



# OUTPOST

*North West Region Newsletter*

*www.marshals.co.uk*

*MARCH 2018*

b	BRITISH
r	RALLY
m	MARSHALS
c	CLUB



**Dave Cleaveley receiving his certificate of BMMC Life Membership in recognition of his many years of loyal service to the North West Region**

# JOTTINGS FROM THE CHAIR

## **CHAIRPERSON'S THANKFUL THINKING**

So, (everybody starts with "So" these days!) our fabulous Training Weekend was indeed.... fabulous. Sincere thanks to Bill Grey and all his trainers, administrators etc. and to all those of you who attended. Training and Experience; you know they make sense!

I know a lot of what training is about is the signatures you get towards your grade progression. However, having attended loads of sessions over both days of the weekend, I believe the content of the training, the refreshment of our memory banks, and the camaraderie of the whole event really do set us up for the season ahead.

I'm there every year, and I say again that I always come away with revised or new bytes of memory that will help me during the season. It is an incredibly useful weekend, and I record again my thanks to Bill and his gang.

Your Training can transmogrify into Experience immediately this year. BARC NW hits the track on the 17<sup>th</sup> (CNC Heads and all!) with BRSCC NW hard on their heels on the 24<sup>th</sup>. That sure is a baptism of fire. Then by the look of our Volunteering Database, a busy season stretches out ahead. I'm sure you'll enjoy it as much as those bacon butties over the weekend!

A brief Tribute: It is always sad when a colleague passes away. Don Brame was one of the Good Guys. I know most of us will have enjoyed a day on the bank with him. A really big crowd at Don's funeral, with BMMC, BARC and BRSCC being well represented. A fitting tribute to a great colleague.

**Mike Cadwallader - North West Region Chair**



## Tales From the Recruitment Tent

Despite there being no motorsport throughout the winter period recruitment continues and we have had 14 new enquiries from "Try Marshalling for a Day" all of which have been followed up and invited to a taster day or our training day.

We had a record turnout for the training day for newcomers or those having completed less than three meetings. Things are looking positive for the new season and I hope you will all help and encourage our new volunteers.



## An Evening of Motorsport at Blackhurst Garage

I invited myself to the above event on 25 Jan, where I put up a small display about BMMC. There were about 200 visitors to the event and Rachel & I spoke to quite a number of people directly about the club and our work. Dave Blackhurst summed up the importance of marshals to the gathering in his address to the crowd. We secured the details of 9 people who were keen to know more and attend training day and/or taster day. I met a number of members from Knutsford and District Motor Club who have invited me to one of their meetings and introduce BMMC and our workings.

## 2018 Season

I have pre-booked space for the recruitment tent at the following events.

**MSV GT/F3**

**Budburg**

**BTCC**

**Mini Festival**

**Gold Cup**

I would welcome to see some new faces in the team at these events. The aim is not just to encourage new marshals but to be a point of information for members of the public. No specialist knowledge is required, just a bit of enthusiasm for what we do. Drop me an e-mail if you want any more information.

**Rob Wood**

**NW Region Recruiting**



## RETURN OF THE CHAMP



Later this season, we will once again see Simon Allaway back out on the circuits of the North West in his mighty Lotus Esprit.

Four years ago, Simon experienced the highs and lows of motorsport. In the final race of 2013, he clinched the CNC Heads Sports/Saloon Championship after a thrilling battle for the lead with series-sponsor Ric Wood which ended when the driver of the ex-DTM Opel Astra crashed heavily and brought out the red flags handing the title to Allaway.

Simon was looking forwards to defending his crown in 2014 but, as part of a winter upgrade, he set about removing the roof of the Lotus to get a lighter one made. Before he had even detached the body panel he noticed a crack in part of the space-frame's tubing and then, on closer inspection, quite a few more were discovered. The car was clearly unsafe and he would have to hang up his helmet for a few seasons while a complete rebuild was undertaken.

Allaway has been racing heavily modified

tin-tops for more than 30 years. Prior to taking up circuit racing he rallied a Hillman Imp but a visit to Donington Park to watch the European Touring Car Championship brought the legendary Wendy Wools Special Saloon series to his attention as that category was part of the support bill. This resulted in Simon swapping his rally-spec Imp for one built to the Wendy Wools regulations.

Although he found competing wheel to wheel more to his liking than racing against the clock on night-time road rallies, the number of Imp engines that kept blowing up proved to be a nuisance and by the end of the '80s Allaway was looking for something different.

This was found in the classified pages of Autosport in the shape of the Lotus Esprit which was to become his weapon of choice right up until the present day.

The car needed a fair amount of work as it was purchased as a rolling chassis without engine or gearbox. When Simon debuted the car in 1994 it had a 3.5 litre Rover power unit.



Allaway then had 20 years of fun - in 120 races - until the fatigue cracks appeared. During that time, increasingly bigger and better engines were fitted behind the driver. There were two Wildcat-tuned



Rover V8s of 5 and 6 litre capacity before Simon found a bargain over in America via eBay!

This was a Chevrolet LS6 engine that was originally fitted to a Daytona Prototype Pontiac chassis. As the size of the motor had been reduced from 5.7 litres to a still mighty 5.5 to meet the requirements of IMSA regulations, there was little demand from America and so Allaway's bid only had to match the starting price.

Having secured the aluminium power unit, Simon realised it needed new cylinder heads and received a nasty surprise when he received a quote for brand new ones from an engine-builder in the States. Fortunately, the guy on the other side of the pond picked up on the fact that Allaway was a clubman funding motor racing from his own pocket and offered some second-hand components which he refurbished at a much lower cost.

The engine then crossed the Atlantic to be rebuilt in Simon's garage!

While racing the Esprit for 20 years there were a number of areas that Allaway didn't like or believed could be improved. The cracks that he discovered in 2014 resulted in him building a complete-

ly new space frame and gave him the opportunity to turn into reality the "ideal car" that he had designed in his head during his racing career.

Everything is new except the engine, gearbox, gearstick, steering wheel... plus the yellow and orange colour scheme! One further feature that may remain is the roof which began the whole saga of the past 4 years. That is the one final aspect of the car which has not changed since it was purchased in 1989.

Like the Chevy engine, each corner of this radical Lotus will also have American heritage. Allaway obtained the suspension from a Lola Indycar which had been unused and decided to design his uprated racer around that. These top-line single seater components replaced front suspension that included modified Westfield uprights which connected to Simon's own wishbones while those at the rear had originally been fitted to a March F2 car. The position of the pick-up points were optimised using a computer program Allaway, an airframe stress engineer by trade, wrote himself to achieve good camber and roll centre control.

Simon enjoys every aspect of building and driving the car; the design, the man-





ufacture, the assembly, the tuning and the racing - he is known to drink the odd beer afterwards too! He is supported by Alison who Simon says, "She is my far better half! She loves the smell of Castrol R and petrol, stops me talking too much on race day... and is so crazy she makes me look like the sensible one!"

Simon will be supported by his close friends Paul Greaves and David Gibbon (who has gone from being in the orange army to joining the British army!) but will sadly be without Martin Bennett - his long-time helper and entertaining character who sadly passed away a year ago.

With regards to the Esprit-shaped bodywork, Simon McBeath has provided aerodynamic expertise. Using McBeath's analysis and data from technical books, Allaway has designed the chassis and suspension to allow some aero' tweaks. "They should be good," our man says, "if they work!"



While the rebuild has been ongoing, Simon's only track-time has been behind the wheel of the Safety Car during two race meetings at Oulton Park and Anglesey. The latter was in the circuit's Ford Puma and Allaway weaved so much to warm up the tyres on the green flag lap that he tricked the commentator into thinking there was an additional entry in the field!

Work on the new iteration of the Lotus Esprit continues but Simon hopes to be back under starter's orders by the middle of the 2018 season. The 575 bhp beast should be a world away from the Ford Puma. "I am sure driving the rebuilt car will be a major shock to the system when I first plant the throttle," Simon muses, "however it should blow the cobwebs away pretty quickly!"

It should be a thrilling experience for the watching marshals too!

**Dave (Fasttoes) Williams**

### **STOP PRESS!**

**Gordon Knight** has received his Best Wishes card that was signed by most of our members over the weekend. He's doing fine, and thanks everybody for their kind, considerate, amusing or downright rude comments!

Thanks MC



## FORTHCOMING EVENTS 2018

### RACE MEETINGS

Mar 24	BRSCC NW	Oulton
Mar 31	MSVR F3/GT	Oulton
Apr 02	MSVR F3/GT	Oulton
Apr 07	BRSCC NW	Oulton
Apr 14	750 MC	Oulton
Apr 28	BRSCC NW	Anglesey
Apr 29	BRSCC NW	Anglesey
May 12	MSVR - AMOC	Oulton
May 19	VSCC-Vintage Fest	Oulton

### HILLCLIMB MEETINGS

Mar 31	Hagley&DMC	Loton Park
Apr 01	Hagley&DMC	Loton Park
Apr 14	Hagley&DMC	Loton Park
Apr 15	Hagley&DMC	Loton Park
May 19	Hagley&DMC	Loton Park
May 20	Hagley&DMC	Loton Park
May 20	MGCC NW	Scammonden

### SPRINT MEETINGS

Apr 07	Longton&DMC	Anglesey
Apr 08	Longton&DMC	Anglesey
Apr 28	Liverpool MC	Aintree
May 05	MGCC NW	Anglesey
May 06	MGCC NW	Anglesey

### NW REGION COMMITTEE MEETINGS

19<sup>th</sup> March 2018

Blue Cap Hotel, Sandiway

### NATIONAL COUNCIL MEETINGS

1<sup>st</sup> July 2018

2<sup>nd</sup> December 2018 (& AGM)

Jurys Inn, Milton Keynes

## REGALIA PRICE LIST

<u>Description</u>	<u>Price</u>
BMMC CLOTH BADGES, LAPEL BADGES & STICKERS	£2.00
UNION FLAG CLOTH BADGE c/w WEBSITE	£2.00
BMMC GRADING BADGES	£1.00
'HEROES' CLOTH BADGES, LAPEL BADGES & STICKERS	£2.00
LEATHER WELDERS GLOVES	£4.00
HI-VIS ORANGE WATERPROOF GLOVES	£4.50
WOOLLEN SKI HATS - BLACK or ORANGE	£4.50
BASEBALL CAPS - BLACK or ORANGE	£7.00
OUTBACK SUN HATS SP50	£15.00

Catalogue and Order forms can be downloaded from the club website or from Eric Ridler, BMMC NRO

New Overalls are only available from AWS RACEWEAR - Tel: [01233 638 498](tel:01233638498) quoting BMMC membership number

For all other enquiries contact the Regional Regalia Officer, or:  
The National Regalia Officer - Eric Ridler  
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### NEXT NEWSLETTER

Next Copy Date - 9<sup>th</sup> April 2018

Publishing Date - 16<sup>th</sup> April 2018

### WELCOME - NEW MEMBERS

We would like to extend a warm welcome to the new members below. We sincerely wish you a happy and safe future.

Lewis Jones	Runcorn
James Hughes	Drury
Seren Hughes	Drury
Stephen Edwards	Great Sutton
Melinda Carpenter	Uttoxeter
Matt Glover	Stoke-on-Trent
Brian Marsh	Great Bridgeford
Gareth Lloyd	Stafford
Ewan Lloyd	Stafford
James Lyke	Burslem



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