name:	_____
Address:	_____ _____
Tel:	_____
Mobile:	_____
Email:	_____
Signature	_____

Do you want to be added to the marshal's register
you wish to opt out of the email reminder for upcoming events

Y / N Do
Y / N

Under 21 Membership: Free for 1st year

Please post this form to: David Love, 1 Lyne Close, Carlisle, Cumbria, CA3 0EB
Or email it to itsdavidlove@aol.com

If you require your club card to compete on an event, please give the event and date and we will try our best to get it to you on time.

Event