

Pace Notes

The Official Bulletin for Rhyl & District Motor

Issue 3/11

Inside

Nov Night Nav	2
Rali Bryniau	2
Sarah's Puzzle	3
Congratulations!!	4
Gogledd Feedback	4
James Trenholme	4
Classic Motor Show	5
Birkett 6 Hr Relay	7
Award Winners!	8

Report on Rali Bryniau

Arywn and Kevs adventures in November

Page 2

Report on James Tremholme

Arywn and Kevs continued ramblings on the Llyn Peninsula

Page 4

AWARD WINNERS - GET READY FOR THE ANNUAL AWARDS DINNER AND DANCE

Back Page

Footman James Classic Motor Show 2011

Report on the show at the NEC this year with photos!

Page 5



Editorial

Merry Christmas everyone!

The rally season for the club closed 30th November although events are still ongoing and form part of the 2012 competition calendar. Good luck to anyone competing over the holiday season!

Also we are now planning for the club officials for next year which need to be finalised in time for the AGM on Thursday February 2nd 2012 at 19.30 PROMPT!

It looks like the weather is going to continue to be extremely mild - maybe the

Annual Award and Dinner Dance will be more like a summer ball!!

On that note, congrats to everyone receiving an award this year and also to Paul Holmberg for his 10th ANWCC trophy!

Check this issue for rally reports, events attended, Annual Awards and Dinner Dance details with Award Winners on the back page!

Hope everyone have a successful and safe rallying season in 2012!

Markus Buckley

November Night Nav - Arwyn Williams

24 November 2011 saw 5 crews assemble in the car park of The Farmers Arms to participate in November's night nav.

MC1 was near Llandulas and the route snaked around Rhyd yr Foel, Dolwen and Betws yn Rhos before continuing to Moelfre Isaf and over Pont yr Ddol bridge.

MC2 was located on Dolben hairpin and from then on the route continued to Trefant and over Campbells Bridge before finishing at MC3 which was on the outskirts of Tremeirchion.

A number of tricky Not As Map triangles and attendant bogie symbols were included on the route however, these fooled no-one and so I will have to be a little more

devious next time!

Special thanks go to Kev Papper for assisting me with setting out the route.

RESULTS

1. Paul Holmberg/Sarah Holmberg 66 points
2. Rob John Jones/Big Dave Jones 59 points
3. Sarah Hannaby/Richie Jones 58 points
4. Rich Jones/Adam Clews 55

Rali Bryniau Clwyd - Arwyn Williams

Rali Bryniau Clwyd

26/27 November 2011

Car 57: Peugeot 205 GTI 1600

Crew: Arwyn Williams/Kevin Papper

It was a classic case of "will it/won't it be ready in time". The rebuild of my 205 was not going to plan. As bought, the wiring was a bit of a mess and try as we might, it just would not start. A couple of nights were wasted trying to work out why it wouldn't start (distributor fitted 1800 out), then the starter motor kept running all the time (mea culpa I'd connected the wrong plug to the Supplementary Air Device - thanks to Pete Duffy for sorting that one out) and then we had smoke and sparks coming off the braided fuel lines - not exactly the best of combinations (broken down insulation on starter solenoid plus iffy engine earth)

Following the ministrations of Woodsie and his magic multimeter, the car was ready for a test which it passed three days prior to the event but not before I dashed to Manchester to pick up an insurance cover note. I then needed to tax it and could I find the V5 - no! (I did find the missing May night nav results though which was some consolation). I found a bit of the old V5 with a barcode on it which was deemed suitable by the

lovely Fiona in Prestatyn Post Office and the exchequer gratefully received my pennies!

Alas, all was not plain sailing however, as I was leaving for the start, I noticed that one headlight was out, this turned out to be a break in the wire to the headlight bulb which was caused by the razor sharp edge of the plastic cap which covers the bulb holder. A quick soldering job later and lighting provision was increased by 25%.

We passed noise, just! At scrutineering, Ronnie gave the car a good look over and apart from being asked to tape through a sticker, all was well which was some relief!

We signed on at Theatr Clwyd and got a bit confused as to how long we had to plot as the timecard said 1 hour. Eventually, we were told that we would be sent in our classes to a holding area where we would have 1 hour and 45 minutes.

In the meantime, we met with other RDMC members who were taking part: Baz Green, John Leckie, Gareth Price, Big Dave and Valey, Steve Woods, Neil Galeandro, Steve Mez, Dai Shag, Chris Rowlands and Stuy Kelso.

At the holding area, we started plotting the route but it was difficult as it seem that that there was a constant stream of

marshals coming up and getting us to sign for amendments. The penultimate one was so confusing that I had to ask the marshal to write it down for me!

The start of the first selective was near Llanfair Dyffryn Clwyd and the route went along a tricky white into a farm. At a PC control, I beached on a muddy ledge and thanks to some spectators, I got it going again only for the radiator fan fuse to blow when I stalled it. I kept it going until the next control when things were getting a bit hot and put a new fuse in it. My fault really because I'd put a lower rated fuse in during an experiment earlier that day!

The route then looped round Llysfasi where Gethin and Paula were manning a passage control before passing through Rhyd y Meudwy and over Maesyrychen Mountain coming out near the Ponderosa Café.

We had dropped a fair amount of time by this stage so we thought it would be safest to cut route which we did. At MC2, Kev saw Steve Mez and Dai Shag who were retiring.

After a quick petrol stop, we arrived at MC3 which wasn't where it was supposed to be (main entrance to Theatr Clwyd) and we were handed yet another amendment. As the start of the next

amendment. As the start of the next selective was near Rosesmor, Kev plotted this on the go. The selective used part of the Gogledd route but in reverse. There was a good combination of tricky yellow and whites which we did quite well on with Kev cautioning me when to slow down and watch for the braking points etc.

The end of the selective was near Babell and from there we went to the top of the Rhuallt Hill for the start of the next, and came out near Maesmynan Hall after going down a very tricky yellow which I had been down on a night nav with big Dave!

The final selective started near Nannerch with Rob John on the start clock and this took us down some very narrow yellows, so narrow in fact it was as if the car was being guided by the hedges before going along the white which led around Moel Llys y Coed (or if you want to be

controversial "Stav's White"! before the final finish clock near Hendre.

MC4 was located at a pub in Pant which is near Llandegla. Towards the end of the run out there I noticed lots of competitors coming towards us, I assumed they had finished their breakfast and hoped they had left some for us as Kev and I were both starving. Alas the truth was not that kind, for there had been a power cut and the pub was closed!

Kev handed the cards in and we went back to Woodsie's workshop for a brew and a bit of a post mortem.

Overall, a good first event for me as a driver and Kevin's first go at navigating on a road rally in 22 years. It did highlight some points which need to be addressed with the car but nothing which cannot be done over the winter.

The results later showed that we were 36th overall and 6th in class.

It would be wrong of me to end this item

without thanking the following people who have helped me out during the rebuild of my car: Woodsie, Big Dave, Kev Papper, Baz Green, Mez, Bagsy Edwards, John and Neil Galeandro, Big Al Roberts, Jonah, Keith Jones and closer to home, Gethin, Paula and Dad (especially for the very welcome tea and toast in the wee small hours of the morning)

Puzzle Page - Sarah Manton

Car Search

S M G H X
 G L A R S Z Y Q
 O S Z A U H U I
 P N D G B O V N I
 P P A E A B R P D D
 I O O R G C M P T A U H B M
 T R H U R L A H W B S K O D A I A U E T
 A Q O M T S O W E H T L U A N E R I R O O
 H I H N O O D C T S V A U X H A L L R C Y D
 L F L D J E X J H U K R G Z D Z R J A E O B
 S O U A I G Y U T E S L O L P F A O R D T K
 I H S I B U S T I M S V O L A O U X R E A U
 K V H P E Z N H O V L O V E E G Y E S F
 R N I P T A C F
 K S J T

TOYOTA
 PEUGEOT
 SUBARU
 HYUNDAI
 MAZDA
 MITSUBISHI
 VAUXHALL
 MERCEDES
 PORSCHE
 BMW
 HONDA
 VOLKSWAGEN
 AUDI
 CHEVROLET
 FERRARI

FIAT
 JAGUAR
 LOTUS
 RENAULT
 SAAB
 SKODA
 VOLVO

Congratulations!!!

to Paul Holmberg

for winning the ANWCC
Historic Road Rally Navigators
Championship 2011

This brings his total ANWCC
Championship wins to 10

Well Done Paul!!!

Feedback from Y Rali Gogledd Cymru

Car 39

Likes/Dislikes

Very good route - really enjoyed and I don't usually say that when there are so many whites. Lucky weather had been dry or the white would have been difficult and ford even more difficult.

p.s. this was written by 'Golf' from forum... she doesn't often give praise!!!

About the night

My navigator shouted 'She can'tswim' when the car died in the ford - I will bring my wellies next year! Very thankful for the 4x4 - very good idea

- Wenna Roberts (Driver) - Sarah Robson (Navigator) - Citroen Saxo

Car 20

Likes/Dislikes

Start 10/10 - Plotting time was just nice. As for whites my opinions differ to the driver, they were fine, just not so many next time!

About the night

Nav had a nightmare on the maps! Stav had a nightmare on the whites! Thanks for running an excellent event yet again!

- David Stav Jones (Driver) - Mervyn Williams (Navigator) - Seat Ibiza Cupra

James Trenholme Rally - Arwyn Williams

Crew: Kevin Papper/Arwyn Williams

This was my second attempt and Kev's first at doing the James Trenholme Memorial Rally which is a closed to club novice event organised by the Harlech and District Motor Club. The route used the bottom half of Map 123. We trailed the car down and on arriving at the start venue, the Sarn Memorial Hall we found that there was no trailer park however one of the organisers

said that we could park at his farm which we did. We proceeded to noise which was opposite the school in Botwnnog. Stage 1 scrutineering was also to be held here but the scrutineer had not turned up and so we were told to go to the garage in Sarn where it would take place. Scrutineering passed, we signed on and waited for Gethin and Paula our marshalls to turn up. At 10.20, we were handed a map showing

where we were to plot the route which was the National Trust car park near Braich yr Pwll. We arrived and had the route down well within the 70 minutes allowed. The start of the first selective was the road out of the car park which was a tight and twisty track lined with massive boulders and on rounding the first corner we saw one of the semi expert's cars impaled on one of the boulders!

We then slotted on a white leading to a caravan park where we were stopped by a DSO who told us that the route slotted between two caravans and the café! The route took us round Rhydlioes, Rhoshirwaun and Rhiw. We followed a track over Mynedd Rhiw which was cautioned as "bad yump, 60 L" This was a misstatement as it was a near vertical drop down the side of a steep embankment, like something out of Alton Towers. Fair play to Kev, he controlled it all the way down and tactically used a patch of gorse at the bottom to slow down(!). We picked up a codeboard and had it signed for at a very muddy 3 metre control. There were plenty of code boards out on the event presumably because this was a novice event but the organisers had placed a "Control" board immediately before the codeboard so that you needed to either slow down or stop to accurately record the board.

The route then ran to Morfa, avoiding Tudweiliog before returning to Sarn Memorial Hall as it was MC2. We were stopped by a marshal who advised that the two marshals at one of the early Passage Controls had walked off after getting abuse from spectators which was so bad it was reported to the police. As we had the PC signed it must have been after we had visited it.

The start of the second half was near Botwnnog and went through Llannigan, Abersoch and Llanbedrog. After our moment on the Gogledd and subsequent misfire, we were very wary of the watersplash near Bryn Gwyn but it looked as though it had dried up.

One of the NAM controls was round a field which was very muddy and we struggled to get traction, even though we were on mud and snow tyres and we dropped some time

as a result!

The route then went to Garnfadryn, Llanestyn and Madryn Castle and a lovely fast 90 left off a newly resurfaced road near Penygroes where Duncan Littler was waiting with his camera before the finish in Rhyd y Clafdy where a lovely breakfast awaited. We stayed for results and we found that we had picked up three fails for booking in early which placed us 20th overall out of a field of 50.

Because we were low on fuel (we had done the last two selectives with the low fuel light on), Wenna Roberts kindly followed us to the farm where we had left the trailer in case we ran out.

It was good night and thanks go to Kev for good smooth drive and to Gethin and Paula to turning out to marshal.

Footman James Classic Motor Show 2011 - Markus Buckley

The second week in November saw the Footmans James Classic Motor Show at the NEC, Birmingham. Karen and I went down there as two cars that my company, Paint & Trim, had retrimmed were on display there. These were a '52 plate Marcos Mantis GTS (5.7 litre Mustang Cobra powerplant with Supercharger developing over 500 BHP) - only 18 of the GTS model were made out of 57 Mantis GTs; and a '86 Porsche 911 Supersport cabriolet, again only 18 of this model were made as right handed UK versions.

An eight o'clock start from Abergele/Pensarn station got us into Birmingham International just before lunchtime. What a huge selection of cars on display in seven halls! We arrived in Hall 4 - straight past the Burton Power Products stand and the Ford AVO Owners Club (3 lovely original sequentially licensed Mk1 Escorts!) and on to the Marcos Owners Club to meet up with Andy Peers (owner of the Mantis) and John Brookes (Chairman of

the Club). The car looked amazing under the powerful hall lights! The two tone orange and white diamond stitched interior complementing the gunmetal metallic paintwork very well. The photo below shows the car with its owner Andy Peers and his wife Melanie.

The stand (and the Marcos)

showed much interest in the hour we spent with the members there. So much so that I have another Mantis to retrim from Scunthorpe, a partial retrim from Devon and another chap that wants a Mantula retrimming once its been rebuilt! I've even arranged a club special price for



retrimming and been commissioned to make weekend/overnight bags for the Marcos Owners Club! This one is customised to match the Mantis interior!



We moved on through the hall past Ferraris, Maseratis and Bugattis on their stands on to the Porsche club stand where the 911 Supersport was displayed. When I retrimmed it, this vehicle was owned locally but is now resident in Nottingham (and for sale on Ebay incidentally!) Originally in what can only be described as Smurf Blue (imagine a London stock broker with red braces and his mobile 'brick' and Filofax ordering the car in that colour) it has been retrimmed in a dark Suffolk blue leather using five full hides at 48sq ft per hide.



After a spot of lunch we moved into Hall 6 and to the Morris Minor Owners Club stand where I purchased a new keyfob, leather gearknob, lapel badge and one of the last remaining 60th

anniversary books - and had it signed by the author, Ray Newell! From there on to Hall 7 and the Rover club stands where we found JET 1 - the Rover Gas Turbine powered car which held a world speed record in 1952. The original is in the science museum and this is intended to be a fully operational replica



How many cars do you see with an oil temp gauge in 100s of degrees and a flap position gauge?

Onwards again and to the Allards Owners Club, celebrating their 60th anniversary this year. Below is an L type Allard of which my father-in-law has the same version.



The DeLorean Owners club had two original and one Back To The Future versions on their stand which was surrounded by many fans.

We had time to stop by the Wheeler Dealers Live Stage and met met up with Edd China - he

really is very tall!!!



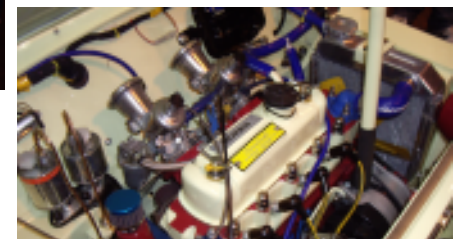
Back through Hall 9 (motorbikes) where a passable Ace Cafe had been build and on to the Rootes group of stands where two lovely examples of Lotus Sunbeams were on show together with



Guy Frequelin/Jean Todts 1981 World Rally Championship second placed car.



Finally on the Mini stand a lovely example of a Speedwell prepared Mini Cooper.



Then back on the train and back home, tired for 11pm. A cracking day out!

Birkett 6 Hour Relay Race, Silverstone

750 Motor Club Birkett 6 Hour Relay Race, Silverstone
29 October 2011

I was asked to attend this road race event to service for my friend Simon Orebi-Gann who was taking part. This is an end of reason event organised by the 750 Motor Club and is based on a handicap system where slower cars are awarded a number of make up laps. The actual handicap system is terribly complicated though but it ensures a wide variety of cars taking part with an equal chance of winning, in theory at least. There are two teams, Morgan Gentleman and Lady and Morgans For Fun, each fielding 6 cars and the idea is that each car is on the track for an hour before a driver change. Because of an accident at the Silverstone Classic, Simon's multi Morgan Motor Company Challenge Roadster Lightweight is undergoing a full rebuild and so he was sharing a Class C 3.9 litre Morgan Plus 8 with Paul Burry, another very experienced competitor.

Other drivers and cars in our team were Dr Kelvin Laidlaw in his newly rebuilt Roadster Lightweight, Tim Hill in another Class C Plus Eight and Barry Sumner in "Black Sheep", a much modified 1953 Plus Four with a 4.6 John Eales prepared Rover V8 engine.

I arrived at Silverstone about 7am and unpacked my tool chest, jacks and stands. After a quick bacon roll cooked by Kate, Simon's wife. I gave the car a good going over but nothing was amiss. I put on the racing number and identification letters and took the car to scrutineering. With Simon and Paul practising, I grabbed a cup of coffee and a quick nap in my car. The race started at 11.15 prompt and was then red flagged 15 seconds later because of a fairly major coming together on the starting grid. What seemed to have happened is three Caterhams merged on each other and a Peugeot 205 GTI then collided with the wreckage with a wheel becoming detached from one of the Caterhams which then struck the windscreen of a

BMW. The BMW driver was unhurt but very shaken!!

With Paul on the track, Tim Hill came rushing up to me saying that his car would not start. Much head scratching later, I discovered that there was a broken distributor wire which I quickly remade and he took his place in the pit lane.

Paul came in, Tim went out and as Simon was due out 3 hours later, we had ample time to check the car and refuel it. Paul said that the front of the car felt funny and on checking this was traced to a loose damper blade which was tightened up. Brakes were checked and cleaned as a precaution. Simon then took his turn and put in a number of very fast laps however the other team were fielding Keith Ahlers in his very very fast Class A Plus 8 so try as Simon might he could not really catch him in the closing minutes. The race finished at 1736 and the team had come 12th overall on handicap so not a bad result!!

Support Iain Baxter in his arduous task as Webmaster.
He needs your help to keep the Rhyl DMC website up-to-date.



visit the club at www.rhyldmc.co.uk

Award Winners 2011

Ladies Championship

1st Overall	Twigdon Cup	Sarah Holmberg
2nd Overall	Autoequipe Cup	Jacqueline Jones
3rd Overall	Highways Cup	Sarah Hannaby
1st Novice	Ladies Committee Cup	Jacqueline Jones
2nd Novice		Sheila Matthews
3rd Novice		Marguerite Jones

Road Rally Drivers Championship

1st Overall	Sutherland Cup	John Leckie
2nd Overall	Les Moss Trophy	Steven Woods
3rd Overall		Matthew Honeyborne
1st Novice	Slaters Trophy Cup	Steven Woods
2nd Novice		Matthew Honeyborne
3rd Novice		Arthur Jones

Road Rally Navigators Championship

1st Overall	Grand Hotel Trophy	Paul Holmberg
2nd Overall		Gareth Price
3rd Overall		Sarah Holmberg
1st Novice	Bert Moss Trophy	Dick Jones
2nd Novice		Neil Galeandro
3rd Novice		Sarah Hannaby

Tarmac Stage Drivers Championship

1st Overall	Gwyn Prichard Cup	Kevin Jones
2nd Overall		Rob Dick
3rd Overall		Keith Jones
1st Novice	Salisbury Arms Trophy	Keith Jones

Tarmac Stage Co-Drivers Championship

1st Overall	Xmas Cup	Jacqueline Jones
2nd Overall		Baz Green
3rd Overall		Lee Webb
1st Novice	Braid Challenge Cup	Jacqueline Jones

Les Hewitt Memorial Trophy

???

Jack Romain Rose Bowl

???

Gravel Rally Drivers Championship

1st Overall	OSG Motorsport Cup	Luke Francis
2nd Overall		Rupert Lomax
3rd Overall		Gareth Webb
1st Novice	TBA	Chris Rowlands

Gravel Rally Co-Drivers Championship

1st Overall	Autocolours Cup	Little Rich Jones
2nd Overall		Peter Williams
3rd Overall		Baz Green
1st Novice	TBA	Lesley Bailey

Club Championship

1st Overall	Hill Crest Trophy	Sarah Holmberg
2nd Overall		Paul Holmberg
3rd Overall		Slow Rich Jones
1st Novice	Motor Traders Trophy	Dick Jones
2nd Novice		Aaron Rossington
3rd Novice		Gethin Williams

Social Championship

1st Overall	HMS Autospares Cup	Markus Buckley
2nd Overall		Ian Vale
3rd Overall		Dave Jones

Clubmans Top Dog Driver

Motor Traders Cup	Paul Holmberg
-------------------	---------------

Clubmans Top Dog Navigator

Regal Trophy	Sarah Holmberg
--------------	----------------

Top Dog Driver

John Harrison Memorial Trophy	Arthur Jones
-------------------------------	--------------

Top Dog Navigator

Top Dog Trophy	Baz Green
----------------	-----------

Marshal of the Year

Arthur Jones

Presidents Cup

???

The Awards Dinner and Dance 2011 is at Kinmel Manor, Saturday Feb 18th 2012.

Tickets are available from Sarah Manton and Autocolours. After dinner speaker is Stuart Turner (ex BMC rally competition manager and rally co-driver)

Awards winners are reminded that they should attend wherever possible to receive their trophies and MUST submit a written letter/email should they NOT be attending for a nominated person to collect the award on their behalf.