



## Newsletter March 2023



**70 Today !!!**

**Happy Birthday Tom**

Photo courtesy of The Heart of Northeast Motorsport-  
Facebook page.

## **Chairmans Craic:**

Well, now that the mornings are getting a bit lighter a bit earlier, and the evenings are starting to open up, our motorsport thoughts and efforts also gain more momentum.

We have already had some members out competing - Des and Dominic out in the wee Pug at Knockhill, and Michael and Claire out in the Evo on the Riponian. I think there will be reports elsewhere in the newsletter. Good to start to the year. This weekend sees the Tuers make their 2023 debut, off to the East Ridings in Yorkshire.

There has also been some fairly intensive activity by those club members who roll their sleeves up and get involved with organising events.

The Berwick Classic is shaping up nicely, with several brand new tests on both sides of the border, and some exciting new locations incorporated in the regularities.

The Border Counties comes next, and that too is proving to be fairly challenging, both in terms of obtaining permissions for the stages and also facing some fairly significant financial challenges in a time of raging inflation. However, it is still shaping up to be another cracking event.

Then we have the Jim Clark, and although the club itself is not directly involved, we do have some individual members who do. It too is shaping up.

The Northumberland Rally Festival plans are developing, with the regs in draft form away to MSUK for approval along with the safety plans, and hopefully the permit will be with us shortly.

The Tyneside, which we co-promote with Alnwick, looks like it is in for some radical changes this year, due to changes in MOD policies regarding the use of range roads. Watch this space.

Joanne and Specs have also been very busy, not content with producing the newsletter every month, looking after the membership requests and details, but also responsible for developing new web-sites for some of our events and ramping up our social media platforms.

So, thank you to all of you who compete, organise, marshal and generally enjoy being a member of the club. That's what makes it worthwhile.

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## **Editors Craic:**

Another month has flown past and its been a pretty busy month. Thank you to everyone who has been in touch with content for this edition, there have been a few things I haven't put in, but have no fear they will be in next month. A massive happy birthday to our chairperson Mr Tom Wilkinson, 70 years young today. Some of you may recognise him from his photo on the front page....Please feel free to cut out and use as a deterrent for young persons to go near the fire!!!!

On amore serious note, we have some big events coming up and we are needing set up crews to assist on the Border Counties and on the Berwick Classic. More details further on but if you can help please contact Speks on 07702561620 or email 45speks@gmail.com as soon as possible.

Keep sending us your reports and content. It is much appreciated.

Joanne & Speks

The Editors



## 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)



### Alnham Hillclimb

Back in the day when most clubmen were able to participate in at least one or two events in their motor club calendar, Alnwick Motor club ran the Alnham Hill Climb and had done for many years. This took the form of a tarmac road which was a cul-de-sac after about 3 miles and the early part consisted of a number of uphill hairpins with a nasty tightening left over the cattle grid at the finish. The motor club never really researched the status of the road (there was some speculation that it might have been a public road!), but as the farmer at the bottom of the hill and the resident who lived out at the far end both gave permission and actually came to watch, it never seemed a problem.



It was possible to see the start line from the finish line, and so, with the aid of a couple of flags and a couple of handheld stop-watches, we had a competition.

On this particular day, we had the 2 litre BRM Avenger out, and after the days timed runs were over, some of us would venture a little further out along the road and have some quick blasts up to Ewarty Shank, the farm out at the far end.

I must have been doing somewhere over 80mph when an old black-faced ewe ran out from the bull rushes. I didn't even have time to get off the throttle, never mind get onto the brakes, when I hit her. Hard. It pushed the front panel and front cross-member back onto the crank pulley and instantly seized the engine. The old ewe wasn't too good either!



So we towed it home to Uswayford (about 20 miles away), cut the front out with an angle grinder and pushed it under the tree outside the front door where we had a hoist tied up around a stout bough and lifted the engine out. As we were intending to put it back in, we just left it hanging there. The repair took a little longer than we thought, so this 2 litre BRM, complete with twin 48s just swung gently in the breeze for a month or two.

Fast forward 35 years, and Coke and some of his mates were out on their mountain bikes when they stopped outside the house at Uswayford when a fairly fierce woman came to the door. "What are you lot doing here?" she said, with more than a touch of aggression in her voice. "It's private"

Stevie, one of Cokes mates replied "He used to live here" nodding at Coke.

"Aye" said Coke, "And I see the rope's still on the tree for our engine hoist"

"Hmmpf" she snorted. "You'll be one of those Wilkinsons then" and turned back into the house and slammed the door.



## Pick ups for Peace Ukraine

We have been looking for a way to assist Ukraine and recently heard of an appeal called Pickups for Peace, led by a Scottish farming company that operates in Ukraine, asking for pickups and 4x4s to be donated. We decided that a fitting use for our old vehicle, which has given 18 years and nearly 150,000 miles of good service, would be to give it to the cause.

Our plan is to fill the pickup with goods that we are informed will be useful to the Ukrainians and drive it to the Polish/Ukrainian border (about 1500miles), probably early in March. To that end we are looking for any support to help fill the spare capacity we have with useful and needed items to assist the Ukrainians.

For example: Generators, dry good goods, spare tyres( puncture resistant), tarpaulins, ratchet straps, spades, tow slings, engine oil, screen wash, diesel cans, spare fan belts, medical kits, jump leads, old phones, spare batteries, battery & phone chargers, cable ties. We will have to be careful to maximise the limited capacity we have. We will be pleased to have some support for fuel and the ferry crossing, but subsistence and return flights for the drivers will be met by their own resources.

We have set up a Just Giving page for those that would be willing to support us with a cash donation [https://www.justgiving.com/crowdfunding/william-jackson-4?utm\\_id=1&utm\\_term=VZkqeGVxK](https://www.justgiving.com/crowdfunding/william-jackson-4?utm_id=1&utm_term=VZkqeGVxK)

Please contact me if you are willing to donate, or help source, any of the physical goods suggested. Used items in good condition are welcome.

There may be those that would also like to donate a pickup or 4x4 yourselves or who would like more information. If this is the case please contact Pickups for Peace who are advising on the requirements to traverse Europe and are arranging for a series of convoys to assist with delivery.

Twitter- <https://twitter.com/pickupsforpeace>

Facebook - <https://www.facebook.com/pickupsforpeace>

LinkedIn - <https://www.linkedin.com/in/pick-ups-for-peace-31855a263/>

Will Jackson

T: 01289382887

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## Marshal Request—Border Counties Rally 6th May 2023

Planning is coming along nicely for this years event. We are now looking for an army of orange tabards for the event. Radio Crews and Marshal from all disciplines are welcomed and we think the stages are looking amazing and ready for it. We have a few ways you can contact us to register your interest. Our Chief Marshal is Colin Rodger. You can pop him an email at [colinrodger1@gmail.com](mailto:colinrodger1@gmail.com) or call/text him your details on 07767726075.



## Set up Crews—Border Counties Rally 6th May 2023

Set up crews are also required to help set up the event. If anyone is available on Friday 5th May and/or Saturday 6th May then please contact John Straughan on 07702561620 or email [45speks@gmail.com](mailto:45speks@gmail.com) as soon as possible.

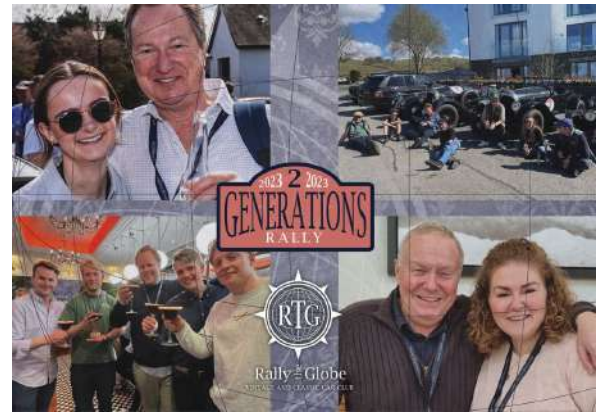


## Generations Rally 2023

Exploring the North East of England on the weekend of Friday 24 to Sunday 26 March 2023. The second running of this rally for vintage and classic cars will once again be specifically targeted at crews from two different generations, encouraging the continuation of our passion for historic motorsport.

Head to <https://rallytheglobe.com/generations-rally-2023/> for more information about the rally.

We are running a stage on Saturday 25th March at Rock Midstead, if anyone would like to help out and marshal then please get in touch with any committee member.



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## Grant Construction Stages Knockhill 19th Feb 2023

### James Thomson

First outing of the year with Kirsty Mochrie new navigator who I had never met her before until scrutineering on the Saturday. First stage went well, Kirsty and I gelled well and managed to lead the class by 15 secs after stage one. Stage two managed another four seconds up on everyone in class. Towards the end of stage three car started to jump out of second gear, from then on we struggled with second gear not being an option and the back section of Knockhill off the circuit was mostly sadly completed using second gear, third was too high so had to do all the hill in first gear.

Our times started to struggle and by stage six our lead was cut to 2 secs, the only thing we could do know was to try and hold on the second in class, which we managed at the end of the day with 18th overall and 2nd in class.



### Des Campbell

I think the smiles say it all, yet that's only part of the long story of today.

Des and Dom -6th overall, 1st in Class. Stevie and Kirsten - 14th overall and 2nd in class. An absolutely brilliant job done by both of the first-time navigators, guiding their dads round the stages today. Top job !!



## WANTED

### Seats

Has anyone an old pair of bucket seats in their loft that a teenager building his first competition car could have ? Ring Stuart Bankier on 07838 245 258 or email [smbankier@gmail.com](mailto:smbankier@gmail.com)



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### IT WAS 40 YEARS AGO TODAY (plus a few days at the time of writing..) - Tim Edwards

Motoring News was a weekly printed newspaper that reported on motorsport events both at home and abroad. It was the 'go to' publication to find out the results and read reports from the previous weekend's events, photos from the bigger events, and the Classifieds were devoured in search of those essential tuning parts to make your bog standard car go a bit quicker, and to see who was selling their previous year's championship winning car and how much for. How much the spec compared to the actual car that won said championship was a moot point.

Not that I could afford any of that, but it whiled away a couple of hours (or more) from Thursday to Thursday until the next issue came out. For me, the Motoring News Championship reports were consumed word for word as I dreamed of emulating the exploits of Ron Beecroft et al. Perhaps more importantly though, it was also where prospective competitors searched for events to compete on. No Googling or checking Facebook for an online entry form or email address. No, it was hard-core back in those days, you had to get Motoring News on Thursday, note the telephone number and address of the Entries Secretary and contact them by phone or post to request an Entry Form be sent out. Or in my case drive out to Wooler in search of Entries Secretary Peter Barrett at The Red Lion, Wooler, for an entry to my first rally, The Drybrough Buglass Trophy Rally, to be run 19/20 February 1983 covering 132 miles around north Northumberland and the eastern Borders. Little did I know at that time what it would lead to.

Peter wasn't available, suffering 'flu I think his Mum said, but she gave me the Clerk of the Course, Colin Pagan's, address so off I went and found Colin up Cheviot Street, from memory he was fighting with a Gestetner copier which around this time had decorated his bedroom (don't think his Mum was impressed). No laser printers in those days! After a chat with Colin about what to expect I put an entry in for my, and navigator Colin Wilson, first event. Blind leading the blind comes to mind.

Car preparation can be a difficult science, especially when funds are limited. My Mk2 Escort 1100 came out of the factory eight years previously with drum brakes all round and 12 inch wheels and 145 or 155 wide tyres. Navigator aids for Colin were non-existent, no Potti but he had a torch. I pushed the boat out in other areas though and obtained a set of 13 x 5.5 inch Sport steel wheels and fitted 175/70 tyres. What more could I possibly need? Disc brakes, uprated suspension and a pair of 100 watt Rally Giants would have to wait for a couple of years, after all I was unlikely to need brakes that actually worked to tame the 55bhp (and to be honest a few of those ponies had probably already left the stable).





Scrutineering, signing-on and the start was at Classic Cars, a new Mazda dealership run by John 'fither' Straughan and Peter Spellman on the Tweedmouth Trading Estate. Scutineering is a scary thing. The preparation, the lack of sleep, the anxiety would all be for nought if 'The Scutineer' decided your car didn't pass muster. 'The Scutineer' on this occasion was John 'fither' Straughan, and he was drawing air in sharply through his teeth (he still does every time I see him). Oh dear, not a good start. He kept bouncing the front suspension. Eventually he turns round and says he can feel a very slight knock, probably TCA, but would let us start. Phew! Next up was Signing-on which I think must have passed without any drama. We collected our paperwork, which included the instructions to plot the route from a list of map references, a tracing, blackspots and give ways, and as Colin lived fairly close, and it was a bit cold for sitting for an hour or so before our start time, we went to his parents and plotted the route at their kitchen table. All quite civilised, might even have had a cuppa. Plotting completed, we headed back to the start where we bumped into Colin Pagan who had wondered where we had got to. Surprisingly (to us) we started at No. 35 but not last, that went to a late entry from Ian Dixon and Jimmy Knox.

In 1983 The Buglass was a selective road rally, and regrettably was to be my only event of this type. Selective events were timed to the second and used a magical timing system called Targa Timing which was to be banned by the end of 1984. I think I'm correct in saying that the way it worked was that the clocks were supposed to be all set so that if a competitor was on time at any control they would arrive on 00:XXHrs, where XX is the car number, so for car 35 we would be looking to book into each control on 00:35Hrs, assuming we had not dropped any time. If we dropped a minute at one control then we would need to book into the next control on 00:36Hrs, and so on. Targa Timing was banned as 'allegedly' it was too easy for clocks to be set (screwed) at greater than a 30mph average, which was tempting for some organisers who feared the Full Group 4 RS Escorts, HS Chevettes and TR7 V8s that were prevalent at that time might clean all the selectives and then they would not be able to determine a winner. It was a glorious era, for both competitors and spectators, but clearly one that could not be sustained as the speeds on roads still open to the public were becoming unmanageable.

We left the start at Classic Cars and made our way out to Lamberton for the first selective, a seven miler over Lamberton Moor, via the Prendergust crossroads near Ayton, Moorpark, Hutton Mill Bridge to the



finish near Hutton. For Colin and I, this was a baptism of fire. We set off over Lamberton Moor but were caught by Dixon/Knox in their Marina 1.8 TC within about three miles and were overtaken on the Ayton to Chirside road just after the crossroads. An inauspicious start, but we got the first of two 'last laughs' on the Marina crew within a few hundred yards when they went sailing past the Whiterigg road end and while doing a handbrake turn we nipped in front of them again. I think they must have got past us again fairly quickly after that. Next drama for us came at the downhill left hander

leading to Hutton Mill Bridge, sheet ice making life interesting for a moment or two and my first rebuke of the night from Colin as we did a neat opposite lock slide round the bend. I was starting to enjoy this.

From here the route took us over The Chain Bridge non-competitively on to the next selective that included the Loanend white where I remember one car being parked up in the middle of a field. After that it was a run round Woodend and Grindon before a time recovery section that took crews to the start of selective 4 at Cornhill. This selective included the six road junction at Learmouth and then down over the yumps at Sunilaws. At some point Ian Renton/Gordon Keen, who started at 26, must have gone off-route as they caught us up despite us not overtaking them anywhere. Needless to say they went past us in their 1300 Escort as if we were standing still, then proceeded to go straight on at the following hairpin. If my memory serves me well, this time we let the errant car regain the correct route in front of us. The 'Official' report in the BDMC newsletter suggested it was someone else being overtaken, but it was us.

Selective 5 took us 16 miles via Lempitlaw and Lochside to finish at the triangle at Primside, then to the Halfway Halt at Yetholm. In the week prior to the event there had been quite a lot of snow, resulting in quite high snow banks in places, and funny looking indentations in the snow at some junctions and corners. It all added to the adventure and the atmosphere.

The next bum-squeaker came on the sixth selective where the downhill approach and slot left at Pawston farmyard was sheet ice. Like many crews we sailed on past the slot, but managed to safely pull up and reverse back. Just as well the gate was left open.

On to selective 7 which started at Milfield then went the long way round the Copeland triangle before heading for Milfield aerodrome, for which the route had been given on a tracing. This was before the place was dug up and the runways were still there. The main runway is very wide and it is quite a weird sensation driving flat out when you cannot see the verge, or a hedge, in your peripheral vision or ahead, and then have to judge your breaking point before the 90 right at the end.



The route then continued via Lowick Mill, where we were to see the last of Dixon/Knox and their Marina. They had managed to go straight on at the triangle and ended up in the 12 foot ditch and all we could see were the Marina's tail lights. The crew fortunately only suffered some bruising, the car was not so lucky. The final selective included Lilburn Mill and Coldgate Mill ford with its very steep downhill approach before finish and a much needed breakfast at The Red Lion, Wooler.

So there we were, our first rally and we had made it to the finish in one piece and without any damage to the car. We were the slowest overall, the winner was Peter Pringle/Neil Wilson in their very quick Peter Maiden(?) built, ex Bill Gwynn 2300 Chevette who won by 11 minutes!! from Will Jackson/Eric Bridgewater in a Lotus Chevette. However, we completed the full route which a few didn't as they picked up 'Fails' along the way, and some fell by the wayside for various reasons. 1300 Novice Award was to be our prize and I was well and truly bitten by the bug. The quickest 1300 was Kevin Straughan/Robin Scott, a mere 37 minutes ahead of us. But they had 200cc more than us, and probably double the available horsepower. And they knew the roads better than us, especially the ones in Kevin's back garden (almost). And better lights. And better brakes (bet he had discs on the front for starters). And, and, and...more talent. His navigator mustn't have been too shabby either as he ended up sitting next to me in later years, as did Eric Bridgewater who was 2nd. But that is another story...





## NESCRO 2023

Just a reminder of the 2023 dates. \* still to be confirmed. Information supplied by the NESCRO Facebook page.

Sat 11th March	Mull Classic	Mull CC/Saltire RC Historic/Targa
Sat 1st April	White Heather Tests	Wigton MC Historic/Targa
Sun 16th April	Shaw	Whickham & DMC Historic/Targa
Sat/Sun 29/30th Apr	Berwick Classic	Berwick & DMC Historic/Targa
Sat/Sun 3/4th June	Rallye East Yorkshire	Yorkshire Wolds MC Historic/Targa
Sun 16th July	Northern Dales*	Hexham & DMC Historic/Targa
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



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### 12 Car Navigational Rally:

Plans are still in motion to hold a 12 car navigational rally in March. This will be an event to suit all abilities, approximately 30 miles around North Northumberland.

Start and finish to be announced, more details will follow, keep an eye out on our social media and your emails for more information.

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### Berwick Classic Rally 29th and 30th April

As mentioned last month, helpers are always needed for the event for marshalling or set up. Contact John Straughan if you can assist with Set up duties on 07702561620 or email 45speks@gmail.com.

The regulations will be available on the web site [www.berwickclassicroally.co.uk](http://www.berwickclassicroally.co.uk) on Mon 27th February at 1800hrs and also on the Facebook page. Entries open via online link on web site 06/03/2023

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### Club Championship Points 2023

Don't forget that if you are marshalling or competing at any motorsport event to let either Michael Deans or any member of the committee know. This is to ensure that you get club points towards the relevant championship for 2023.



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### March Clubnight

Hosted by Darren Smith this month, I am informed this will involve a wee quiz starting at 8pm in the Pilot Inn.

All welcome. Darren usually produces something a little out the ordinary so anything is to be expected this time around.



## 60th Anniversary of Jim Clark

Make sure to keep this date free in your diary!!

The Jim Clark Trust are holding a special event at Duns Castle to mark the 60th Anniversary of Jim Clark's first world champion event.

The event will be held on 24th and 25th June 2023. There will be special guests and special cars in the grounds of Duns Castle.

The event will also be supporting 2 great causes, Race Against Dementia and My Name's 5 Daddie Foundation.

If any club members would like to help out with the event then please let us know, we have been asked to gather some willing volunteers to help out over the course of the weekend. More details are to follow.



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## Navigator Required

Club member William Crossman is on the lookout for an experienced navigator in a Renault Clio 172 in various Scottish Tarmac Rally Championship and Scottish Rally Championship events. I am basically a novice and I'm happy to pay entry fees. He needs someone with a license, standard helmet, HANS, overalls, etc and we can go from there. Please contact William directly at [w.p.m.crossman@gmail.com](mailto:w.p.m.crossman@gmail.com) or on 07528564172



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## Northumberland Rally Festival 15th July 2023

Plans are underway for this year's event, general chat seems to be that this is going to be a popular event this year. We have created a website specifically for the event, you will find all the information on the event on their and on the Facebook page. The address for the website is [www.northumberland-rally-festival.co.uk](http://www.northumberland-rally-festival.co.uk). We are also looking for marshals to assist on the day, head over to <https://bit.ly/RallyFestival2023MarshalSignUp> and complete the form. You can also email Darren Smith on [darren1979smith@gmail.com](mailto:darren1979smith@gmail.com)



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## Jim Clark Memorial Rally

The Beatsons Building Supplies Jim Clark Rally requires volunteer marshals, radio operators and officials to help the safe and efficient running of this year's event on 26 - 28 May. We have roles on and off the stages and if you would like to get involved, please sign up using the RallyStageTeam system.

Check the link below to find out more:

<https://jimclarkrally.co.uk/marshals-and-officials/>







# SPRING CLASSIC CAR DAY

SUNDAY 21st MAY 2023

NORTHEAST LAND, SEA AND  
AIR MUSEUM

OLD WASHINGTON ROAD, WASHINGTON,  
SUNDERLAND SR5 3HZ

10 AM-15.30 PM



DATE	RALLY	LOCATION
4 Sa	Snowman Rally	Inverness
4-5 Sa Su	Bovington Stage Rally	Dorset
5 Su	Lee Holland Memorial Rally	Anglesey
5 Su	Midland Stages	Roscommon
11 Sa	Bishopscourt Stages Rally	N Ireland
11 Sa	Malcolm Wilson Rally	Cockermouth
11 Sa	Ormco Accounts Stages	Isle of Man
11-12 Sa Su	Rally Sera De Fafe E Felgueiras	Portugal
12 Su	Agbo Rally	Shropshire
12 Su	Donington Rally	Donington Park
16-19 Th-Su	Rally Mexico	Mexico
18 Sa	Jersey Spring Rally	Jersey
18-19 Sa Su	West Cork Rally	Co Cork, Eire
19 Su	Bloodhound Stages	Corby
25 Sa	Memorial Garden Stages	Kinloss
25 Sa	Rally North Wales	Dolgellau
1 Su	Carl Sorenson Stages	Portreath
2 Su	Alan Healy Memorial Stages	Cadwell Park
2 Su	Circuit of Kerry Stages Rally	Co Kerry, Eire
2 Su	Tour of Caerwent	South Wales
7-8 Fr Sa	Circuit of Ireland	Ulster
9 Su	Lookout Stages	York
15 Sa	Moonraker Forestry Rally	Co Cork
15 Sa	Rallynuts Stages	Builth Wells
16 Su	SMC Stages	Anglesey
20-23 Th-Su	Rally Croatia	Croatia
21-22 Fr Sa	Speyside Stages Rally	Elgin
22-23 Sa Su	Corbeau Seats Rally	Clacton
22 Sa	Maiden City Rally	Derry
29-30 Sa Su	Rally of the Lakes	Co Kenny, Eire
30 Su	Dixie's Historic Challenge	Epynt
30 Su	Rainworth Skoda Stages	Leconfield

**Berwick & District Motor Club Ltd**

**Founded 1935**

**Motorsport UK Registered**

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

**Hon Vice President: Cameron Binnie**



## **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 included 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:**