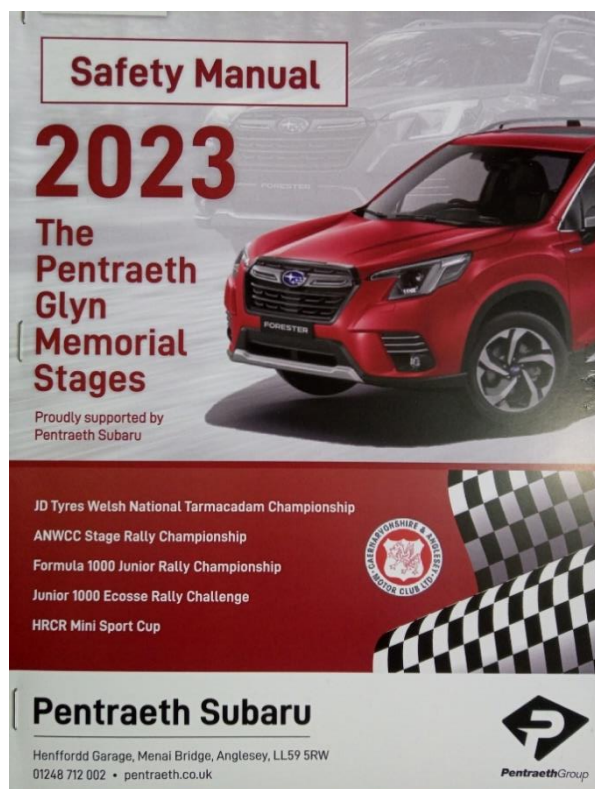


Radio Mutterings – November 2023 (Part Two)

The Pentraeth Glyn Memorial Stages – Sunday 26th November 2023.



It's another early 5:15am start on a cold and frosty morning as I head out once again across the Mersey and this time into North Wales and on to the island of Anglesey for the second day of this C&A event. For this second day of the event, I'm teaming up in Control with Ian Winterburn, taking over from Derek Bedson.



Thanks firstly to C&A and their event sponsors for the goody bag and much appreciated breakfast ticket. Once refuelled, it's time to set up the 81 control as Ian looks after the official's management channel. After the obligatory radio check and the final check through the stage with our very own Mark Wilkinson as MSUK Steward, by nine o'clock all is ready to start the first pair of stages with a strong field of Juniors. At 09:03 Maverick 31 on the start confirms that SS9 is live with car 101, the first of 26 Juniors. To be perfectly honest there is not much to say about this first pair of stages, the Juniors are enjoyable to watch, with 100% commitment and some very smart cars out on stage. By 09:41 all of the Juniors are clear of both stages, with no drama to report.

After a quick check with the Clerk, we have permission to start the first run of the day for the main field, as Car 7 starts SS9 at 09:44. The cars are obviously quicker and one or two Mk IIs manage the odd power slide, but the only real drama is Car 11 who proceeds slowly on hazards through to the stop line. SS10 follows a similar pattern, although three less starters, perhaps due to one or two 'sick' cars starting the first stage to ensure a second days finish before retiring in service. In the end SS10 shows 42 cars safely in and out, with nothing to report of any note by 10:42.

A slick turnaround by the sector marshals and set up teams, means that by 10:54 we have permission to start the Juniors into the next pair of stages. As the season progresses towards an end the Juniors are jostling for various championship and club finishes, so the action is close but very fair. Through SS11 the first and only safety shout comes from Gem 32 who report that Car 110 is stopped with them with a "steering problem" and will require recovery. Just as I am contemplating whether to direct Gem or Bulldog Recovery, the car restarts and manages to clear the stage in a somewhat 'crabbing' motion. By 11:11 all of the cars are out, and we head more or

less straight into SS12 for the Juniors. SS12 passes off quickly and without incident, with Car 110 rejoining the action, albeit as last car into the stage and out by 11:32.

With permission granted, Maverick 31 reports the first of the main field into their SS11 at 11:43, once again with Car 7 leading the field. This first run finds Summit 5 calling in Car 13 pulled off at Junction 11 with a "gearbox issue". More dramatically a couple of minutes later Gem 62 calls in Car 19 "on it's side" at Junction 22. After an anxious couple of minutes marshals report back to the radio that the car has rolled, but the crew are out, apparently OK and the stage is clear. With no more drama the stage finishes with 41 cars out through the Stop Line and past Oak 8. As Car 19 is off in a safe place, the Clerk instructs us to carry straight on with SS12 and Car 7 fires off the Start Line at 12:03. To be honest there is nothing to report from this run of the main field and all 41 starters are in and through the stage by 12:28. As Dave Mitchel as Closer 1 enters the stage, I arrange for Bulldog Recovery, Cam Rescue & Medic to proceed to the stricken Car 19. Very quickly the stricken car is righted and on the way to the Paddock. With Gem Recovery not required as Car 13 is pushed back into Service, John picks up the co-driver from Car 19 and gives them a lift back to the paddock. Cam Medic incidentally checking both crew members over and confirming they are both OK.

As we manage to grab something to eat, the set-up crews and marshals are busy reversing the stage direction for the final pair of stages and the start and finish crews relocate to their new positions. Another rapid turnaround means that the Juniors are soon into their penultimate stage at 13:00. SS13 passes quickly, with some once again close but very fair and entertaining action. The 26 cars are soon out of the stage and by 13:21 into their final stage of the day. I must say that the Juniors put on a first class show today and at the end of an uneventful final SS14 stage they all parked up by the podium in the Paddock to present the various awards. I would add that the use of bagpipes in Wales is probably an offence !! Awards of another type saw Alan Summit 5 win one of the marshals prizes in the draw on his birthday, so 'Happy Birthday' Alan.

Back in the main field they started SS13 at 13:51 and the change of direction caught one or two, particularly rear wheel drive cars out as they explored the outer edges of the track and grass areas. For SS13 we had 40 cars in and out of the stage and by 14:20 it was time to start the final stage of the day. SS14 was over in a flash, although the light Welsh drizzle did add a certain sparkle to this final stage, but all 40 cars made it safely to the end.

Back in Control with no recoveries to take care of we could stand everyone down, pass on our and the organisers thanks for what was a fine event and end to the Anglesey season. For me it's none quite the end of the year as the next weekend it's the drive north up the M6 for the Grizedale Stages, but more of that next month.

Ian Davies

Gem 23 and MSUK Radio Controller.