



## Newsletter August 2023



**Best Presented Car at The Northumberland Rally Festival**

**Chris Cleghorn Pictured with Bob Dennis and Louise Aitken Walker**

## Chairmans Craic:

Welcome to another edition of B&DMC's monthly newsletter.

It's been a busy few weeks, with lots of activity involving a lot of our members. There should be reports and mentions throughout the Newsletter, but perhaps the biggest event for the club as a whole has been the Northumberland Rally Festival, held on the 15<sup>th</sup> of July on Brunton airfield. We received a very high quality entry with 57 cars eventually starting .

It's fair to say the weather was against us, with rain of biblical proportions falling during the late morning and early afternoon. This led to exacerbating the already very slippery and tricky surfaces and undoubtedly caused at least seven cars to hit a very stout steel gate and gatepost ( which has now entered Brunton folklore as "That post"). Nevertheless, this did not seem to deter most people who went on to enjoy the rest of the day.

It should not go unmentioned just what stalwarts we have as members of our club. Simon and Helen Henderson on the gate; John Straughan and Alan Dry who did not stop their setting-up duties in the midst of the torrential rain; David and Diane Malthouse who dealt with a very long queue for signing-on and Mick Cotton who demonstrated great skill with A JCB forklift while making "That Post" safer. Of course there are many others who all contributed to this event, and to date, we have not received a single negative comment so thanks to everyone involved.

Elsewhere, after a few frantic weeks, the Berwick Classic organising team are at last finding time to hold their debrief meeting and begin thinking about next years event.

Hopefully, next month we might be able to bring you some exciting news about planned events for next year – watch this space.

Kind regards to all.

Tom

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## Editors Craic:

Well folks, August is now upon us and seems like the last newsletter was an age ago. Plenty bits and bobs still going and plenty club members have been out and about at events. Please remember to let either me, Speks or Michael Deans know if you have been marshalling, competing or navigating at events, the events may count towards championship points so its important to tell us what you been at, you can email [bdmcnewsletter@yahoo.com](mailto:bdmcnewsletter@yahoo.com), [45speks@gmail.com](mailto:45speks@gmail.com) or [michael@tweedmouth.net](mailto:michael@tweedmouth.net).

A massive thank you to everyone who is sending stuff through for the newsletter, it is fab to get some new content to keep you all reading. Keep sending us your reports and content. It is much appreciated.

Joanne & Speks AKA The Editors

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## The Matra Museum at Romorantin Lanthenay—Stuart Bankier

Whilst Linda and I were on holiday last year we passed a sign which said “Matra Museum” on the edge of a small town just south of the River Loire. I made a mental note and thought I must go back sometime. This year I was able to do that and I was surprised to find a very good museum hidden down a back street in the middle of town. Spread over two floors the museum has a lot of vehicles that relate to its own history as well as a reasonable collection of other, primarily British, cars which were all well presented. Why Romorantin, well apparently the Matra factory was here and between 1961 and 2003 they built over a million vehicles most of which were Renault Espaces. The Espace was developed by Matra with the aim of selling the concept to Peugeot but they weren't interested and Renault took it up. Remember the Matra Simca Bagheera coupe with three front seats and the Talbot Rancho ? They were made at Romorantin with a body consisting of fibreglass and polyester, the forerunner of techniques to be used in the Espace and the ill-fated Avantime. For the record there are apparently seven Bagheeras and two Ranchos still on the road in the UK.



However, from the early 1960s they made a lot of their own small sports cars, some Rene Bonnet cars as well as specialist cars for racing and rallying. They ran in Formula 1 from 1967 to 1972 winning the drivers and constructors championship in 1969. Their most successful small sports car was the M530 which looked rather like a Ginetta G21

The museum is well worth a visit if you are on holiday in the Loire. It was I thought a well set out with a lot of interesting exhibits and interpretation panels in both English and French. They have a good web site which gives you the opening hours and the directions.



Matra M530 powered by a Ford V4 1700 cc engine which was mid mounted with a transaxle



MS620 Prototype – the later MS670 was very successful and won at Le Mans in 1972 driven by Graham Hill and Henri Pescarolo. They won again in 1973 and 1974 and also won the World Championship for Makes in 1973 and 1974



Left hand drive prototype Mini Traveller with an 848cc engine used for testing in Switzerland



A Rene Bonnet Djet with Renault Gordini power



Daimler Dart in very nice condition as were the TR6 and Morgan that kept it company



1965 Matra M610 rally car Cosworth Ford Twin Cam engine, Hewland gearbox, 645kg 145 bhp

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### Crail Summer Stages 10th June 2023 & Mach 1 Stages 9th July 2023— Lachlan Hunter

Richard Simmonds has been sitting in with 15 year old Lachlan Hunter. The following are Lachlan's reports for the events.

We were at Crail Summer Stages Rally for the 3rd round of the J1000 championship which was let's say... eventful?

Stage 1 was going well getting used to the car at higher speeds than usual and different surfaces, I had one small slip up with the car ahead spinning, causing me to panic and lock the brakes causing us to spin in sync, Stage 2 was even more eventful with another lock up but with a bigger spin hitting a few barrels right in front of the audience, and cracking the exhaust putting us down on power for the last 4 stages. Exhaust was completely fixed next day by Cal-Tek Systems. (No injuries just laughs),



Stages 3&4 were spent building back up confidence and time just maintaining our starting position in 7th, we were catching up to slower drivers on almost all stages but that's rallying.

Stages 5&6 were also spent making up time and also bringing the car home in 1 piece (a few missing)

Huge thank you to my sponsors that all of this wouldn't be possible without, Cal-tek Systems@teamshandracing @tsrroadsweepers Celmisa Plant Hire Ltd.

And of course thank you to the man in the silly seat Richard Simmonds

We travelled to Campbeltown for the 4th and 5th rounds of the Junior 1000 Ecosse Challenge at the MACH 1 Stages Rally

### **Saturday:**

Stage 1&2 I was feeling good and getting used to the stages, came into service to find the bias valve we had recently fitted was faulty and leaking everywhere, causing the rear brakes to lock up at almost every corner. Stage 3 we set out with the same bias valve thinking we had fixed it...(we hadn't). Going into a fast right hander I tapped the brakes slightly and it locked up the rear and unsettled the car. This wasn't helped with a loose wishbone on the front right and ultimately ended up with a big off into field. We managed to catch the car and not spin and get out of the field as quick as we could. I lost a lot of time and confidence after this.

After stage 4 we decided to put the spare bias valve on and have a good spanner check at the car. Onto stage 5 & 6 I was just building more confidence on the brakes alone and braking later. At the end of the day one, we were 6th overall and 2nd novice. Feeling more confident and excited for day two (Sunday) after all repairs and setup checks.

### **Sunday:**

Stage 1, I was feeling great and car working much better than the day before, we came in from the stage still feeling confident knowing it was a good run. Stage 2, we knew we were not cutting enough time as we needed too. We had a check over the car finding an exhaust leak due to a leaking exhaust gasket which would've been losing us some power.

Stage 3&4 were just about keeping it clean, steady and bringing it home in one piece as we had gained loads of time on the 1st & 2nd stage to the car behind.

We finished day two, 5th overall and 1st novice. Over both days combined we were also 5th overall and 1st novice crew.



It was a very successful weekend of rallying given we have one of the heaviest and least powerful cars!

I couldn't have done it without my sponsors:

Cal-Tek Systems

Celmisa Plant Hire Ltd

@tsrroadsweepers

And of course a huge thank you to Richard Simmonds for keeping me right all weekend. Well done to all competing, looking forward to Kames in August

## Yarns of Yesteryear:

Our regular spot for stories of years gone by.

To have your story published please get in touch with either Chairman Tom Wilkinson at [tom@gnarnia.co.uk](mailto:tom@gnarnia.co.uk) or John Straughan Jnr at [45speks@gmail.com](mailto:45speks@gmail.com)



### The Mountain Bike Years

When the Rotary Escort expired yet again, money was getting tighter, and my son had developed a very unhealthy passion for Downhill Mountain Bike racing, it was time for me to hang up the helmet and spend my time racing around the country providing support for his downhill activities.

This was an eye-opener. 6-pot vented disc brakes on a push-bike? Different compound brake pads? Umpteen different tyre compounds/widths/patterns? Fully adjustable suspension front and back? Does it all sound familiar? And nearly as expensive. Anyway, little did I know that we'd end up going to so many familiar forests to try wheeled sport of a different sort. So, the day came when we'd be going to Ae for a Scottish Downhill Association race. (The only forest where I actually rolled a car – our Chevette which was the best car we'd ever had! Not a good omen.) We would travel across on the Friday night, practice would take place all day Saturday, and then race day Sunday.

That would have been fine if some smart-arse hadn't suggested that we should have a fathers and sons race on the Saturday afternoon when official practice ended. How hard could it be? So my name went on the sheet along with another 14 dads. Now, a downhill bike is just about impossible to ride uphill, so a couple of cattle wagons were used to ferry bikes and riders up the hill. At the top we disembarked and only then did I question the wisdom of this, but as the course was just under a mile long, how hard could it be?

Now, I've never been particularly good on two wheels, so a cautious approach was called for. The starting buzzer went, and I was off. Well, not for at least 75 yards and then I was off – over the handlebars. Back on and go again. Over the back this time. And you know how you need to stand on the pedals to keep your balance, but you're so tired you need to sit down again? Sure enough, off over the side again.

By the time I got to near the bottom, I'd already been off 11 times. Then there was a great big step down (like a big drop-off and jump) so I avoided that by going around the chicken run. Then came the berm – a BIG berm. Now if I'd got the line right, I wouldn't have needed to stop on top of the berm on the outside. And if I hadn't stopped, I wouldn't have needed to put my foot down – on the outside. If I'd looked, I would have seen the sheer drop on the aforesaid outside. Worse still, there must have been 2-300 spectators standing watching as I fell off and rolled through all the brashens down the extremely steep hillside. As I was rolling down that extremely steep hillside, I could see the flash-guns going off accompanied by the soundtrack of raucous laughter. (I did think at the time this isn't going too well)

Worse still, as I crawled back up the back of the berm on all fours and crested the top, there was my son and all his mates absolutely doubled with laughter. So I got back on and rode down the remaining 300 yards to the finish and promptly fell off over the finish line. I couldn't breath. I couldn't speak. I couldn't move. The marshals very kindly removed the full-face helmet and poured water down my throat, until some sort of normal function returned.

That night, sonny boy rings his mother. "How are you?" she enquired. "My throats killing me, my eyes are aching, and my ribs have never been so sore" he said.

"You haven't had another crash, have you?" she asked. "No, I've just never laughed so much in all my life as watching the old man on a mountain bike!"

P.S. I didn't finish last!

## So.... Team update!!! - Des Campbell

Sometime in June was Crail! Cammy the F\*\*\*y back in for this one. Standard story for the 6, she never missed a beat all day, a good news story as she now has the evo 2 stove under the bonnet, she can pull now (for a heavy yoke) 5th overall, 1st in class the result after a ding dong battle with a tractor on the last 2 stages.

Straight back to base and a Sunday strip down, a steering rack issue was diagnosed, at this point the sub-frame was also out, and we found a couple of stress fractures that can't be seen when it's in place. A quick 'sheepish' Sunday call to Noil the engineer and team welder blessed with 3 million apologies to Mrs Noil this was met with 'have you had your tea?' 'Well get over here or I will be RAGING!!!'... what a team....thank you!! .. so why all this on a Sunday? I was being hijacked to Donegal on Monday night to run a Subaru on the famous 3 day international! The rest of the guys were left prepping the 6 for Argyll the next again weekend, this included a new passenger wing that cammy bent at crail. To say this was mentally hard to do and to watch in pictures is an understatement!! There all as capable as me if not more so but the guilt??...jeez! I was barely on Irish soil and the pics were coming of a massive assault. Cheers lads you are all the absolute best bunch a ginger could ask for.. if I thought the car was Bonnie at the Clark she was even more so sitting ready to go.

So home from a class win in Ireland

.... for a day..... we were off to Dunoon for a tarmac tear up in the west. Recce was good, the notes worked well (less work for potter) the weather?? Sheesh kebab it changed in minutes!! 4 times an hour! A lesson learned or more so reminded of in Ireland was the cutting of tyres, so with the weather changeable we conned Buckleys lads into cutting some slicks into an intermediate, cheers guys.

The Friday night started around 7.30pm, good stages that changed in nature massively from one to the other, tho we did loose 2 stages, one of which being the 14 mile long one but we'd still had time to play chicken with a dry stain dyke in stage 5.. we won.. The 2 Adams we're flying and we had no chance of catching them but we finished the night equal on time with Dunny and Sean in the wee Nova after 12 or so miles of action. Game on!

Saturday dawned wet but drying, we went out with 2 inters and 2 wets, Fastest on the 1st stage, the lads then took it back and a bit more in the next, in the 3rd stage of the loop we again played that game of chicken but this time the wall won ....CLATTER!!!! Now I swear it would have tore the axle out most cars but not the 6, we kept going and got her out the stage, and eventually back to service. Full team ready they tore in getting her as ship shape as possible in the time aloud. Kev was now 6 or 9 seconds up the road after another 30 or so miles of action. Close!!.. We pushed on into the afternoon as best we could but the car was nervous, thr rear track was 5mm out of set and on the very bumpy nature of the roads it was forever feeling like it wanted to swap ends.. in other news both Adams were now out having had accidents on the very hard technical stages so the class win was on!! We finally got her home 23rd overall and 1st in class.. What a rally! It's honestly harder than Mull. Now Kev also won his class as we were split due to the Nova being 8 valve, but to be fair I see it as we were really 2nd in class on the day, the lads drove bloody well to get inside the top 20! Fair play. A great day was had, tho hard!! It's a true saying you learn nothing winning. We didn't win but we have definitely learned some things to move forward. We go again!!! Thanks to Marshall's and officials in both events, including photographers ect. it's been some month. Once again the team has went above and beyond then some!

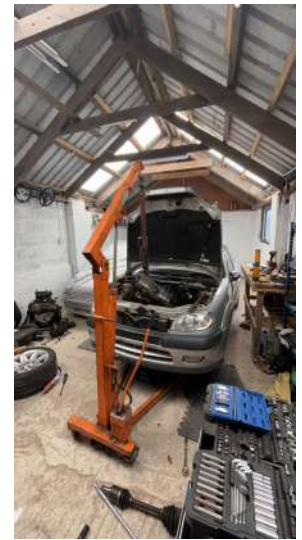
Massive thanks to

Neil Prior Blasting Magic

Dave 'the 2nd' McIntyre Masonary

## Crail—Liam Clough

Rather early start for us Clough's, we headed up to crail for a track day Paul in the escort myself in the bmw E36 and Mark in the saxo I bought last week and pulled the engine out (what was in the boot) and checked it over put a timing belt on chucked it in, with just a week to get the car sorted I messaged him told him to sort a trailer out and chucked him the keys, the sun was even out at crail so made for a great day all 3 cars ran faultless, all had a swap about and all said the same thing about the saxo (wow) we was all rather impressed and just shows that you don't need to spend a fortune to have bit of fun.



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## September Club Night

Okay folks, it's been a little while since we had something random for a clubnight...so Jonathan Rowley is putting on an event with a twist.....it's a mobility test.....so bring your zimmer frame and a jacket as it may be a tad cold. Please NOTE there is a change of time and venue for this one to get it in before the darkness rolls in. We look forward to seeing as many of you as possible.

Date - 6th September 2023

Time - 7pm

Location - Glendale Business Park, Haugh Head, Wooler, NE71 6QP

or

W3W///drums.mimes.trespass



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## Northumberland Rally Festival—15th July

Well, where to start with this one, firstly a massive thank you to the landowners for allowing us access to Brunton, its safe to say it is a popular venue with everyone taking part.....apart from "that post". Our chairman touched on the thank you's in his craic but without the help of everyone who makes this happen, this would not happen. The weather was against us but it did not dampen the spirits of everyone. It was great to have Louise Aitken-Walker come along, she had a walk through the pits and had some craic with crews and spectators. In between the downpours she also presented the Bob the Log Award for best presented car. With some improvements in mind for next years event, we start all over again with the planning. A massive thank you to everyone who supports the event and the Club by attending.



## Le Mans Classic 2023 30<sup>th</sup> June/1<sup>st</sup> & 2<sup>nd</sup> July—Stuart Bankier

I have written before about the Le Mans Classic but this year it was the 100<sup>th</sup> Anniversary of the first race and the event promoters Peter Auto and Automobile Club de L'Ouest worked hard to make this something special with supporting races including one specifically for Bentleys. For the record the first race, in 1923, was won by a Chenard et Walcker Sport driven by Lagache and Leonard with their quickest lap of the 19km gravel circuit averaging 67 mph. Renowned for their sporting saloons C et W only made trucks post 1945.

I have never seen so many classic cars parked up in the infield at this event and we have been going to since 2010. They sold a staggering 235,000 tickets, over 110,000 more than in their average gate for the biannual event. However, it is a big circuit and they were well geared for that number of people so it never felt that busy and the car park, food outlets and toilets coped easily.



Our journey started on 29<sup>th</sup> June straight after my younger daughter's very last day at school. Off with the jacket and tie and Siobhan and I headed south. The Premier Inn at Ashford is a long way from Berwick but 11.30pm saw us draw to a halt in the car park. Waiting at the ticket booths at the Channel Tunnel next morning a Ferrari pulled up alongside us, Ferraris are not my specialist subject but I realised that this was a 250GTO and in fact it sported the registration number 250 GTO. One of 39 remaining, it belongs to Nick Mason who bought it for £ 37,000 in 1977 from the proceeds of album The Dark Side of the Moon. He turned down an offer of \$30m for it in 2010 and more recently a similar model has sold for \$53M.

We weren't the only Berwick & DMC members heading for Le Mans and much to my shame the others were taking classic cars. My excuse was that this was just the start on my holidays and a trip to Italy was probably just one step to far for my Volvo Amazon. David, Lynda and Matt Alexander had headed off a week earlier in their recently acquired 1958 MG Magnette, a lovely car and modified with a standard MGB engine, Ford five speed gearbox and disc brakes to make it a real comfortable tourer. Travelling just ahead of us and using the Portsmouth – Cherbourg ferry were Ken Forrest with his son Alan and brother-in-law Robert in a Triumph 2000 Mk1 automatic which came from a TV production company a couple of years ago and which had had featured in Endeavour. Ken is a Triumph Stag man through and through but when Alan's travelling companion dropped out mid-week they realised that three in a Stag complete with camping gear wasn't a great idea so the 2000 was dusted down and pressed into service.



1964 Sunbeam Tiger Le Mans of Chris Beighton



1965 Bizzarrini 5300GT of Andrew Jordan former British Touring Car Championship winner



A little music ?

Interesting paddock transport, can't say I have seen our postie on one of these

We arrived in Le Mans by 4pm and after dropping our kit off at our Airbnb we headed for the circuit as all of the drivers must take part in the practice sessions and they run from Friday morning right through till the early hours of Saturday morning so that they all get acclimatised to the circuit both in the daylight and the dark. There is nothing quite like the pre-grid as dusk is falling and the Plateau 1 cars (1923-1939) are assembling.



The Heinkel Trojan was produced by Heinkel from 1956 to 1958 before manufacturing passing to the Dundalk Engineering



1937 Skoda Popular Monte Carlo one of only 70 specials built to celebrate Skoda's success in the 1937 event



Peugeot 504 V6 engine coupe



1971 Chevrolet Corvette C3 of Pascal Gaudard

The trip to Le Mans is interesting because of the range of cars racing, the huge variety of cars parked around the circuit, the access to the paddocks, the atmosphere off the circuit with classic cars everywhere you look for miles around and the great family atmosphere at the circuit with spectators from all over Europe and beyond. The next event is in July 2025 and if you fancy going you probably need to book your accommodation a year in advance to get a good deal. Always buy a paddock access ticket but a grandstand seat probably isn't necessary. We shared a table at the food court on the Saturday evening with a chap from Stornoway who had booked up a couple of weeks beforehand and was paying £ 250 per night bed and breakfast !



1952 Aston Martin DB2 of Laurent Desplaces



1961 E Type Jaguar of Georges Verquin



Pattex unsurprisingly is a brand of glue



The dance floor seemed popular

## NESCRO 2023 After Northern Dales

Sun 13th August	Blue Streak	Spadeadam MC Historic/Targa
Sun 3rd September	Doonhamer	South of Scotland CC Historic/Targa
Sun 8th October	Solway Coast Targa	Solway Car Club Historic/Targa
Sun 22nd October	Solway	Wigton MC Historic/Targa
Sat 11th November	Saltire Rally	Saltire Rally Club Historic/Targa

Confirmation has been received from Solway Car Club, saying as they have had acceptance from the Military Range to allow them to run the Solway Coast Targa on 8th October. It will be based at Kircudbright as in previous years and the regulations should be available from late Aug/early Sep.

### RallyScore NESCRO 2023 Historic Driver's Challenge

Pos	Driver	Car	Rds	Total
1	Alex Willan	BMW E30 325i 2495cc	3	284.6
2	Tom Hall	Riley Elf 1275cc	3	265.3
3	Geoff Bateman	MGB GT 1798cc	4	264.0
4	Neil Raven	Peugeot 205 6ti 1580cc	3	258.2
5	Andrew Johnson	Lancia Fulvia Sport 1292cc	2	197.3
6	Michael Reid	MG Midget 1275cc	2	195.0
7	John Pye	Opel Ascona A 1979cc	3	166.6
8	Ian Dixon	MG BGT 1950cc	2	160.7
9	Clive Escreet	Hillman Hunter 1725cc	3	153.5
10	Pete Jagger	Peugeot 205 Rallye 1360cc	2	138.1



### RallyScore NESCRO 2023 Historic Navigator's Challenge

Pos	Navigator	Car	Rds	Total
1	Andrew Fish	Riley Elf 1275cc/Austin Mini 1275cc	4	270.3
2	Maggy Bateman	MGB GT 1798cc	4	264.0
3	Claire Raven	Peugeot 205 6ti 1580cc	3	258.2
4	Dave Boyes	Lancia Fulvia Sport 1292cc	2	197.3
5	John Lindsay	MG Midget 1275cc	2	195.0
6	Glenn Fothergill	BMW 325 2495cc	2	191.3
7	Andy Turnbull	Opel Ascona A 1979cc	3	166.6
8	Audra Banks	Hillman Hunter 1725cc	2	135.2
9	Michael Fox	MGB Roadster 1798cc	2	115.3
10	Nicky Staniforth	Toyota Corolla Levin 1588cc	1	106.4



### RallyScore NESCRO 2023 Targa Driver's Challenge

Pos	Driver	Car	Rds	Total
1	Chris Dodds	Mazda MX5 Sport 1999cc	3	298.3
2	Kevin Stones	Toyota MR2 1794cc	4	263.4
3	Simon Jennings	Peugeot 106 1587cc	3	217.9
4	Barry Lindsay	Peugeot 206 1587cc	2	209.5
5	Jack Morton	Peugeot 106 1360cc	2	209.3
6	Peter Clegg	Vauxhall Corsa 1584cc	2	202.6
7	Philip Hodgson	Mazda MX5 1999cc	2	187.9
8	Alan Ross	Citroen C2 VTS 1596cc	2	185.0
9	Kevin Savage	Suzuki Ignis Sport 1490cc	2	163.8
10	David Garstang	Ford Fiesta ST150 1998cc	2	155.0



### RallyScore NESCRO 2023 Targa Navigator's Challenge

Pos	Navigator	Car	Rds	Total
1	Christopher Holden	Toyota MR2 1794cc	4	263.4
2	Colin Fish	Peugeot 106 1587cc	3	217.9
3	Martyn Petry	Peugeot 206 1587cc	2	209.5
4	Essi Salonen	Peugeot 106 1360cc	2	209.3
5	Sarah Clegg	Vauxhall Corsa 1584cc	2	202.6
6	Lewis Hodgson	Mazda MX5 1999cc	2	187.9
7	Gary Ross	Citroen C2 VTS 1596cc	2	185.0
8	Jack Mordue	Mazda MX5 1798cc	2	174.0
9	Phil Savage	Suzuki Ignis Sport 1490cc	2	163.8
10	Liz Pinder	BMW E36 Compact 318ti 1895cc	3	147.9



photo's courtesy of Tony North.

Sunday 9th July saw Hexham & District Motor Club organise the Northern Dales Targa, the sixth round of the 2023 **RallyScore** NESCR0 Challenge. The event was based entirely on the ex-cement works at Eastgate, a few miles west of Stanhope.

The event attracted a full entry of 50, 13 Historic, 31 Targa and 6 crews entered in the Interclub permit event. There were a total of 10 tests, made up of 2 tests run twice(4), reversed and run twice(8), then combined and run twice(10). Winners in the Historic's were Martyn Taylor/John Pinder (Astra GTE), with Alex Willan/Glen Fothergill (BMW E30) second and Tom Hall/Andrew Fish (Austin Mini) in third. In the Targa section Barry Lindsay/Martyn Petry (Peugeot 206) took the top Targa and overall award, nine seconds in front of Ali Procter/John MacWhirter (Toyota MR2). Third were Chris Dodds/Jack Mordue (Mazda MX5). There were 2 retirements, both from the Targa class.

In both the Historic and Targa Challenge's the overall leaders have changed again:

Historic - Alex Willan in the BMW and Andrew Fish navigating in the Tom Hall's Riley Elf and Austin Mini.

Targa - Chris Dodds is back on top again with his MX5 and Christopher Holden is top Targa navigator. Chris navigates for Kevin Stones in the Toyota MR2.

### Results

1. Barry Lindsay/Martyn Petry	Peugeot 206	Clubman's	22:34
2. Ali Procter/John MacWhirter	Toyota MR2	Clubman's	22:43
3. John Gornall/Wendy Gornall	Peugeot 206 GTi	Interclub	23:06
4. Chris Dodds/Jack Mordue	Mazda MX5 Sport	Clubman's	23:21
5. Peter Clegg/Sarah Clegg	Vauxhall Corsa	Clubman's	23:36
6. David Aincham/Peter Wilkinson	Suzuki Swift Sport	Interclub	23:40

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### Spadeadam Targa 2023—Stuart Bankier

A number of us ventured across to Cumbria to marshal on the Spadeadam Targa which was run in an area between Brampton, Longtown, Carlisle and Gretna. We were allocated a test on the periphery of Carlisle Airport adjacent to the immaculate, but unused, terminal building. The event had attracted 37 entries; 11 Historics and the remainder Targas. Our test was a mixture of gravel, grass, tarmac and concrete using one of the very old and narrow airfield perimeter roads which judging by its condition hadn't seen much action since 1945.

We hadn't long to wait for the course cars to turn up and what grass there was well and truly chewed up by the course car using ultra aggressive tyres. Once the action started it wasn't long before we had someone stuck on the quagmire that was Cone E.



The rest of the test held up well but by the second run it was pretty challenging and the mud claimed a few scalps including Bob Hargreaves (BMW1800), Geoff Bateman (Peugeot 205GTi) and Kevin Stones (MR2) so really it favoured neither front wheel drive, rear wheel drive nor mid engined cars

It was bizarre as I am sure that all 37 crews had a different mud plugging technique and for some it worked and some it didn't. On our test the top cars on each occasion were Andy Beaumont/Andrew Fish (Sunbeam Rapier), Ali & Linsey Proctor (Toyota MR2) and Jack Morton/Essi Salonen (Peugeot 106Gti).

## Results

### Targa

Ali Proctor/Lynsey Proctor	Toyota MR2	1881.1
Chris Dodds/Peter Gibson	Proton Satria	1936.2
Kevin Savage/Phil Savage	Suzuki Ignis	1965.4

### Historic

Andy Beaumont/Andrew Fish	Sunbeam Rapier	2007.6
Alex Willan/Paul Taylor	BMW 323	2058.0
Ian Maxwell/Kirstin Maxwell	MGBGT	2153.0



## Greystoke Stages—2nd July

Club member Colin Wilkinson and Douglas Humphrey finished 33rd in the Hilman Avenger.

## Mach1 Stages—9th July

Club Member Craig Forsyth sadly retired on SS12 in the Suzuki Swift driven by Ian Mcewan.

## Northern Dales Targa—9th July

Walter Curry and Roy Dodds finished 40th in the Hexham run Northern Dales Targa in Walter Mazda MX5.

## Carryduff Forklift Down Rally— 22nd July

Euan Thorburn this time partnered with Keir Beaton as brother Paul was otherwise engaged in an SRC round. The pairing finished a canny 5th overall in the R5 Polo.

## RSAC Scottish Rally—22nd July

Michael Binnie and Claire Mole finished a well deserved 2nd, this rally being Claires last event with Michael as she takes a bit of time of from Rallying.

Keir Beaton co driving for Finlay Retson unfortunately retired from the event.

Craig Forsyth, this time sitting with Sandy Fairbairn finished 28th in the BMW 325i.

Douglas and Graeme Menzies finished 47th in the Rs2000



## RSAC Scottish Rally—Michael Binnie Rallying

This weekend was always going to be a mixed bag of emotions, Number 1 on the doors, back out the in Fiesta R5, but most importantly Claire and I would be competing in our final rally together.

Claire and I have now competed in 52 rallies together over 8 seasons and have achieved a huge amount. Since the start Claire has brought a professionalism to the team that I hadn't realised possible, and has always been there to answer whatever stupid question I have! It is safe to say the Moles are now part of the Binnie family and I honestly cannot thank Claire enough for what she has done for us as a team and me as a driver.



It would have been awesome to have won our final rally, however it wasn't to be, but a strong final stage win I feel was very fitting!

As a team we wish you all the best in the future and hope the hip operation is a great success. Thanks to everyone involved in putting on such a great rally, to the lads in **service** keeping us and the Forrest going, to the Forrest family for letting me loose in the beast again and finally to my sponsors for their continued support.

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## Good Luck Claire!

Following Claire's announcement a little while back, we would like to say good luck with the operation and hope you make a speedy recovery and thank you for flying the flag for Berwick and District Motorclub.



DATE	RALLY	LOCATION
<b>AUGUST</b>		
3-6 Th-Su	Rally Finland	Finland
4-6 Fr Su	Cork 20 International	Eire
5 Sa	Dogleap Stages Rally	N Ireland
6 Su	Jordan Road Surfacing Stages	Fulbeck
12 Sa	Grampian Forest Rally	Banchory
13 Su	ALMC Hellfire Stages Rally	Co Meath
18-19 Fr Sa	Ulster Rally	Ulster
19-20 Sa Su	Rally Zlin	Czechoslovakia
20 Su	Jim Walsh Cork Forestry Rally	Co Cork
27 Su	Davagh Rally (TotSperrins)	Magherafelt
27 Su	Mewla Rally	Wales
<b>SEPTEMBER</b>		
2 Sa	Lakeland Stages Rally	N Ireland
2-3 Sa Su	Rali Bae Ceredigion	Mid Wales
7-10 Th-Sa	Acropolis Rally Greece	Greece
9 Sa	Woodpecker Stages Rally	Ludlow
9-10 Sa Su	Wexford Stages Rally	Eire
10 Su	Vale of York Stages	York
16 Sa	Bushwhacker Rally	N Ireland
16 Sa	Galloway Hills Rally	Castle Douglas
17 Su	Three Shires Stages	Ledbury
22-23 Fr Sa	Trackrod Rally	Pickering
23 Sa	Kinloss Autumn Rally	Kinloss
24 Su	Clare Stages Rally	Enniskillen
24 Su	Patriot Stages Rally	Caerwent
28-1 Th Sa	Rally Chile	Chile
30-1 Sa Su	Island Stages	Isle of Wight
30-1 Sa Su	Historic Rally Festival	Weston Park



**Berwick & District Motor Club Ltd**

**Founded 1935**

**Motorsport UK Registered**

**Hon President: Louise Aitken-Walker MBE**



## **Club Membership Form 2023**

**(one form per member)**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

\_\_\_\_\_ **Postcode:** \_\_\_\_\_

**Email:**(Use Block Capitals) \_\_\_\_\_

**Tel No:** \_\_\_\_\_

Have you been a Member of B&DMC at any time in the past? *Yes/No:* \_\_\_\_\_

B&DMC Existing Membership No (*if known*): \_\_\_\_\_

**Membership £10**

**Under 18 Junior Membership £5**

I would like to be includ-  ed in the B&DMC directory of members. Under GDPR,  B&DMC confirm that the information held will only be used within the club itself.

*I agree to become a member of Berwick & District Motor Club Ltd which was incorporated as a company limited by guarantee from 1st May 1997. I understand that the limit of my liability as a member is the sum of £1.00 (One pound only)*

**Signed:** \_\_\_\_\_

**Date:** \_\_\_\_\_

**Please make cheques payable to Berwick and District Motor Club Ltd**

**Memberships will only be accepted with a signed and completed membership form.**

**Please return your completed form to:**

**John Straughan Jnr, Flodden View, Branxton, Cornhill on Tweed, TD12 4SN**