



FLAT WRITE!

JANUARY 2019

The Monthly Newsletter of Carlton and District Motor Club

Editorial and Committee news

Happy New Year to you all! Please help us start off 2019 with a full entry for John and Don's 12 car, note another Thursday evening event. See flyer details in Whats On or on the website.



End Of An Era For Rockingham Stages Rally

AFTER 15-years, the Rockingham Stages made it's swansong appearance at the Northamptonshire circuit with the popular rallying event rounding off what had been a fantastic season of motorsport.

Joint organisers Thame Motorsport Club and Middlesex County Automobile Club utilised every inch of the venue, including the access roads, tunnels, pit lanes and paddock area as well as the in-field circuit and banked oval, to provide more than 90 miles of competitive motoring over 12 stages.

Six stages took place on Saturday, including the thrilling two evening stages run in the dark. With the remaining six stages taking place the following day. For those who don't wish to take part in both days, the Sunday Trophy Rally offered six stages over 45 miles. More than 100 crews had entered the challenging tarmac event, which has established itself as a firm favourite among the rallying fraternity and its loyal fan base, all of whom were looking to be the final names added to the illustrious title.

This season the event was supported by the RS Owner's Club, to mark the 50th Anniversary of the Ford Escort coming into production.

However the competition was as fierce as always with a whole host of machines taking part with well-known manufacturers represented including Vauxhall, Citroen, Peugeot, Alfa Romeo, Nissan, Subaru, BMW, Mitsubishi, Mazda and Toyota.

Spectators enjoyed a great view of the stages from the Rockingham Grandstand and the pit garage roof and everyone warmed up in the Welcome Centre. Hot food and drinks were available from the Rockingham Diner.

Sadly, another great venue has disappeared from the East Midlands Rally scene and the event will be greatly missed, but Thame Motorsport Club and Middlesex County Automobile Club put on a memorable final event. David and James Palmer Smith were the only CDMC entries and their excellent report follows:

Car 76 David & James Palmer-Smith

PUG the 106 Rallye 1294cc

Well for those who actually read our reports in the newsletter and actually have some memory of them (so maybe two of you...?). You may recollect that I signed off from my report on the Horiba D'Isis by saying our next event would be the Abingdon CAR-nival. Well to cut a long story short, we ended up buying another mini and so the Pug went up for sale! We therefore withdrew our entry. However, fast forward a few months and the Pug remained unsold and we were getting withdrawal symptoms from not having rallied for a good few months! So the decision was made to enter the Rockingham Stages.

Initially we were just going to do the Sunday event, but after talking to Andy who normally services and had co-driven there. Plus the fact that this was to be the last event at Rockingham, we decided to do both days, which included the two night stages.

There wasn't too much to do to the car, other than replace the ignition cut off cable that had become somewhat stiff and fit some spotlights. Two of the spots, (Oscar+) had last been used on "Baldrick" my Mini Clubman back in the 80's and these along with two others that I had purchased and never used were bolted to some new 106 brackets and duly fitted to the front bumper and wired by James.....incredibly they worked. A quick ride round the local lanes had shown them to be somewhat mis-aligned and so rectification was attempted back on the drive. However, another test drive was prevented when the car failed to restart due to a flattened battery! Main beam and four spots takes a bit of battery juice! The car was therefore pushed into the garage and put on charge.

James returned once more from Uni on the preceding Thursday, the car was loaded on the Friday and we set off on a somewhat drizzly Saturday morning for Rockingham. The event itself did not start until lunchtime and so scrutineering took place up till 1045. We arrived about 0830 found a service space, unloaded the car and made our way to noise. It is worth mentioning at this point that we were without a service crew as both Andy and Anita, plus Ian and Shaun had better things to do than get cold and wet in a service area. Anyway, arrived at noise and joined a small queue. Pulled into noise and Pug decided to cut out.....then refused to restart.....oh joy.....pushed out of noise.....jumped back in.....immediately restarted.....thank goodness! Noise passed we proceeded to possibly the most thorough scrutineering we had ever had. Other than being told that our harnesses did not have the hologram over the left should as required and being relieved of £4 for HANS stickers we passed. Back to service we kitted up and decided despite the rather damp conditions we would stick on the Kumho soft moulded slicks on the front and the super softs on the rear. The forecast saying it was going to dry up and the temperature was getting up to about 13 degrees.

SS1 Started from outside the circuit and made it's way inside via one of the tunnels. Off the line up to second and then quickly into a chicane. Brake early and oh we have no grip. Good job I braked early. Downhill to a left and gingerly into the tunnel (wasn't sure whether it was a good idea to watch the YouTube video where the 205 ploughed into the tunnel! Up into the pit area around some large bails and out onto the circuit into a left hand looping hairpin and spin and stall. Restart complete the stage, but very gentle on the brakes and sliding everywhere. We noticed a few cars off on our way round. Time for this stage 12.35.

SS2 Only about 20 minutes between SS1 finish and SS2 , so quick adjustment of tyres pressures, check of oil and water and back out. Maybe not quite so wet, no spins and really enjoyed sliding it out of the corners on the circuit. A time of 11.55

SS3 Elected to stay on the same tyres as the forecast was to get drier. Going the other way round for this one where we started near the pits. The change of direction really made it feel like you were somewhere completely different. Still no grip to speak of and the super softs on the rear just didn't seem to be getting warm. A time of 12.24

SS4 Same again. Still very little grip, but enjoying it and maybe a little over enthusiastic as we had a half spin on the same hairpin we had spun on earlier going the other way. Still managed to better previous stage time at 11.51

SS5 This was to be our first ever night stage. So off with the Cibie spot light covers and join the queue! Up to the stage start. A few lights about, so not completely dark. Car in front goes, we pull up to the line, all lights on and then we are off. Almost straight out onto the circuit. Gosh it is dark and the Oscar+'s that seemed brilliant in the 1980s, suddenly feel woefully under-powered!! On more than one occasion James would say something like go right round the bend into the straight. Right?? What right? Oh there it is, I can just make out the kerbs. Got caught on this stage by a quick C2 and was grateful when he overtook as I could then see where to go for a short while! Time for this one 11.32

SS6 After some adjustment of the lights in service we were out for the next stage. Think we had two lights slightly better and two as bad if not worse, plus it had got even darker and no cars to follow. Enjoyed the experience, but concentrated on survival. A slower time was posted at 11.41, where was that C2??

So we had survived the first day! Removed the spots and fuelled up ready for Sunday. Sunday dawned a little drier and brighter, but a review of the results the night before showed that whilst we had generally moved up the overall standings we were last in class with about 3 cars having retired. So was feeling a little disappointed although everything in the class had more power than us. With this in mind we decided to change to wets.....well we may as well try something different!

SS7 Off the line going from where we started SS1. Up to the first chicane and oh what a difference.....we had grip! Still very slippery in places, but could now at least use the brakes, which are really good on the Pug. Finished the stage in 10.29 and took about 30 seconds out of the MG Rover that was in front of us in class. Oh why had we stuck with the moulded slicks on Saturday...?SS8 Over-confidence lead to another half spin on the now infamous hairpin (there was talk of oil on the track!) but bettered the time by a few seconds at 10.26 and more time taken out of the Rover

SS9 Really starting to push now and stopped the clocks on 9.56 and a bit more time taken off the Rover

SS10 We now wanted a shower as the stage was starting to dry. Still pushing and finished in 9.43

SS11 Still drying. Should we change the tyres back to the moulded slicks? With only 2 stages and still being a good way of the Rover. We stayed on the wets and were going the other way again. Completed in 10.07, but the Rover was taking time back out of us!

SS12 The final stage of the final rally at Rockingham. Completed in 9.58. Which put us in 6th in class out of 7, with the Rover still in 5th and 43rd overall out of 51 finishers.

So, not a great result class wise, but we had learned a great deal. Namely, consider the

conditions you are faced with and not think too much about the forecast! In other words if it is wet, put wet tyres on, but should have gone back to slicks for at least the last two stages. From talking to others we also learned that we had been running the rears on Saturday at much too high a starting pressure. Lower pressure would have meant they flexed more and warmed quicker! We also learned that the spots at the very least need upgrading to modern bulbs and more time needs to be spent getting the angles right. Having said all that we absolutely loved it, but are saddened that such a great motorsport facility is closing. Ridiculous!!

Many thanks as always to the organising clubs, marshals and officials for doing a splendid job. We hope you find another venue for next year.

As for us. The Pug is still for sale.....so if you know someone looking for a good car to get started in rallying? We are about to commence the build of the new car, so not sure if we will be out in the Pug again in the New Year, or be having a break whilst the new car is built? We will keep you posted!

Dave Palmer-Smith



Marshaling Lejog 2018

Wentnor - Wark - Wick our Lejog route this year started just after midnight on Saturday night near Bishop's Castle for a TP at the end of Burr Way regularly with the first car due at 01:36. It had been raining all the way up from Lands' End and many cars elected to miss the final regularity and head for the overnight halt at Telford so we unfortunately only had about 45 cars through our control. Sodden, we made our way to the B&B 3 miles

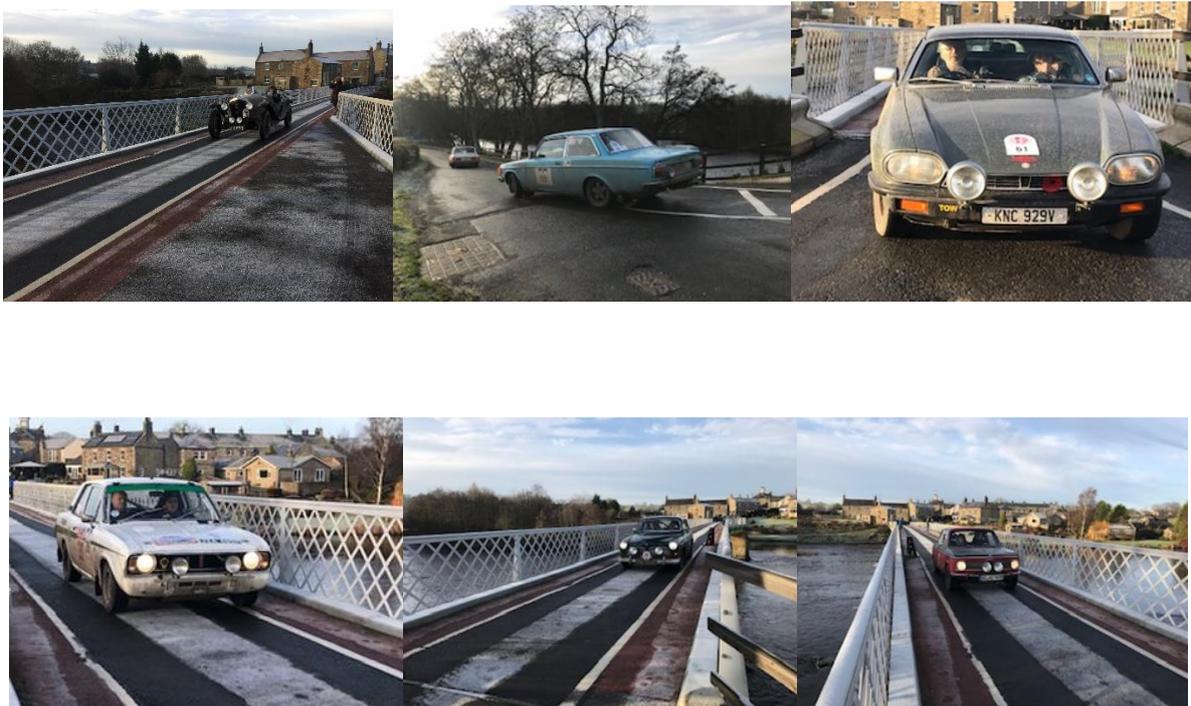
away at 4am. We didn't get to see our friends Andy Simpson and Colin Sutton in the mini as they had already retired just one mile into Wales with suspected gearbox failure (which later turned out to be just a failed roll pin and a repeat of a problem he'd had a couple of years ago on the Hero Challenge)

After a hearty breakfast at The Crown Inn in Wentnor (highly recommended) we were on our way to Chesterfield and an intermediate time control in the woods on Steve Perez's estate and by now the sun was out across the nearby field. Just one drama here with an MG midget coming in the wrong way having hair pinned left instead of right after the previous control. We didn't get the full field through here either. With lunch just down the road we managed a coffee just as the last few cars were preparing to leave, unfortunately the escort of Dave Bryan and Anthony Davies had just had to retire after one of the continental crews had overshot a junction, slamming their car into reverse and straight into the escort damaging the lights and radiator, they decided to go back to Mansfield and pick up the day car and follow the rally doing a bit of marshalling on route.



Next stop for us was a secret check just west of Consett - the regularity finished approaching the A68 from the NE but the last control was three junctions earlier and approached the A68 from the SSE - about half the crews missed the triangle up a white and our secret check as once on the A68 the lure of their beds at Slaley Hall was too great. We finally arrived Carlton and District Motor Club Newsletter January 2019

at the Battlesteads hotel in Wark just after 11pm. We had been told our first control in the morning was now being covered by the local car club but not to rush away in case we were needed elsewhere. After a leisurely breakfast with fellow marshal Mike Coburn we walked into Wark to watch the cars cross the recently rebuilt bridge on a regularity- car one a Chevrolet Fangio Coupe passed us on the wrong road 15 minutes before the rest of the field only to pass in the opposite direction a couple of hours later. We later found out they had arrived at Lands' End late and ill prepared and after going off into a ditch had retired but credit to them for getting this far.



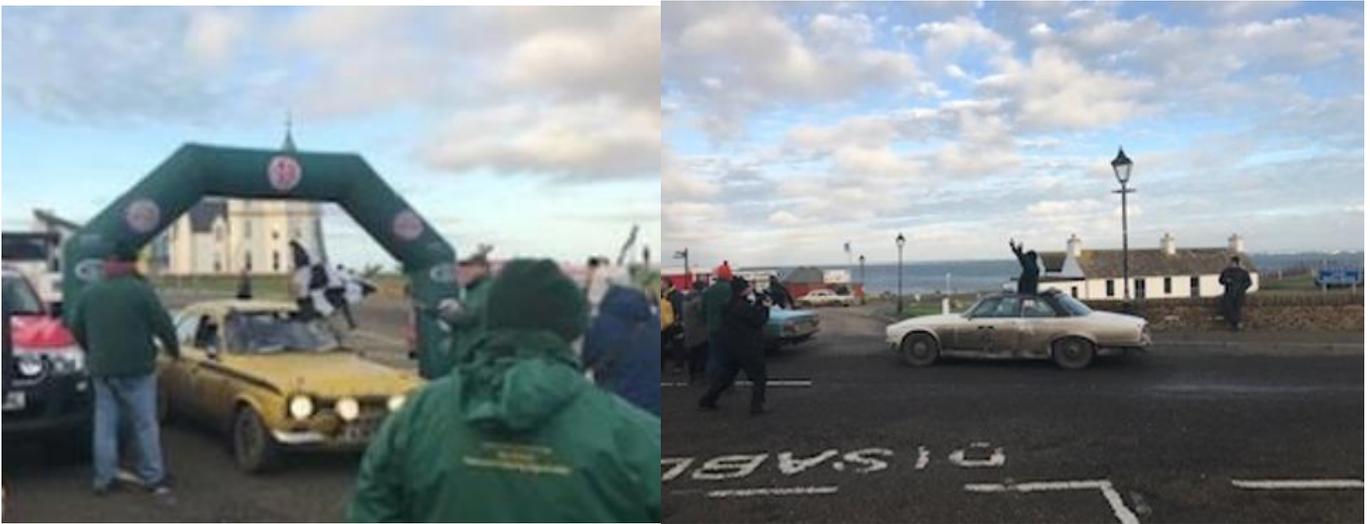
Our next control was in a lane to the west of Stirling and the roads were very icy here, arriving early we went for a walk before setting up, whilst waiting for the cars we noticed that a number of vehicles drove passed us and then came back less than five minutes later? our walk had revealed just a few scattered buildings so we were guessing what misdemeanours were going on. Now dark, the first cars started to arrive but with large gaps. We managed to catch the evening meal at Fort William before the competitors arrived but soon had to be gone to reach our control on the infamous "Lock

Ness Monster" regularity our instructions said "fun control at top of hairpins". Getting close to the control we had a scare when a large stag jumped out in front of us and we had to take avoiding action but we just missed him, we struggled a bit in the Saab climbing the tight bends to get to our control at the top and after getting everything ready managed half an hour sleep waking just in time for the clock and course cars all running ahead of schedule (for a change). The bends claimed the remaining Bentley of Elliott Dale and Charlotte Ryall who slipped off near to the bottom we had heard them approaching but noticed the stationary lights through the trees, fortunately they were far enough off the road so as not to hinder the other competitors. We guess the Jogularity was tricky to follow as several cars had missed the previous control and even some top navigators were asking us where we were in their instructions. Control over it was back down the bends to follow the main road around the Loch to Inverness, we passed the stricken Bentley being towed through the town - they had retired having broken the diff.

Just one more control northwest of Brora (clock car At 05.35) and the instructions "stealth mode" we arrived with just enough time to hide the car up a track in the gorse before setting up our control in the wide gravelly lay-by to the left just after a bridge alongside lock Brora , tucked well into the hedge behind a fishing broly both the clock and equipment cars missed us and we had to run after them! About a third of the field didn't find us and several more only got us because there was already a car in the control. Bright lights coming WD we assumed was a competitor coming back to find us but were surprised when an articulated logging lorry came thundering through, it wasn't a lay-by at all but a detour to allow lorries to approach the narrow bridge straight on - lucky for us there were no competitors in the control, we had hidden our car out of the way and we were tucked away in the hedge as I doubt he would have seen us in time. Back on the A9 main road we caught the breakfast at the Belgrave Arms Hotel in Helmsdale watching crews plotting the last regularities. We then set off to watch the last half of the field over the finish ramp at John O Groats whilst we

enjoyed the now traditional hot chocolate. Back down the road to Wick for a few hours' sleep before the black-tie dinner. The event was won by Roger Tushingham and Amy Henchoz in Rogers MGB GT they had hardly put a foot wrong and had a five-minute lead over the rest of the field. In all we drove just under 1500 miles with, for us, just one very wet control and one icy section, amazingly counted 27 shooting stars on the Loch Ness and Brora regularities - not at all typical LeJog weather.

I've included a picture of a yellow escort, so you don't get withdrawal symptoms but it's not ours for a change!



The Christmas Cracker 12 car Tuesday 4th December – Carltons turn to organise the pre-Christmas club Challenge with Loughborough Car Club,

Carltons December 12 car has suffered reduced entries in the past due (in part) to other social activities taking place and, with the same problem afflicting Loughborough events, we decided to combine resources and launch a light hearted inter club challenge to make the most of the big effort that is required by the Organisers of these events.

Last year we were well beaten by a combination of very snowy conditions and a lack of familiarity with the area and LOCC's unique ASR's and class structure. This years return match held "home" organiser advantage but still used much of LOCC's well used roads. Clive and Anji entered fully into the spirit of the Christmas emphasis with car identification based on the Twelve Days of Christmas song eg car 9 was "Ladies dancing" Elves hats represented green national cycle route symbols, Turkeys were Nature reserve symbols Etc.

Once we got over the shock of having to pull a Cracker to release its "joke" route instructions we set off from the great start/ finish facility in the Ale House, Old Dalby

using various coded map symbols to define the route. We missed a NAM at Wartnaby probably due to my lack of attention but otherwise kept to the correct route north through Long Clawson, Colston Bassett and Cropwell Butler to STC2.

A string of multi-coloured Christmas tree lights representing a herringbone then took us down Stragglethorpe Lane towards the A52, 7 "leaves" to get us across the A46 was a bit evil but we have no excuses for missing Bassingfield Lane which Clive is very fond of using!

The route then wound through Clipston and Normanton over to Bradmore, there we chose the wrong route down to Bunny and missed another PC! Back on the correct route we managed to find RTC4 after Rempstone. The final handout (I think!) started inside a gift wrapped parcel and took the form of another string of tree lights within an image of a tree using numbered/ lettered bulbs. We found the use of two short sections of the A46 a bit confusing but we got back to Old Dalby pretty much on time with 4 missed pc's which dropped us to 4th overall.

Clive and Anji's Christmas theme worked well and Steve and I enjoyed the event, thanks to the organisers, marshals and the Ale House for a great night out, and well done to Loughborough for taking the Club Challenge defeat so well!

Final results of the interclub Christmas Cracker 12 Car - 4th December 2018 with Loughborough Car Club

1st Richard Egger & Andrew Duerden	LOCC
2nd Ingrid Brew & Steve Brew	CDMC
3rd Andy Sheldon & William Jamie Rogers	CDMC
4th Harry Shephard & Stephen Shephard	CDMC
5th Dhiren Solanki & Dave Barratt	LOCC
6th Alex Thompson & Colin Martin	LOCC
7th Matt Stillwell & Charlie Wall	LOCC
8th Jamie Rushworth & Patrick Mason	LOCC

Retirees

Simon Lea & Phil Fearn

Mark Wright & Lorraine Wilson

Carlton and District Motor Club Christmas Treasure Hunt

Vinces event went very well and was supported by nine crews after the fully subscribed was reduced by the loss of a few non-starters with seasonal illness! The compact route was within the A50/A52/A515 triangle using 12 car roads that appeared very different in daylight.

I have been promised a winners report by the Neil Simpson/ Melanie/ Libby crew, which will appear in next months newsletter. Jean and I finished 5th blaming the lack of a photo clue observer!

WHATS ON

CARLTON AND DISTRICT MOTOR CLUB EVENTS Carlton and District Motor Club meets on the first and third Tuesdays of every month at The Star Inn, Middle Street, Beeston. Please make the effort to come down; it's a great "Real Ale" pub with a full calendar of quizzes, music nights etc. with meals and pub snacks now available. The access problems caused by the tram works are now resolved and free parking is available in various town centre car parks and on surrounding roads.

Beaver Way Rally ***17th January 2019***

Carlton and District Motor Club Ltd will organise a Clubmans Permit 12 Car Rally on the **17th January 2019** starting from **The Rose and Crown Cotgrave Nottinghamshire**. Map Ref 129/645355 (Map 129 Required)

The event is open to members of the organising club and members of the following clubs:- Coalville Car Club, Eastwood & District Motor Club, Loughborough Car Club, Matlock Motor Club, Mid-Derbyshire Motor Club and Dukeries Car Club.

The event is a round of the Carlton Four Counties Winter Championship.

Carlton Membership is required to enter the championship

Supplementary Regulations and Entry Forms are available from

John Ellison

6 Cliff Way

Radcliffe on Trent

Nottinghamshire

NG12 1AQ

Tel: 07528536197

EMAMC STAGE RALLY CHAMPIONSHIP 2019

The 2019 Wemix Concrete Ltd EMAMC Stage Rally Championship

	Date	Club	Location	Category	Event
1	Sat 9th February 2019	Clitheroe & DMC	Blyton	Sealed	Jack Neal Trophy
2	Sun 10th February 2019	Ripon MSC	Yorkshire Forests, maps 99 & 100	Unsealed	Riponian Stages
3	Sun 3rd March 2019	Dukeries MC	Donington	Sealed	Donington Rally

4	Sun 7th April 2019	Trackrod MC	Melbourne	Unsealed	Lookout Stages
5	Sun 21st April 2019	North Humberside MC	Warcop Military Training Area	Sealed	NHMC Warcop Stages
6	Sun 12th May 2019	North Humberside MC	Melbourne	Unsealed	John Overend Memorial Stages Rally
7	Sun 16th June 2019	Dukeries MC	Grafton Underwood	Unsealed	Flying Fortress Stages
8	Sun 21st July 2019	Mid-Derbyshire MC	Twyford Wood	Unsealed	Twyford Wood Stages
9	Sun 4th August 2019	Eastwood & DMC	Fulbeck	Unsealed	Phoenix Stages
10	Sun 8th September 2019	Lindholme MSC	Melbourne	Unsealed	Vale of York Stages
11	Sun 6th October 2019	Eastwood & DMC	Fulbeck	Unsealed	Harold Palin Memorial
12	Sun 13th October 2019	Dukeries MC	Donington	Sealed	Dukeries Rally
13	Sun 3rd November 2019	Malton MC	North Yorkshire	Unsealed	Malton Forest Rally
14	Sun 17th November 2019	North Humberside MC	Cadwell Park	Sealed	NHMC Cadwell Stages
15	Sat 23rd	Clitheroe &	Blyton	Sealed	Hall Trophy

	November 2019	DMC			Rally
R	TBA	Quinton MC	MIRA	Sealed	Horiba d'Isis Rally

Garage clearance sale: (Other items may become available when they are uncovered!)

Two Heavy duty baggage trollies in VGC, would cost new around £60 each.

Four 5 1/2" x 14" Ford steel wheels, as new, 108 x 4 stud 41mm offset, would cost new around £45 each.

Offers invited - anyone interested please speak to a Committee member.

[BW Fire Fire Extinguisher Sales & Services](#) **01773 715 978** enquiries@bwfire.co.uk

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