

September 2018 spotlight



Richard Hargreaves
Pendle & DMC
Scammonden Dam
Hillclimb

Photos courtesy of
Brian Taylor
(White Dog Photography)

www.sd34msg.org.uk

Volume 9 : Issue 9 : September 2018 : Maurice Ellison

Chairman's Chat

It's a pity the Pendragon Stages is run on the Bank Holiday weekend as last weekend we had the typical Bank Holiday weather – low cloud and plenty of rain ! Despite that I was glad to have gone as the venue is excellent.

On the down side however I would like to raise something that I have mentioned previously but the situation still occurs. There was a dark blue Honda Civic on which were black competition numbers and on the first stage they were just visible but as the light deteriorated when the rains came they were invisible to the radio crews. It was clearly stated in the event regulations that competition numbers in accordance with Blub Book section 6.1.3a (which links to J4.1) were to be used. In essence there should be black numbers on a white background of a given size. In addition these must be present before scrutineering. So this car should have failed scrutineering as should several other cars which had the background incorrect including some of the first 9 cars who thought they didn't need as big a background as they only have one number. This might seem trivial to some but it's a safety issue as the job of the radio crews is to log the passage of cars and call in if one goes off or stops. On this event several cars went off on each stage so the radio controller needs to know which cars are where in order to take the appropriate action when an incident occurs. So crews get your cars ready properly and scrutineers check them properly.

On my next event, the Heroes Stages at Weeton on 23rd September, I am the radio controller and I could do with a few more radio crews so if you fancy a day at Weeton then please contact me via heroesradiocrew@gmail.com. I will look forward to working with you.

Les Fragle, Chairman/Secretary, SD(34) Motor Sport

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MOTOR SPORT GROUP

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Quarterly Meeting

6th August



Mark Wilkinson

Bob Malloy

Simon Blunt

Simon Blunt (MSA General Secretary) was present at the meeting and gave a review of the past 4 years since he joined MSA - in dealing with the FAI in Scotland. Background is grassroots racing.

Responsible for 13 disciplines. Simon continued with an overview of the change process that is happening, following David Richards' appointment - future sustainability of sport, governance, diversity, new CRM launching on 30 September, rally tracking, training, recruitment

It was urged for everyone to sign up to receive notifications of proposed regulation changes - <https://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>.

Steve Johnson gave an overview of the recent Autotest Committee - have produced a draft risk assessment template as an example for clubs.

Rallies Committee - looking at cycling / walking recce on single venue rallies.

Matt Endean raised single venue targa rallies, and also looking at minimum age on some events.

Marshals draw:

May - Jim Livesey

June - Chris Noble

July - Adrian Lloyd

Training - 26th January 2019 at Warrington Campus

Club & Volunteer of the Year nomination forms are due out soon from MSA - keep your eyes peeled.

ANWCC 2017 Prize Presentation Night

SD34MSG

Member Clubs & Contact Details

Accrington MSC

Contact : David Barratt
Email : davidpbarratt@gmail.com
Tel. : 01254-384127
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Airedale & Pennine MCC

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Lightning MSC

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Warrington & DMC

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2018 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	1051	1	1
Bolton-le-Moors CC	813	2	2
U17MC-NW	798	3	3
Liverpool MC	724	5	4
Preston MC	427	4	6
Warrington & DMC	302	6	8
Wigan & DMC	272	7	9
Garstang & Preston MC	239	8	11
Division B		Position	
Club	Points	Div	O/A
Accrington MSC	371	2	7
Airedale & Pennine MCC	264	1	10
Pendle & DMC	184	5	12
Blackpool South Shore MC	173	4	13
Matlock MC	159	3	14
Stockport061 MC	98	6	16
Wallasey MC	94	7	17
Manx AS	71	8	19
Division C		Position	
Club	Points	Div	O/A
Longton & DMC	636	1	5
Lancashire A.C.	113	2	15
Knowldale CC	72	3	18
Hexham & DMC	29	4	20
CSMA (NW)	19	5	21
High Moor MC	15	6	22
Lightning MSC	10	7	23
Mull CC	0	=8	=24
2300	0	=8	=24
Motor Sport North West	0	=8	=24

Updated 30th August 2018

MOTOR SPORT (NORTH WEST)

Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club
www.eromc.co.uk



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

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1/4 page (ish - we are very flexible) advert
for a full 12 issues (1 year) for just £100

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forwarded to club members + another 7000+ on
the distribution list (25 X 100 + 7000 = 10,000+ readers)

And now sent to all ANWCC clubs (114)

All advertising revenue helps to fund SD34MSG

Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details

Steve Johnson

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Maurice Ellison 07788-723721 sd34news@gmail.com

WANTED YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,
Birthdays, Anniversaries. Club Nights

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Andrew Morris	C	158	CDMC	Y
2	Calvin Woods	A	132	WiDMC	Y
3	James Swallow	D	79	BLMCC	Y
4	Brandon Smith	D	53	CDMC	Y
5	Steve Johnson		52	U17MC	
= 6	Peter Sharples	B	27	PMC	
= 6	Steve Kenyon		27	G&PMC	
= 6	George Merrills	B	27	S061MC	
= 8	Mick Tomlinson	D	26	PDMC	
= 8	Peter Jackson	D	26	G&PMC	
O/A	Co-Driver	Class	Pts	Club	Q
1	Chloe Thomas	C	158	CDMC	Y
2	Conner Aspey	A	131	WiDMC	Y
3	Lauren Hewitt	A	106	Wigan	Y
4	Bruce Lindsey		53	PDMC	Y
5	Steve Butler	A	52	CDMC	
= 6	Louis Baines		27	PMC	
= 6	Matt Broadbent		27	CDMC	
= 6	Kris Coombes		27	PMC	
= 6	Sam Coombes		27	PMC	
= 6	John Knight		27	G&PMC	
= 11	Phil Merrills		26	S061MC	
= 11	Terry Martin	D	26	CDMC	
= 11	Karen Whittham		26	G&PMC	

Results following Round 9

JRT Enville Stages

Warrington & DMC

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Matt Flynn	E	79	CDMC	6
2	Stephen Holmes	N	61	CDMC	6
3	Chris Hewlett	N	45	CDMC	5
= 4	Dan Sedgwick	E	43	CDMC	4
= 4	Kris Coombes	E	43	PMC	4
6	Tony Harrison	E	39	CDMC	4
7	Ian Swallow	N	38	BLMCC	5
= 8	Steve Flynn	S/E	32	CDMC	3
= 8	Dan Fox	N	32	CDMC	2
10	Mark Dixon	S/E	29	CDMC	4
11	Mark Standen	E	27	G&PMC	1
12	Mark Johnson	E	25	CDMC	3
13	Jem Dale	E	22	G&PMC	1
= 14	Dominic McTear	E	20	CDMC	2
= 14	Charles Andrews	N	20	PMC	1
16	Paul Pendleton	N	18	CDMC	2
17	Pete Sharples	N	17	PMC	1
18	James Taylor	E	16	CDMC	2
19	Phil Shaw	N	9	CDMC	1
20	Andy Williams	N	4	U17MC	1
21	Russell Starkie	N	3	CDMC	1

O/A	Navigator	Class	Pts	Club	Rds
1	Rob Jones	E	69	CDMC	6
2	Ben Holmes	N	42	CDMC	5
= 3	Grace Pedley	N	41	CDMC	6
= 3	Sam Ambler	E	41	CDMC	4
= 5	Louis Baines	E	39	PMC	4
= 5	Matt Hewlett	N	37	CDMC	6
= 7	Matt Broadbent	E	25	CDMC	3
= 7	Leah Brown	N	25	CDMC	3
9	Stephen Butler	E	23	CDMC	3
= 10	Paul Taylor	E	21	CDMC	2
= 10	James Swallow	N	21	BLMCC	4
12	Ian Graham	E	20	CDMC	3
13	Jonathon Webb	E	16	Hexham	2
= 14	James Chaplin	E	12	G&PMC	1
= 14	Harris Holgate	N	12	CDMC	2
16	Elliott Shaw	N	11	CDMC	2
17	Sam Coombes	N	8	PMC	1
18	Steve Frost	E	7	G&PMC	1
19	Lauren Cook	N	3	U17MC	1

Results following R6

G&PMC Memorial Rally 16/17th June

Individual Championship

O/A	Competitor	pts	Q	Club
1	Nigel Fox	127	Y	Clitheroe
= 2	Steve Johnson	98	Y	U17MC
= 2	Andy Williams	98	Y	U17MC
4	Stephen Holmes	87	Y	Clitheroe
5	Rob Jones	77	Y	Clitheroe
6	Ben Holmes	66	Y	Clitheroe
7	Louis Baines	61	Y	PMC
8	Steve Smith	58	Y	Accrington
9	Lauren Crook	57	Y	U17MC
10	Kris Coombes	52	Y	PMC
11	Lauren Hewett	44	Y	Wigan
10	Tony Harrison	40	Y	Clitheroe
11	Steve Butler	39	Y	Clitheroe
13	Peter Sharples	29	Y	PMC
15	Sam Coombes	24	Y	PMC
16	Dan Sedgwick	21	Y	Clitheroe
17	Sam Ambler	19	Y	Clitheroe
18	Steve Kenyon	13	Y	G&PMC
19	Steve Price	11	Y	Clitheroe
18	Elliott Shaw	7	Y	Clitheroe

Not Qualified

Jamie Foster	105	U17MC
John Wadsworth	92	Lancs AC
James Williams	82	U17MC
Rob Holt	73	Liverpool
Scott McMahon	64	U17MC

Last Updated 1st June



MOTOR SPORT GROUP

Non Race/Rally Championship

O/A		Class	Score	Club
1	Jamie Foster	B	84.66	U17MC
2	Warren Nichols	A	83.75	BLMCC
3	Andy Williams	A	83.05	U17MC
4	James Williams		80.94	U17MC
5	Steve Johnson		79.96	U17MC
6	Scott McMahan	A	79.49	U17MC
7	Chris McMahan	A	79.22	U17MC
8	Lauren Crook	C	77.82	U17MC
9	Jason Crook	E	77.20	U17MC
10	Phil Clegg	E	70.16	AMSC
11	Dave Graves	B	57.65	Bolton
12	Steve Smith	A	53.75	Accrington
13	Stephen Holmes	A	52.45	CDMC
14	Ben Holmes	A	31.12	CDMC
15	Louis Baines	E	20.11	PMC
16	Kris Coombes	E	19.99	PMC
17	Steve Price	A/E	18.81	CDMC
18	Sam Coombes	A	18.77	PMC
19	Peter Sharples	A/E	17.83	PMC
20	David Robinson	B	10.79	U17MC
21	Martin Fox		9.85	Wigan
22	David Goodlad	E	1.00	Bolton

Following R 19 & 20

J4 Darwen Services (19th August)

U18 Championship

O/A		pts	Club
1	Matthew Nichols	89	BLMCC
2	Alexander Baron	68	AMSC
=3	James Robinson	20	U17MC
=3	Elliott Shaw	20	CDMC

Following U17MC PCA etc 19th August

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	84.46	2	Clitheroe
2	Rob Holt	80.14	3	Liverpool
3	R.Thorpe	61.22	1b	Longton
4	David Goodlad	50.63	S	Bolton
5	J. Wadsworth	50.48	S	Lancs AC
6	Nigel Trundle	39.97	1b	G&PMC
7	J. Pinder	39.92	1b	A&PMMC
8	Steve Price	38.35	1a/b	Clitheroe
9	J.Early	38.27	1b	Longton
10	W.Campion	38.26	1c	Liverpool
11	D. Welton	37.35	3	Longton
12	C. Duncaif	29.34	3	Liverpool
13	S. Norton	28.42	3	Longton
14	J.Wright	20.47	2	Pendle
15	R. Hargreaves	10.00	3	Pendle
16	S. Nicholson	9.80	2	Pendle
17	David Robinson	9.75	S	U17MC

Last updated 25th July

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	237	Clitheroe	Y
2	Amanda Baron	87	AMSC	Y
3	Tracey Smith	77	AMSC	Y
4	Bill Gray	71	Liverpool	Y
5	Sean Robertson	67	Liverpool	Y
= 6	John Harden	57	Liverpool	Y
= 6	David Hunt	57	Liverpool	Y
= 6	Robert O'Brian	57	Warrington	Y
= 6	William O'Brian	57	Warrington	Y
10	Barry Wilkinson	54	Pendle	Y
11	Geoff Main	50	Liverpool	Y
= 12	Colin Baines	40	PMC	Y
= 12	Danny Cookson	40	PMC	Y
= 12	Kris Coombes	40	PMC	Y
= 12	Sam Coombes	40	PMC	Y
= 12	Jamie Elwell	40	PMC	Y
= 12	Terry May	40	PMC	Y
= 12	Dave Barratt	40	Accrington	Y
= 12	Alan Shaw	40	Pendle	Y
= 20	Steve Smith	37	AMSC	Y
= 20	Les Fragle	37	G&PMC	Y
= 22	Paul Flynn	30	Clitheroe	Y
= 22	Stephen Holmes	30	Clitheroe	Y
= 22	Steve Lewis	30	Clitheroe	Y
= 22	Kim Coombes	30	PMC	Y
= 22	George Postlethwaite	30	PMC	Y
= 22	Joe Ring	30	PMC	Y
= 22	Louis Baines	30	PMC	Y
= 22	Lee Birkenhead	30	PMC	Y
= 22	Robert Grimshaw	30	PMC	Y
= 22	Peter Sharples	30	PMC	Y
= 22	Craig Shooter	30	PMC	Y
= 22	Rod Brereton	30	Pendle	Y
= 22	Peter Wright	30	Pendle	Y
= 22	Ian Mills	30	Pendle	Y
36	Alexander Baron	27	AMSC	Y
= 37	Chris Hewlett	20	Clitheroe	Y
= 37	Phil Shaw	20	Clitheroe	Y
= 37	Jez Turner	20	Clitheroe	Y
= 37	Amanda Anderson	20	U17MC	Y
= 37	Ian Farnworth	20	G&PMC	Y
= 37	Steve Kenyon	20	G&PMC	Y
= 37	Peter Schofield	20	Pendle	Y
= 37	Peter Wilkinson	20	Pendle	Y
= 37	Grant Smith	20	PMC	Y
= 37	Ben Coombes	20	PMC	Y

122 Marshals have Claimed points

46 marshals have Qualified

Last updated 24th August

2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

Please tick this box if you are under 18.

If ticked then parent/Guardians section must be completed

NAME
 ADDRESS
 P'CODE

TEL NO Home..... Mobile

E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below; I agree to abide by the championship rules and I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE DATE

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG c/o Mrs.M.Duckworth,12 Silsden Ave., Ribbleson, Preston.PR2 6XB. Tel 01772 700823

E-Mail: margaret.duckworth42@btinternet.com Registration commences on date of receipt of application form or on advance notification by e-mail. N.B. You do not need to register in order to claim points for the Interclub league championship but you must register for the individual or disciplined championships.

CHAMPIONSHIP	To register as Driver or/and Co-Driver-Navigator Click box to select	Class - Select box to tick								Official SD34 Use only
		Driver				Co Driver/Navigator				
STAGE RALLY	DRIVER CO DRIVER	A	B	C	D	A	B	C	D	
ROAD RALLY	DRIVER NAV	Exp	Semi	Nov	Exp	Semi	Nov			
SPRINT & HILLCLIMB	DRIVER	S.	1A	1B	1C	2	3	4	5	
NON RACE / RALLY	DRIVER	A	B	C	D	E				

MARSHALLING POINTS. If you are registering as driver and navigator/co-driver in the same discipline you must nominate which club you want marshalling points to be awarded to.

CLASSES

Stage Rally: **A** = up to 1400cc, **B** = 1401 to 1600cc, **C** = 1601 to 2000cc, **D** = over 2000cc & 4wd

Road Rally: **Expert:** A competitor who, in the role registered has at least 3 top 10 finishes in a Nat B Or higher grade rally.

Semi Expert: All competitors not eligible for Expert or Novice class. (NB you can only move up 1 class /yr)

Novice: A competitor in the role registered who has never won a 1st Novice award (see full rules)

Non Race /Non Rally
A. Production Saloon Cars up to 13' (3.96m) overall length and up to 1400cc (Must have all seats & trim fitted)

B. Production Saloon Cars up to 13' (3.96m) overall length and over 1400cc (Must have all seats & trim fitted)

C. Production Saloon Cars over 13' (3.96m) overall length (Must have all seats & trim fitted)

D. Series Production Sports Cars. (Must have all seats & trim fitted)

E. All other cars (Including cars without seats and trim fitted, stage rally prepared cars and low volume sports cars e.g. Westfields and Caterhams).

S. Road-going Standard Series Production Cars conforming to S11.0

1A. Road-going Series Cars up to 1300cc (or forced induction equivalent), conforming to section S11.1 to S11.8

1B. Road-going Series Production Cars 1400cc to 1900cc (or forced induction equivalent), conforming to section S11.1 to S11.8

1C. Road-going Series Production Cars 2000cc and over conforming to section S11.1 to S11.8

Classes 1A, 1B, 1C shall include sports cars, but exclude kit, replica, spaceframed and non-ferrous chassis cars

2. Road-going Specialist Production Cars conforming to section S11.1 to S11.8

3. Modified Series Production & Specialist Cars conforming to Section S12

4. Hillclimb Super Sports Cars conforming to Section S13 & Sports Libre Cars conforming to Section S13 & Sports Libre Cars conforming to section S14

5. Racing Cars conforming to Section S15

2018 SD34MSG Under 18 Championship Registration Form

Name

Address

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2018 DOB

Competitor Signature Date

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. I understand that the information contained on this sheet will be held on computer, but will be for SD34MSG use only. (There is no fee due for this championship.)

Parent/Guardian Name

Parent/Guardian Signature Date

Parent/Guardian Information (If different to above)

Address

Post Code e-mail

Tel No Home Mobile

Please return the completed form to the championship compiler. This can be done by post or complete, print off, sign, scan and then e-mail. Address information at bottom of page.

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current MSA Bluebook.

As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal championships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

For championships which work out overall positions by Index of Performance (as per MSA Blue Book rules) the Under 18 registered competitor with the best index in the event will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best index 1 point less, 3rd best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, 3rd best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their over-all position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points. You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score 2nd Overall and third highest score 3rd Overall.

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. within 1 (one) month of the event taking place (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

**Under 18 Championship Compiler:- Alan Shaw 31 Appleby Drive, Barrowford,
NELSON, Lancashire, BB9 6EX. 01282 602195 shawalan555@gmail.com**

SD34 Motor Sport Group Calendar 2018

Date	Discipline	League	Club	Title	Venue - Notes
1-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
2-Sep	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
07/08-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
8/9-Sep	Road Rally	No	Ilkley & DMC	Colman Tyres	Yorkshire
15-Sep	PCA	Yes	U17 MC NW	U17MC PCA 6	Event City, Manchester
16-Sep	Autotest	Yes	Warrington & DMC	Warrington DMC PCA 4	Wern Ddu, Ruthin
16-Sep	PCA	Yes	U17 MC NW	U17MC PCA 7	Event City, Manchester
22/23-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
23-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
6-Oct	Sprint	Yes	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Sprint	Yes	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
13/14 Oct	TARGA	Yes	Mull Car Club	Mull Targa & Rally Time Trial	Isle of Mull
14-Oct	PCA	Yes	A&PMCC	A&PMCC PCA 4	Rock & Heifer, Bradford
20-Oct	Tour	No	2300 Club	Andy Mort Tour	Not in Championships
21-Oct	Autotest	Yes	Warrington & DMC	WarDMC PCA 5	Wern Ddu, Ruthin
28-Oct	Autosolo	Yes	Preston MC	PMC Autosolo 2	Preston MX
02/03-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
3/4-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	CANCELLED
3-Nov	Stage Rally	Yes	CDMC / Malton MC	Malton Forest Rally	Not in Stage Rally Championship
09/10-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
11-Nov	PCA	Yes	A & P MCC	A&PMCC PCA 5	Rock & Heifer, Bradford
24-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield, Lincs
1-Dec	A/S & PCA	Yes	U 17 MC NW	U17MC Autosolo & PCA	Blackburn Services, M65 Jt 4
1-Dec	Training	No		First on scene	Blackburn Services, M65 Jt 4
2-Dec	A/S, PCA, A/T	Yes	Accrington MSC	Autosolo, Autotest & PCA	Blackburn Services, M65 Jt 4
2-Dec	Autotest	Yes	Warrington & DMC	WarDMC PCA 6	Wern Ddu, Ruthin
9-Dec	PCA	Yes	A & P MCC	A&PMCC PCA 6	Rock & Heifer, Bradford

2018 Championship Rounds by Discipline at a Glance

SD34MSG Stage Rally Championship 2018

Date	Event	Organising Club
7/8 Sep	Promenade Stages	Wallasey MC
23 Sep	Heroes Stages	G&PMC + PDMC
7 Oct	Adgespeed Stages	Wigan & DMC
2/3 Nov	Neil Howard	Bolton-le-Moors CC
9/10 Nov	Poker Stars	Manx AS
24 Nov	Hall Trophy	Clitheroe & DMC
10 Rounds to Count		

Sprint & Hillclimb Championship 2018

Date	Event	Organising Club
1 Sept	Aintree Sprint	Liverpool MC
2 Sept	3 Sisters Sprint	Longton & DMC
6 Oct	Anglesey Sprint	Longton & DMC
7 Oct	Anglesey Sprint	Longton & DMC

Training Dates 2018

Date	Event	Venue
1 Dec	First on Scene	Darwen Services

SD34MSG Road Rally Championship 2018

Date	Event	Organising Club
Sep 8/9	Colman Tyres	Ilkley & DMC
Sep 22/23	Clitheronian	Clitheroe & DMC
6 Rounds to Count		

Non Race/Rally Championship 2018

Date	Event	Organising Club
15 Sep	PCA, Auto Solo	U17MC
16 Sep	PCA, A/T, Auto Solo	U17MC
16 Sep	PCA @ Wern Ddu	Warrington & DMC
14 Oct	PCA	A&PMCC
21 Oct	PCA @ Wern Ddu	Warrington & DMC
28 Oct	AutoSOLO	Preston MC
11 Nov	PCA	Warrington & DMC
1 Dec	PCA, Auto Solo	U17MC
2 Dec	PCA, A/T, Auto Solo	Accrington MSC
2 Dec	PCA @ Wern Ddu	Warrington & DMC
9 Dec	PCA	A&PMCC

Clitheroe & District Motor Club



Clubnights & More at CDMC in August

Tuesday 7th August
Grass Autotest & BBQ

'What's On' at CDMC

September 2018

Tuesday 4th September
Andy Dawson



Andy started road rallying in Imps, became a works driver in a Clan Crusader, taking it to 2nd O/A on the Manx International, moved on to Avengers, giving it its first International win, also taking wins with Alfas Datsuns and a Lancia Stratos before moving onto Ford developing the MK2 Escort RS.

That's just a taster of the things Andy has done.

Datson Team Europe
Dawson Auto Developments
This will be a top night,



Tuesday 2nd October
Geoff Hall

Tuesday 11th September
Committee Night

*Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas
Why not come along. You might enjoy it*

Tuesday 18th September
2018 Scatter Series R1
Map 103

Start & Finish at Waddington
Sign on 7:30
1st Car Away 8:01
Clerk of Course : Phil Shaw

Tuesday 25th September
Clitheronian Forum

Were you Marshalling or Competing
How was it for you ?
Where did it all go wrong or did you nail it
Come and tell us no matter how you did
We want to hear all about it



Clubnights & More at CDMC in August

Tuesday 21st August
Catch Up



Everybody's tales of Daring Do got a little up-staged when Stephen Hardy revealed his new (ish) business since leaving MiniSport - managing & developing Formula Ford cars these days !! Time just slipped away as Stephen quietly told us what he now does to earn a living

Tuesday 28th August **Tony Vart** **Rally of the Midnight Sun** **MIDNATTSSOLSRALLYT**

Back in July Tony wrote a report for Spotlight on his trip to the MIDNATTSSOLSRALLYT in Norway. That was Tony's second trip to compete on this event. Reports in this publication are all well and good but you dont get the 'low down' on everything because you cant ask the 'Author' any questions.

We asked Varty plenty of Questions - 'So whats going on here then Varty?'



Turns out she navigates for her Husband in the 'Elite' event in a 1950's Mercedes SLK300 worth about £1.5m and yes her husband was sat across from Tony so he was trying very hard not to stare at her ample cleavage



Liverpool Motor Club



Club members meet at
The Unicorn Inn, Cronton
on the 2nd Tuesday of each month
from 8.00pm.

The Unicorn Inn,
405 Cronton Rd, Widnes,
Cheshire WA8 5QF

Marshals wanted at Aintree

More marshals are always needed for Liverpool MC's Aintree sprints & track days,.

Can you help? Previous experience not required, nor are a pair of those fetching orange overalls.

You can choose to go track side where inexperienced marshals are always stationed with one of our regulars, and help is required in the assembly area and on the start line too.

At our Aintree sprints & track days, we give £10 per volunteer towards your travelling expenses and provide a free buffet lunch too. And we guarantee a break of at least 40 mins for lunch

Interested?

Want to know more?

There's more information at
www.liverpoolmotorclub.com

or you can contact LMC's Chief Marshal Bill Gray
Via the Liverpool MC Website

Events 2018

1st Sept	Aintree Sprint
2nd Sept	Sporting Bears 'Dream Rides for Kids'
19th Sept	Greenpower Racing Electric Car Races
6th Oct	Track Day 2

Bolton-le-Moors CC

The Club Meets at
9-00pm every Thursday
@ Horwich RMI Club,
Chorley New Rd,
Horwich.



Airedale & Pennine MCC

Meet at
the Rock & Heifer Inn,
Rock Lane, Thornton,
Bradford, BD13 3RH

on the second Monday of the month for our business meeting. Then we meet on the fourth Monday of the month. Visitors are welcome to join us at either of these or any club meeting.

Warrington & DMC

www.warringtondmc.com

W&DMC

meets at 20.00
every Tuesday at
Cock O Budworth,
Warrington Rd,
Gt. Budworth CW9 6HB



Wern Ddu

On the A494 (LL21 9DY)

Gravel PCAs

Remaining Dates for 2018

Sunday,	16 th	September
Sunday,	21 st	October
Sunday,	11 th	November
Sunday,	2 nd	December

Regs : www.warringtondmc.com



Longton & DMC



Meet at the Lonsdale Club
Fulwood Hall Lane, Fulwood, Preston
PR2 8DA 8.30 p.m Every Monday
(except Bank Holidays)

www.longton-dmc.co.uk

Matlock MC

Meet every 2nd Thursday
from around 8.30pm at
the Black Swan, Ashover
MR 119/350 633



Regular meetings are held on the second and fourth Mondays of each month at
The Red Lion, 324 Newton Rd,
Lowton, Warrington, WA3 1HE
www.wiganmotorclub.org.uk

Garstang & Preston Motor Club

www.gpmc.org.uk



Meet every Tuesday
at The Lonsdale Club,
Fulwood Hall Ln,
Fulwood, Preston PR2 8DB
From 8:30



WALLASEY MC

The Club Meets Every Monday
at 9-pm.
Port Sunlight Village Social Club,
Bridge St, Port Sunlight
CH62 4UP



meet every Thursday
at Fiveways,
Macclesfield Road,
Hazel Grove, Stockport,
Cheshire, SK7 6BE
from about 20.30

Hexham & DMC

Meet every Wednesday
at the Dr. Syntax Inn,
Nr. Stocksfield



A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

The Pendragon Stages provided South Shore members with the opportunity to display their talents both off and on the stages. Yvonne Robinson's marshal skills were recognised by the organisers who rewarded her with the Keith Baglee Award for services to the rally.

Top rally result went to Chris Ford who, together with co-driver Neil Colman, collected the first in Class 5 award after bringing their Subaru Impreza WRC home fourth overall. The pair set the early pace leading the rally after two stages but an off on the third stage saw them drop down the order and they ultimately missed out in a close contest for a podium finish.

Derek Blyth was driving a second Century Autosport Impreza and he and co-driver Phil Hall made the finish in seventeenth place. It wasn't such a good day however for a third South Shore member, Barry Armer, who was co-driving Adrian Lloyd. Their rally ended with their in a BMW E46 Coupe rolling on stage five.

Earlier in the month John Stone headed north to Otterburn to contest the Tyneside Stages in his Legend Fires Ford Fiesta S2500. Stone, co-driven by Jack Morton, was happy with his sixth placed finish having been forced to retire his Millington powered machine on two previous visits to the military ranges.

Quentin James and Tom Howe's hopes of recapturing the NESCRE Targa Rally Challenge title they won in 2016 took a turn for the better when they recorded a top ten finish on the Blue Streak Rally.

The pair finished in seventh place on the event, organised by the Spadeadam Motor Club, but were disappointed to miss out on fifth spot by just four seconds. The rally, based near Brampton, comprised of nineteen timed to the second tests, ten of which were on gravel tracks surrounding the Carlisle & Lake District Airport with others around Gretna and Longtown.

The Citroen C2 GT crew completed all the tests without incurring penalties and looked to be on target for a top five finish but it was their cautious approach on the final test that saw slip down the final order. In championship terms, it was still a good result for James and Howe as their points haul moves them to up to second place in the title chase.

Adrian Lloyd/Barry Armer



James Ford/ Neil Colman



Derek Blyth/Phil Hall



Quentin James/Tom Howe



PENDRAGON

Well, at least we now know how to get out of a rally car when it's upside down.

Let's get straight to the exciting bit, which happened on the second lap of the first stage and despite Mr Johnson's declaration that in these wet conditions there were going to be no heroics. 140 metre straight (over 2 speedbumps), 2R over bumpy grid. Having got a decent amount of air the first time round, my pilot clearly wanted more on his second effort and, flat in 3rd, attempted to straighten out the 2R by moving over to the left just before the grid. Sadly, he seemed to forget where the tarmac ended and the grass began. Tarmac tyres on wet grass is not a blessed union and the next thing we know is we're heading through the cattle grid sideways at 70 mph in a car carrying 2 passengers - by which I mean the driver was now not in charge and the laws of physics were left to rule our destiny for the next few seconds. The marshals at the other side of the cattle grid could see what was about to happen and gave us room to have what was clearly going to escalate from a "moment", to a fairly big "off". The bad news was that lining the right hand side of the road after the grid was a ditch deep enough to pitch the car into a roll and after 540 degrees of "sky, grass, sky, grass" we came to an undignified halt with the wheels pointing up instead of the usual down. "You ok?", enquires Mr Johnson. "yes, fine" says I, "apart from being upside down, yeah, everything's tikkety boo". Steve handed the OK board to the marshals and asked if they could get the car back on the wheels. Perhaps not a good plan, with us in it. In any event, the answer was no. So the next conundrum was how to get out. Having never been in this predicament before, I was surprised at how much thought had to be put into it. Where do you put your arms and legs to avoid falling head first into the roof/windscreen when the belt is unbuckled? Feeling relatively comfortable, hanging from the harness with all the grace of a beached turtle, it seemed like an idea attempt to open the door first. Success. So now I had somewhere to go after falling into a heap. It transpires that no matter how hard you try to brace your feet and remaining hand (the one not undoing the belt) in an inverted rally car; your head still hits the roof when gravity once again takes charge. Safely out of the stricken vehicle, with the help of the marshals the car was back on its wheels. Unfortunately, it was firmly stuck in the aforementioned ditch and was going nowhere. Thankfully, a rescue vehicle appeared fairly quickly and got us back on the road. Other than a smashed headlight, bent wing/bonnet/roof/driver's door and a crazed driver's window (the glass was crazed, not the driver. Although.....), the car was fine and drove perfectly out of the stage behind a safety car.



Photos Courtesy of Phil James



Continued on Page 16

Pendragon Stages **Continued from Page 15**

After getting the rather more care-worn looking Micra checked over by the scrutineers and with the help of lots of duct tape and cable ties, we were back in the rally. Where would motorsport be without cable ties?

Stage 2 was taken somewhat cautiously to assess the true road-worthiness of the car. All seemed fine, apart from the driver's window now making a bid for freedom. We pulled into the workshop area at the end of the stage to bin the window and replace it with a semi-opaque piece of plastic sheeting cut from a large plastic bag. Thanks to the MOD for the plastic sheet and thanks to various marshals and timekeepers for their assistance in fashioning a new window. Good to go, apart from the fact that Steve could no longer see anything out of his side of the car. With cosmetic appearance now having fully conceded defeat to functionality, back in our service area the new window was strengthened with yet more duct tape and holes were fashioned in the middle and bottom left corner so that Steve could see to his right, and also see his apexes when negotiating right hand bends. Worked a treat, except that he had to keep bending his head down when turning right.

This was not a rally without incident and the tricky conditions meant there were a number of offs and hold-ups. We didn't get to do stage three and were sent through uncompetitive. Further issues meant the cancellation of stage 4, and at Stage 4 arrival we went straight to stage 5. The car (and driver) was behaving itself and the remaining stages went without any further major issues, for us at least. There was a moment when the duct tape holding down the left side of the bonnet failed in its duty, but an ingenious network of yet more cable ties fashioned by our service crew (Steve J) rendered it once again secure.

I can't end this report without making a confession. Steve's failure to harness the laws of physics was not the only cock-up of the day. To my complete disbelief we had been given a 4 minute penalty for early arrival at stage 3. The timecard was checked and, sure enough, due time 11.46, actual time 11.42. Bugger! We were, of course, as on time as everyone else. It would seem that the marshal had entered an incorrect time and I had committed the cardinal schoolboy error of not checking the timecard. I could say I'll never do that again, but I probably will. On this occasion I'm claiming brain fade due to post traumatic stress, so it's still your fault, Steve.

Not that we were too bothered about the result at that point. It had been an eventful day and the last few stages were cracking, especially once the weather dried up a bit.

We were surprised to see that we had been given the Spirit of the Rally award, so many thanks to the organisers for the award. Carrying on in the face of adversity seems to be our trade mark for this event, given that last year we finished stage 1 on three wheels and went on to win the trophy rally (being the only competitors in it!)

Thanks again to the organisers for a superb event and managing the various issues as well as they did. Thanks as ever to the marshals, timekeepers and radio crews for their time and braving damp conditions.

We'll be back next year to see if we can complete this rally without doing anything daft.



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EMAIL: phil@pro-rally.co.uk

I Didn't Know That

- Avocados have the highest calories of any fruit at 167 calories per hundred grams.
- The moon moves about two inches away from the Earth each year.
- The Earth gets 100 tons heavier every day due to falling space dust.
- Due to earth's gravity it is impossible for mountains to be higher than 15,000 meters.
- Mickey Mouse is known as "Topolino" in Italy.

Steve Butler : Clitheroe & DMC : Car 78

for some reason still willing to sit next to Steve Johnson.

Pritchard powers to Mewla Rally victory, as Protyre MSA Asphalt Rally Championship heads into title showdown



Jason Pritchard powered to a magnificent victory on the penultimate round of the 2018 Protyre MSA Asphalt Rally Championship, the Old Forge Garage Mewla Rally, in his first rally on Epynt in his North Road Garage Ford Focus RS WRC05.

In torrential rain and strong winds, the driver who made the least mistakes was sure to come out on top, and with a super-cool head the 30-year old Builtth Wells driver never put a foot wrong – except on the third corner of the opening stage, when he was reminded just how much faster his Focus WRC is, compared to anything else he's driven on Epynt! Co-driven by Phil Clarke, Pritchard pushed where he needed to and controlled the pace from the front, to score a truly memorable win.

Damian Cole lost 17 seconds on the opening loop of three stages when he began the event with too hard suspension on his Get Connected Ford Fiesta WRC. Equipped with softer springs, times were an awful lot closer from SS4 onwards, as Cole chased his third Mewla Rally win in a row and a record-equally sixth victory. He and co-driver Jamie Edwards pushed as hard as they dare in the slippery conditions, twice almost coming to grief, leaving Cole to sportingly admit he'd been beaten by a better man on the day – albeit by just 26 seconds.

Daniel Harper has kept his title challenge very much alive with a very spirited drive to third in his Minisport-run John Cooper Works Mini WRC. He overshoot a T-junction on SS3 and lost 30 seconds stranded on the soaking wet grass, and then spun on the same corner when the stage was repeated (SS6). Co-driven by Chris Campbell, a stall on the start line of SS7 didn't help either, and while they finished 1min 49secs behind Cole, it was still a tremendous result at a venue he doesn't know, in the worst weather it can throw at you.

Melvyn Evans/Mark Glennerster finished an excellent fourth in their first event in a brand new Hyundai i20 R5. There was an obvious power disparity compared to the Subaru Impreza WRC S12b in which they'd won the Melvyn Evans Motorsport Tour of Epynt in, but Evans was extremely impressed with the car's handling and performance in the technical sections and it showed that a great result can be achieved on an ultra fast venue too.

Wayne Sisson/Max Freeman were pleased to finish behind three World Rally Cars and a state-of-the-art R5 car in their B14 class leading Mitsubishi Lancer Evo 10. A demon in wet conditions, Sisson once again made no mistakes and his AMS Arnside Motorsport car never missed a beat either.

Sisson still leads the series, but has a big score to drop – meaning that he must hope that both Pritchard and Harper, who are tied on points in second and who have both dropped a score, hit problems on the final round of the series. If they do, then Sisson will be champion – and if they don't, then whoever finishes ahead of the other between Pritchard and Harper is likely to become 2018 Protyre MSA Asphalt Rally Champion. The drivers' title is between those three, and it will be an exciting climax on the Ford Parts Cheviot Stages Rally (Sunday 28 October).points finish.



Mewla Rally **Continued from Page 17**

Phil Turner/Simon Anthony claimed sixth place points after an excellent drive in their T.C.S. Plant Hire Mitsubishi Evo 9. The extremely wet conditions didn't suit the powerful rear-wheel drive Millington Series 2+ engined Darrian GTR of Tony Rees/Geraint Thomas, and wanting to take the car to Ireland next weekend made for a more cautious approach, which was rewarded with a seventh placed Another class win, their second in two events, has extended Paul and Julian Doroszczuk's lead in B11. They enjoyed a fantastic run in the wet conditions – catching and overtaking two cars on the long SS7 in their flying normally-aspirated Cosworth-engined Drockspeed Motorsport Escort Mk2. They beat Geoff Glover/Keith Barker to class honours, who also had a trouble-free run in their rear-wheel drive Astra, save for the odd bucket or two of water coming into the car. They were expecting a charge from Phil Turner/Ian Meakin, but their rally ended when they crashed their Toovey Race Engines/ST Motorsport-backed Escort Mk2 on SS7. Richard and Pat Egger didn't make it to the finish either, an oil pump issue ending their run on SS4 in their Highland Cottage-backed Vauxhall Nova.



James Nicholls/David Allman were giving their newly-built Peugeot 205 GTi its rally debut, but a blown ignition fuse half a mile into the opening stage put them into limp mode for the first loop of three stages. Running well down the order for the rest of the day, they were eventually rewarded with third in B11.

It couldn't be closer in class B13, with Ross Brusby and Steve Retchless sharing the lead on 42 points. Brusby bounced his Chesterfield Transporters-backed Ford Escort Mk2 off an Epynt bank mid-way through the event, but survived with co-driver Hannah McKillop to come away two points better off than their rival. Retchless had a cautious start, but he and co-driver Sasha Heriot finished in a hurry in their Morris Lubricants/rally.com Escort Mk2, to set up another thrilling title class finale.

Rhidian Daniels claimed the class B10 top spot in his Citroen C1 Max, despite the windscreen wipers stopping on SS2. The car's windscreen kept on misting up too, which resulted in an old fashioned solution – a cloth stuck to the end of a stick, operated by co-driver Tomos Whittle! They finished the event with a cracked exhaust manifold.

Kevin Harbour/David Tortoishell had another excellent run in their Dovebank Motors Citroen C2 R2, and now lead the B10 class by 16 points. Graeme Sherry/Sinclair Young aquaplaned off the road on SS3 and broke a wheel on their Honda Civic, but survived to pick up third in class.

Having thrown a rod on the Rally van Wervik, Lloyd Morgan/Marc Clatworthy found that the new engine in their Spencer Sport/Euro Tech Roofing/Dynamic Fluids-backed Nissan Micra wasn't as powerful, especially on the longer uphill drags. They are within touching distance of the 1400S title however, after another strong performance.

Mike Pugsley has wrapped up the class B12 title, after a great drive in his Escort Mk1 RS2000. Co-driven by Stuart Powell, the Welshman finished an impressive 35th overall in the 1974 car. R2 champion Ed Fossey also did well on his first full wet asphalt rally, finishing 24th with co-driver Michael Gilbey in his Yokohama-backed Peugeot 208.

One of the star drives came from William Mains/Claire Williams in their little Vauxhall Nova. The west Wales pair had been praying for rain to help them overcome their power disadvantage, and they delivered in the wet and slippery conditions. Despite braking an engine mount on SS7 and going off on the final stage, they won the 1400cc class by miles and finished 11th overall – just missing out on a top 10 position by 41 seconds!

Another extraordinary performance came from Stuart Anderson/Kenny Owen. They'd only met each other the day before the event, and despite an electrical problem on the opening loop they scored maximum championship class H3 points in their Vauxhall Chevette HSR.

John Clayton/Mark Perryman were going extremely well in their JC Motor Services Mitsubishi Evo until a branch pierced the intercooler and they had to do most of the last loop of stages with very little turbo boost, although they did still finish inside the top 20.

Rob Tout/Peredur Davies retired their Wheel Specialists/Enterprise Insurance/Owen Developments/Tout's Tool and Plant Hire Mitsubishi Evo on SS2, while Marcus Padgett/Rhys Stoneman parked their Nissan Micra Kit Car on SS3.

Jason Pritchard (1st) said: "The conditions were treacherous, especially in the morning, and you had to drive with your head – which is pretty much what we did all day really. We upped our pace when we needed to, when we knew Damian was going to have a push, tried to keep a gap and took no risks. Epynt was definitely different in a World Rally Car. The third corner of the first stage is flat in a Fiesta S2000, but I found it's not flat in a Focus WRC – so after that I really knew it was a case of feeling my way in! We had an issue with the windscreen misting up on a couple of stages, but apart from that we left the same tyres on all day and refuelled the car and that was all we did."

Continued on Page 19

Mewla Rally Continued from Page 18

Damian Cole (2nd) said: "We've had a good day. The conditions were very tricky, probably the worst I've ever seen them up on Epynt. We had a few moments – we almost hit the Armco in one place and then some breeze blocks in the German Village – and despite the conditions the pace was very fast, I don't think I'd want to go much faster! Jason took seventeen seconds out of us on the first three stages and beat us by twenty-six seconds overall, so it was a lot closer from stage four onwards – but he drove very well and we just couldn't live with his pace today. It would have been nice to win, to make it three Mewla Rally wins in a row, but it wasn't to be."

Daniel Harper (3rd) said: "The weather was against us, having never been to Epynt before in a car with that sort of power – and we had a few moments, that's for sure. It bit us, but we got back on, and then it bit us again and we got back on! The afternoon was much better for us, we set some good times, built up our confidence and it's gone really well. I'm very pleased with the result and it's now winner takes all at Otterburn!"

The live streaming broadcasts from the Epynt MC organised Mewla Rally, with commentary from Howard Davies and special guest Bob Fowden, will remain on-line for viewing on the Special Stage Facebook page. Edited highlights will be broadcast on Motorsport TV, on Front Runner and on the Motor Trend On Demand channel, as well as the Special Stage Facebook, YouTube and App platforms, in due course – please check TV guides for details.

The sixth and final round of the 2018 Protyre MSA Asphalt Rally Championship is the Ford Parts Cheviot Stages Rally on Otterburn (Sunday 28 October). Entries for the event open on Saturday 1 September at 09.00.

2018 Old Forge Garage Mewla Rally

Top 10 Protyre MSA Asphalt Rally Championship finishers

1. Jason Pritchard/Phil Clarke	Ford Focus WRC	1hr 07mins 29secs
2. Damian Cole/Jamie Edwards	Ford Fiesta WRC	+ 26secs
3. Daniel Harper/Chris Campbell	John Cooper Works Mini WRC	+ 2mins 15secs
4. Melvyn Evans/Mark Glennerster	Hyundai i20 R5	+ 3mins 36secs
5. Wayne Sisson/Max Freeman	Mitsubishi Evo	+ 5mins 57secs
6. Philip Turner/Simon Anthony	Mitsubishi Evo	+ 6mins 37secs
7. Tony Rees/Geraint Thomas	Darrian GTR	+ 7mins 10secs
8. William Mains/Claire Williams	Vauxhall Nova	+ 8mins 40secs
9. Rhidian Daniels/Tomos Whittle	Citroen C1 Max	+ 9mins 09secs
10. Ross Brusby/Hannah McKillop	Ford Escort Mk2	+ 9mins 32secs

Protyre MSA Asphalt Rally Championship provisional overall driver points after Round 5

1. Wayne Sisson	126pts
2. Jason Pritchard	112pts
3. Daniel Harper	112pts
4. Melvyn Evans	83pts
5. Barry Groundwater	75pts
6. Ed Fossey	72pts
7. Ross Brusby	61pts
8. Steve Retchless	59pts
9. Damian Cole	58pts
10. Paul Doroszczuk	58pts



Sign outside a church:

"Toot if you believe in Jesus"...

"Text while driving if you want to meet him"

I used to have a job drilling for water... it was well boring.

I took out a loan to pay for an exorcism. If I don't pay it back, I'm going to get repossessed.

"I've got a new job collecting all the jumpers left in the park at the weekends, but it's not easy. They keep moving the goalposts"

A Yorkshire man takes his cat to the vet.

Yorkshireman: "Ayup, lad, I need to talk to thee about me cat."

Vet: "Is it a tom?"

Yorkshireman: "Nay lad, I've browt it wi' us."

Bloke from Barnsley with piles asks chemist "Nah then lad, does tha sell arse cream?"

Chemist replies "Aye, Magnum or Cornetto?"

A Yorkshireman's dog dies and as it was a favourite pet he decides to have a gold statue made by a jeweller to remember the dog by.

Yorkshireman: "Can tha mek us a gold statue of yon dog?"

Jeweller: "Do you want it 18 carat?"

Yorkshireman: "No I want it chewin' a bone yer daft bugger."

Pendle & DMC Scammonden Dam Hillclimb

18th August

Living just 6 miles away, Scammonden has always meant a lot to me. My Grandparents are scattered there in Dean Head Valley, and Grandad wrote a lovely poem about it which our family still treasure. I grew up in pre-war cars and over time broke every Pre-war record in a Frazer Nash single seater and laterly an ERA. Because the Vintage Sports Car Club never went to Scammonden, I never got to drive the hillclimb course until I went "all modern" and bought a Gould.

A new car and new hill would be too much on my plate so I first borrowed my brothers road-going TVR to learn the hill in 2017, besides which I was still rebuilding the Gould from initial purchase, in many bits, from Tony Wiltshire in 2016. I hope I never have to pour it into my trailer like that again! Scammonden in the Chimaera was great fun, but as a car, too big and heavy for the nimble and precise sport of hillclimbing. The hill though, despite being relatively short did not disappoint.

Entering the Pendle event was spurred on by David Tatham getting perilously close to the record at the earlier July meeting. But to be honest, I didn't think it was yet my time to be winning FTD's and records and I still haven't had the car long and having served my time in earlier pre-war cars. When I posted a 23 secs on my first practice run it was a true surprise and 3 seconds faster than I had hoped for. 43 years have passed since the great and hallowed Roy Lane visited, and set the record at 21.97 on this same actual tarmac when the hill formed part of the British Hillclimb championship.

Everyone knew the outright record was a sitting duck but few of the presently competitive big boys could afford a weekend off to dedicate attention to this humble little hill, nestling under the trans-Pennine M62 motorway. On the other hand few competitors will have completed a course walk before carrying a leaf blower clearing one side of the track on the way down and the other side on the way back up. They probably hadn't invented, let alone needed leaf blowers in 1975.

Admittedly the Gould is a lot of work to prepare and run, but when you are giving it full clout off the line it makes it all worth while. The corners at Scammonden are all great fun, particularly the final one!

The track is obviously full of sharp bends, but also with huge surface twist, which was exacerbated by my car having mono-shock front suspension and very stiff chassis. Most corners turned the car into a three wheeler with much force coming through the steering wheel needing me to resist and hold it straight,

I had to do a significant brake entering the final right hander, turn in then survive the sharpest part. The corner then opens up, but the trouble with 450hp is that you can add more speed than the track will take. The corner doesn't open up fastest enough, for the increase in speed, so as you feed in the power you are nearing the limit of the tyre grip, praying for the finish line, hoping the car wont let go before you get there. Its always difficult to gauge how close to the wind you are sailing in this sport, and I guess that's the art of the sport besides the attraction.



*photos courtesy of
Brian Taylor
(White Dog Photography)*

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Scammonden Dam Hillclimb Continued from Page 20

The timing and startline marshals were very accommodating of a big car, turning round in the bottom paddock. Slick tyres will Hoover up absolutely everything in their path, so I would recommend as I did to have a pair of chaps to clean off the front wheels is essential on single seater cars. Rears can be spun up of course to clear them.

The course record fell on my run before lunch, and it was nice to repeat the similar times on subsequent runs, to prove it wasn't a fluke but mainly to grow my confidence and prove to myself I can do this sport in such a big and powerful machine.

Myself and all the competitors at Scammonden, as at every event, owe a huge debt of gratitude to the marshals and organisational crew, on this occasion Pendle and District, assisted by Huddersfield Motor Club. I hope we the competitors helped to suitably entertain and make the day worthwhile.

I also hope I helped to prove that big and fast cars are highly suitable at this small but highly exciting track, which for most people takes one second less than Shelsley, but with more twists and turns.

My cup runneth over. Long live Scammonden Dam Hillclimb.

James Baxter



James Baxter 1st O/A & New Course Record Holder



Pendle & DMC Scammonden Dam Hillclimb

18th August

Records fall at Scammonden Dam

In the summer of 1975 Roy Lane in a Chevrolet McRae GM1 set new record for Scammonden Dam at 21.97 seconds on his way to victory in that years British Hill Climb Championship.

That record has stood, until Pendle District Motor Clubs August Hill Climb on Sunday 18th August 2018 when it fell not once, but six times during the course of the afternoon.

James Baxter, in the ex-Tony Marsh Gould GR55 Cosworth Opel, had got within two tenths of the old record on his first timed run, but as he crossed the line for the second time, with his arm raised, the clock stopped at **21.88**. That 43 year record had gone and he got even lower as the day wore on finally leaving the new record at **21.26, fantastic!!** Not satisfied with that he was faster than that old record on his next run was 21.96 before lowering it once again on run number four to 21.51. He was really in the groove now and the next four runs produced runs of 21.46, **21.26**, 21.27 and another at 21.26.

James wasn't the only one breaking records. In class 5A, Racing Cars up to 1100cc was David Tatham in his OMS Hornet. David set a class record during the Mid Cheshire meeting in July of 22.85. He came to today's event with a purpose, apart from his first timed run, he beat his record on every one of the next seven runs. Not only did he set a new class record, but on two occasions he was below Roy Lanes old record. He finally left it at **21.81** on his final run. Another great performance.

Not satisfied with this we had another Class record set in class 1B, Saloon Cars over 1400cc to 2000cc. Again this record was set at the Mid Cheshire meet at 27.5 and was held by Russell Thorpe Renault 5 GT Turbo. Although it took John Pinder in his Ford Fiesta ST seven attempts before he finally set a new class record of **27.39** seconds.

Other notable performances came from, David Goodlad Renault Clio 172 Cup winner of class SB Standard Saloon Cars over 1400cc up to 2000cc at 29.43.

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David Tatham OMS Hornet powers to a new class record



Scammonden Dam Hillclimb Continued from Page 22

John Wadsworth Mazda MX5 mk3 Class: SC - Standard Sports Cars up to 2000cc he stopped the clocks at 30.64.

Jim Howarth Mini Class 1C-Saloon Cars over 2000cc 30.02 seconds.

There was a close battle in Class 1D where the Honda S2000 of Raymond Worrall and Michael Thomson, Worrell finally taking the honours by just 0.09 secs, with a time of 27.19 seconds.

James Meehan, Audi TT just pipped Paul Collier, BMW Z4 Coupe to take the class 1E, in a time of 29.48.

Michael John Bellerby took the class honours in Class 2A in his Sylva Striker.

Robert Holt Lotus Elise S2 111R, who holds the class record didn't find the speed to go any faster but still came away with a class win.

Richard Hargreaves, Ford Escort Mk2 produced a winning run in class 3c- Modified Saloon Cars over 2000cc and crossed the line in 25.75 secs.

Class 4A Sports Libre Cars up to 2000cc & Hillclimb Super Sports was contested by the shared Pulsar 919 of Andy Back and Martin Chittenden. Andy coming out on top by just 0.3 seconds.

The only down side to a great day was the clubs new gazebo came to grief in the wind fortunately Michael Tomlinson managed to grab a hold of it before it continued towards Huddersfield. Thanks to all the marshal's, these events can't run with your invaluable help.



John Pinder Ford Fiesta ST sets a new class record.



Ray Duckworth : Pendle & DMC



After his exam, the doctor said to the elderly man, "You appear to be in good health. Do you have any medical concerns you would like to ask me about?"

"In fact, I do," said the old man. "After I make love to my wife, the first time I am usually hot and sweaty, and then after we make love the second time, I am usually cold and chilly."

After examining his elderly wife, the doctor said, "Everything appears to be fine. Do you have any medical concerns that you would like to discuss with me?" The lady replied that she had no questions or concerns.

The doctor then said to her, "Your husband had an unusual concern. He claims that he is usually hot and sweaty after making love with you the first time, and then cold and chilly after the second time. Do you know why?"

"Oh that crazy old fart..." she replied.

"That's because the first time is usually in August, and the second time is in January!"

Mini sport Mini Cup Solway Coast Rally

The fourth round of the HRCR Mini Sport Cup the Solway Coast Historic Rally organised by Solway Car Club, returning to the Solway Ranges, Dundrennan.

The Championship is now at the half-way point and the competition is hotter than ever with unlikely crews topping the Class points each event and putting the pressure on our front runners!

As always the Military Ranges took their first victims early on, with Round 3 champs Ian Clare/Antony Elkes struck down with a broken drive shaft in Stage 3, resulting in a tow back to the service area. Ian & Ant's team worked frantically to fix the issue in such a tight time slot to get the lads back out ready for Stage 4, but ultimately fate was against them, as the duo then suffered with a failed differential, ending this event for Ian & Ant.

Lying in 2nd from the off, Team Mini Sport's John Cressey/Martin Cressey were climatically forced in to early retirement from the rally at the end of Stage 3 when plagued with a broken bottom pulley. Despite the team's best efforts, time between Stages was not on their side and the issue couldn't be solved. To prevent the risk of any unnecessary (and expensive!) damage to the crank, John & Martin regrettably had to call it a day.

A run in with a wall in Stage 5 ended the Rally – and perhaps the rest of the 2018 Championship for Andy Walkingshaw/Lewis Griffiths, who after picking up the pace and getting caught up on some loose gravel hit the wall resulting in extensively damaging the left side of the Mini with such force that it even dislodged the engine! Andy added that, *"it'll be up to my wife if I'll be rallying again!"*

Shane Gamble/Bob Ward suffered an unfortunate incident in Stage 3, costing them valuable seconds, Shane expressed he felt that, *"it just hasn't gelled for us today, a bit of bad luck really."* Resulting in 7th MC2 & 7th o/a.

It was a successful event for Peter Ellerby/Ben Anderson, who up to Solway had yet to finish a Rally this year, until Peter's Mini started with electric issues! However with the sheer determination of Peter & Ben they persevered and finished 5th MC2 & 5th o/a.

It was another challenging event for Craig King/Clare Bird who were troubled in Stages 2 & 3 where their exhaust was hanging off! Craig added that, *"It was so noisy that I couldn't hear Clare's calls! Luckily, we got it fixed back on but it was still noisy as it was blowing."* The excessive noise didn't stop Craig & Clare (although it did wake up a few spectators!) who finished 8th MC2 & 8th o/a.

The early exits of Ian Clare/Antony Elkes and John Cressey/Martin Cressey blew the Open Class wide open, ready for fellow Mini Sport sponsored crew Louise Thomas/Heidi Woodcock, AKA the Mini Girls Rally Team to take advantage and battle for the top spot against Martin Melling/Alex Holliday. Fuelled on sweets and songs, Louise & Heidi were having a great run despite a slight 'moment' on Stage 4 with some loose gravel and overshooting a hairpin, the girls managed to hold on, teaming with their growing confidence which resulted in 1st MC4 & 10th o/a. Louise & Heidi also chose Solway to play their 'Joker', meaning that the girls will also get double points for this event and shake up the points table!



Solway Coast Rally Continued from Page 24

After early success in the 2018 Junior Mini Sport Cup with a 998cc engine – often setting times that were quicker than many of the crews in the main Championship, Team Mini Sport's Jack Hartley/Gary Dawes have had a change of pace... Swapping to 1275cc and moving in to MC2 put Jack & Gary in to the Mini Sport Cup to see what Jack could do with that extra power! Setting tongues wagging in the service area and a few very slight issues with the Mini there was no stopping Jack & Gary who landed a podium finish – 3rd MC2 & 3rd o/a.

A strong finish once again for Jim Brindle/Sam Bould who set quick times throughout the day, even finding themselves in a tie with Jack Hartley/Gary Dawes at the end of stage 8! The final 2 Stages were the decider, with Jim & Sam finishing 4th MC2 & 4th o/a.

David Evans/Tom Aleksandrowicz also had a great result, David explained *"it's a bit rough out there really, but it's going alright. We did hit a bank in Stage 2, but luckily we rolled right back off and got going again!"* Good news for David & Tom that they carried on, finishing 1st MC3 and 9th o/a – their highest result in the Championship so far!

Roy Jarvis/Luke Greaves were having a good run, getting quicker and quicker throughout the course of the day, but were unfortunately struck with gear issues which resulted in them losing around 15 seconds, however Roy & Luke accelerated onwards to finish 6th MC2 & 6th o/a. Barry Stenhouse/Catrin Jones also had a good run with no issues, with Barry joking that, *"my lightweight navigator is speeding us up!"* Finishing 9th MC2 & 11th o/a.

Team Mini Sport's Clive King/Anton Bird were back fighting fit with their new engine, with Clive going on to add that, *"with the slippery conditions we're just being a little cautious, but the engine's doing great – I'm just having to drive a little differently and get used to the quicker gear changes. It's pulling stronger!"* Clive & Anton were even having to flag down and re-route Martin Melling/Alex Holliday who managed to take a wrong turn heading to Stage! It wasn't the only good-deed Clive & Anton had to take on this weekend, they also had to save Shane & Bob from sleeping on sofas at their hotel after a booking mishap meant their room was given away! Clive & Anton to the rescue indeed... All that and the superhero duo still had time to finish 2nd MC2 & 2nd o/a!

Congratulations go to Ray Cunningham/Jared Gill who have grabbed themselves another round win! Ray & Jared were setting the fastest times throughout the Stages and the car ran faultlessly. Ray went on to say that, *"we're having a blast! It's just pretty slippery under the trees and the hairpins do creep up rather quickly!"* Placing 1st MC2 & 1st o/a.

The generous Yokohama prize of two regulation tyres, used throughout the Championship, was won by Jack Hartley.

Post-event Scrutineering:

Ray Cunningham/Jared Gill and Jim Brindle/Sam Bould's Mini's were pulled up for post-event scrutineering by the MSA, however as the same with Clive King/Anton Bird at Abingdon, there was nothing to report – all cars complied to Championship regulations.

Mini Sport Cup 4th Round Overall Results:

- 1st Ray Cunningham/Jared Gill
- 2nd Clive King/Anton Bird
- 3rd Jack Hartley/Gary Dawes

Mini Sport Cup 4th Round Class Results:

MC2

- 1st Ray Cunningham/Jared Gill
- 2nd Clive King/Anton Bird
- 3rd Jack Hartley/Gary Dawes

MC3

- 1st David Evans/Tom Aleksandrowicz

MC4

- 1st Louise Thomas/Heidi Woodcock
- 2nd Martin Melling/Alex Holliday



Mini Girls Rally Team Report

Solway Coast Rally

4th Round of HRCR Mini Sport Mini Cup

Sunday 5th August 2018

Dundrennan Military base Solway coast Scotland, The Closest event to home and the return journey only 460 miles and of course the return ferry from the Isle of Mull.

I travelled to Dundrennan on Friday as Heidi was competing on Saturday in the national B event with her husband Chris in their Proton, unfortunately they only managed two stages due to a mechanical problem, or as Heidi would put it! "The Proton has decided to have a day off!!"

So we had a leisurely day and caught up with other competitors, Dad and Lewis arrived just after lunch with the Mini after collecting it from Mini Sport where it had been prepared for the event, the only thing left to do was transfer Heidi's seat from the Proton to the Mini, It sounds like an easy thing to do but it isn't! Not in a Mini!! Scrutineering late Saturday afternoon and once again no problems, Passed with flying colours.

Sunday morning, Mini Girls Rally Team car 16! Rally time, and there was a great atmosphere between the competitors as always, 15 Mini's in total not as many as usual but still a good turnout of the special car we all love.

#Pre rally advice was that it was extremely slippery in places under over hanging trees, and to watch the gravel sections. So off we went and the advice was correct, Oh Boy!! It was like driving on wet ice! The stages were only short but challenging. Three stages clear and back to service. No problems with the Mini, but Heidi and myself were overheating! And happy to get to service in one piece!

Lying in 2nd was Team Mini Sport team mates John Cressey/Martin Cressey until they were forced in to early retirement at the end of Stage 3 with a broken bottom pulley. Despite the team's best efforts, time between Stages was not on their side and the issue couldn't be solved. To prevent the risk of any unnecessary damage to the crank, John & Martin regrettably had to call it a day.

Ian Clare/Antony Elkes broke a drive shaft in Stage 3, resulting in a tow back to the service area. Ian & Ant's team worked frantically to fix the issue and get the boys back out ready for Stage 4. But then they suffered a failed differential that ended their event.

So back out we went, Stage 4 and we had a big moment on a section that changed from tar to gravel surface and I thought we were going to hit something or go off! But after a small fight we were pointing in the right direction! "That was close I believe I said" or words to that effect!! "It was nothing Focus!!" said Heidi, Jokingly she also said "Your such a drama queen!" Well it was a moment! but we always see the funny side! Once we get to the other side of a moment!!

With Ian and Antony out of the event, and with John and Martin Cressey also out, we had the chance of a good result if we could get to the end. We had another moment on stage 5 were I overshot a hairpin! Opps!! We got back to service after stage 6 and again the Mini was just fine! Service crew gave the mini a quick check and refuel and we refuelled with fruit pastels and away we went! Singing! Yes singing! I think the marshals thought we had lost the plot! Well what is the point if you're not enjoying yourself or helping someone else enjoy themselves!

The rest of the stages went great no real problems, We Finished!! And to top what was yet again a fantastic weekend our result was 1st in MC4 Open Class and 10th O/A and we played our Joker and this gives us maximum points on the event.

And!! As if that couldn't be topped, we have just discovered we are 2nd Overall in the Driver and Co-driver points table for The HRCR Mini Sport Mini Cup! We are a Happy Team!! Thank you once again to my left hand woman Heidi Woodcock.

Thank you to all at @solwaycoastrally Organisers, Marshals, Radio and Rescue crews we had a fantastic time!!



Louise Scarlett : Mull CC

Gemini Communications 2018 Events Calendar



RALLYING

02 Oct - 07 Oct



Wales Rally GB

Sat 2/3rd Nov

**Neil Howard
Memorial Rally**



**Bolton le Moors CC
Oulton Park**

Sat 24 Nov

**Hall Trophy
Stages Rally**

**Clitheroe & DMC
Blyton**

Sun 25 Nov

**Glyn Memorial
Trophy Stages**

**C&A MC
Anglesey**

BIKE RIDES



Sun 2nd Sept

**Manchester
Nantwich Bike Ride**

Training Dates

FIRE TRAINING

Sat. 18th August
Darwen Services

Radio Operation TRAINING

Date : TBA
**81 C System
Accrington**

Golden Microphone Trophy 2018

After R11 : Greystoke

O/A	Call Sign	Operator	Score
1	G 23	IAN DAVIES	68 points
2	G 59	MAURICE ELLISON	60 points
3	G 50	DAVID PEAKER	50 points
4	G 25	CHRIS WOODCOCK	44 points
..	G 13	STUART DICKENSON	44 points
6	G 02	GRAHAM COOKSON	40 points
7	G 55	STEVE BROADBENT	39 points
..	G 04	IAN WINTERBURN	39 points
..	G 21	DEREK BEDSON	39 points
..	G 03	LES FRAGLE	39 points
11	G 19	JAMES ATKINSON	35 points
12	G 11	MARK WILKINSON	34 points
13	G 01	BILL WILMER	30 points
..	G 14	ADRIAN LLOYD	30 points
15	G 31	DUNCAN STOCK	29 points
..	G 48	PETER LANGTREE	29 points
17	G 33	JOHN ELLIS	25 points
18	G 17	ROBIN MORTIBOYS	20 points
..	G 56	TONY JONES	20 points
..	G 42	ROGER WHITTAKER	20 points
..	G 07	TONY & AVRIL LEE	20 points
..	G 70	DAVID MAINPRICE	20 points
..	G 19	JAMES ATKINSON	20 points
..	G 65	BRIAN EATON	20 points
25	G 24	PAUL HENRY	15 points
..	G 37	LEE SKILLING	15 points
..	G 32	BRYAN FLINT	15 points
..	G 09	KEITH LAMB	15 points
..	G 28	ANDREW TAYLOR	15 points
30	G 39	KEVIN JAMES	10 points
..	G 41	GERRY LUCAS	10 points
..	G 26	MARK DICKENSON	10 points
33	G 46	RAY KAVANAGH	10 points
34	G 25	GERRY MORRIS	5 points

Radio Mutterings

The Minafon Garage

Gareth Hall Memorial Rally

Sunday 12th August

After last month's drought like conditions, normal service at least briefly returns for the trip down to Trawsfynydd and this rather fine but very wet proper 'clubman's event organised by Bala and District Motor Club. Signing on just after eight o'clock I am paired up with potential new Gemini recruit Phil 'the bike marshal' Foulkes who wants to spend some time seeing whether or not this radio lark is something he wants to take up. The marshal's goody bag is much appreciated, alongside some of the best quality event paperwork, all you ever wanted to know and read to make for a safe and enjoyable event.

After a quick bacon butty, it's time for Phil and I to wind our way through the stage and out to Post 8, past the infamous triangle and half way towards the forest end stage start / finish.

Once parked safely off the road there is just a short time to bring Phil up to speed with the set up, before Stage One starts from the service area at an unexpectedly early time of 08:20. With the much needed rain and low cloud visibility is at a premium and chops and changes throughout the day. Unfortunately after only a few cars a radio call about 'sheep' crossing the stage (what exactly did you expect in Wales, herds of wilderbeast) is misheard by marshals and the stage is inadvertently stopped, although thankfully quickly restarted. The 31 starters out on stage explore the limitations of the wet and greasy track, although a call about oil or fuel on the stage is eventually put down to where workmen had "washed their shovels" whilst resurfacing, a very specific sort of 'verbal warning' !. In the end we only lose Car 27 off just after the start. As is usual at the venue the next stage reverses direction from the forest end and almost immediately there is a safety shout from what would prove to be a very busy Caron 9 at the triangle as Car 3 sails off the stage and into an adjacent field disappearing off to god only knows where. Car 7 similarly struggles at the triangle and parks up in the dead leg, whilst Car 11 goes off at the same location, so then there were 26 runners. There is some confusion later as Car 3 seeks a finish time, although to be honest a pretty basic requirement is that the navigator should actually pass through the flying finish with a car !!.

After a very quick stage turnaround and necessary recoveries, Stage 3 starts from the so called 'road end' back through the stage and out to the forest end. The visibility waxes and wanes and Phil gets a good introduction to the role of an MSA safety radio, although as a very experienced motorbike marshal and Raynet operator, he already has most, if not all of the skills for the job in hand. Stages 3 and 4 pass off without too much incident, although on SS4 Car 28 has a brief flirtation with one of the ditches, at yes you've guessed it with Caron 9 at the triangle but recovers to the end of the stage.

Continued on Page 29



Radio Mutterings
Gareth Hall Memorial Stages
Continued from Page 28

The Bala MC machine is on top form today and barely has the last car got to the finish before the radios confirm that all of the necessary stage changes have been made and at just before half past eleven we are live again with Stage 5. From the service area start to the forest end the action is swift but measured as the slippy conditions and narrow tarmac strip keep everyone on their toes. A total of 25 cars make it safely in and out of the stage, with the next run of Stage 6 back out to the road end. A safety shout from Alan, Summit 5 reports Car 8 off with broken steering at Junction 10+, a job for Gemini Recovery with a little help from their Maverick Recovery friends before we can start the next stage.

Despite the continuing poor weather conditions the stages continue to come thick and fast and Stage 7 blasts off at just after half past twelve with 24 runners and riders. This stage passes off with little drama although on the next run Stage 8 we hear Car 6 reported off in one of the infamous ditches at the triangle. For Stage 9 Phil and I are briefly redundant as the stage route goes from the service area, via the triangle out to the road end, missing out the run out to the forest end.

For my final two stages of the day Stage 10 kicks off at just after two o'clock, considerably ahead of the planned schedule with 24 cars in and out, a feat repeated for the penultimate Stage 11. Phil and I along with the radios after the triangle are now stood down as the final stage of the day finishes in the service area. It's time to head home along the forest track and across a rather deep and raging ford before hitting the public road.

It's a shame that for whatever reason Bala was only able to attract such a small entry as the event is very well organised and offers some short yet challenging stages, set amongst some rather spectacular Welsh mountain scenery.

Next for me is something called 'drifting' as the Red Bull drift-shifters (try saying that after a pint or two come to the Liverpool waterfront) and then the following bank holiday weekend it's back up north to the Warcop tank ranges and the Pendragon Stages.

Red Bull Drift Shifters **Liverpool Waterfront** **Sunday 19th August 2018.**

An overcast Sunday sees my brother Simon and I head down to the UNESCO World Heritage site that is the Liverpool waterfront and the first ever running of the Red Bull Drift Shifters outside of New Zealand. Described as the result of fork lightning hitting a pinball machine, but involving high speed cars this crazy event is the brainchild of Kiwi 'Mad' Mike Whiddett. I became aware of the event through work as along with the emergency services and city council we planned for a three day closure of the Pier Head area to allow construction of the temporary racing circuit and subsequent running of the event on the Sunday. I'd never heard of drift shifting before, but it involved fast cars and 'competition' so I decided to go along and find out what all the fuss was about.

In essence drift shifting involves some of the world's best drifters (I had to look that up on Google as well) from all corners of the world converging to tackle a street circuit and obstacles on the historic Liverpool waterfront. In essence drift shifting pits the drivers on a specially built street circuit, where instead of judges assessing their drifting skills the circuit is rigged with sensors that track the angle, speed and proximity of the cars as they drift past up against and sometimes under specially built trackside features and obstacles, all in only 100 seconds per run. If you don't get this either log onto redbull.com/gb-en/events/red-bull-drift-shifters to find out more.

The Liverpool circuit started in the Mersey road tunnel as the cars blasted out onto the Strand, along the Pier Head wallride, underneath, yes underneath an articulated truck round the Yellow Submarine, George's Dock wallride and into the Esso Mobil 1 finish box !!.



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Radio Mutterings
Pendragon Stages
Continued from Page 29

This is a 12 car motorsport event, but not of the sort I've ever seen or witnessed and these are cars with up to 1,000 BHP !!. The action starts with a practice round where the drivers for the first time get to drive and explore the grip levels on this unique and temporary street circuit. Next comes the competition, where the 12 international drivers compete to rack up the most sensor points on what turns out to be a single qualifying run, as Bruce would say "points mean prizes" !.

The noise and smell of burning rubber is quite intoxicating and the crowd is soon getting behind this rather unique form of motorsport, that is not without its mishaps as the cars 'kiss' the perimeter walls and mechanical stresses come to the forefront.

After the qualifying round the top six cars go through to the quarter finals and the six lower scoring cars go into a LCQ or 'last chance qualifying' round where only the top two highest scoring cars progress to the quarter finals. It's then a simple case of semi finals and then finals to crown the 2018 Liverpool Red Bull Drift Shifters Champion. Once qualifying is over the events is beamed live around the world on facebook and Red Bull TV to a huge international audience, all looking in on my home town. Safety of such an event is paramount and the MSS team who cover the likes of Top Gear are in charge, with a team of mainly local track marshals out on the circuit and their own MSS rescue and medical personnel.

The final is breathtaking and in the end victory goes to Kiwi Gaz Whiter in a silver fire breathing Nissan Silvia V8 with a mere 680 BHP, who scores a total of 6,298,320 points. Second place then goes to American, Forrest Wang in his Nissan 240SX S14, putting out 600 BHP who scores 4,757,468 points.

To put it mildly the 2018 Liverpool Red Bull Drift Shifters was quite an audience experience and who knows it might be back !!.

Dinsdale Contracts AST Signs
Pendragon Stages Rally
26th August

From the pure madness of drift shifting, normal service is resumed with the annual trek north up the M6 to Warcop and the military tank ranges for this popular and challenging stage rally. My brother Simon tags along and we sign on earlyish at 06:45 before heading in to the huge ranges complex and our home for the day, the junction 18 complex. No action pictures due to MOD restrictions I'm afraid.

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Radio Mutterings
Pendragon Stages
Continued from Page 30

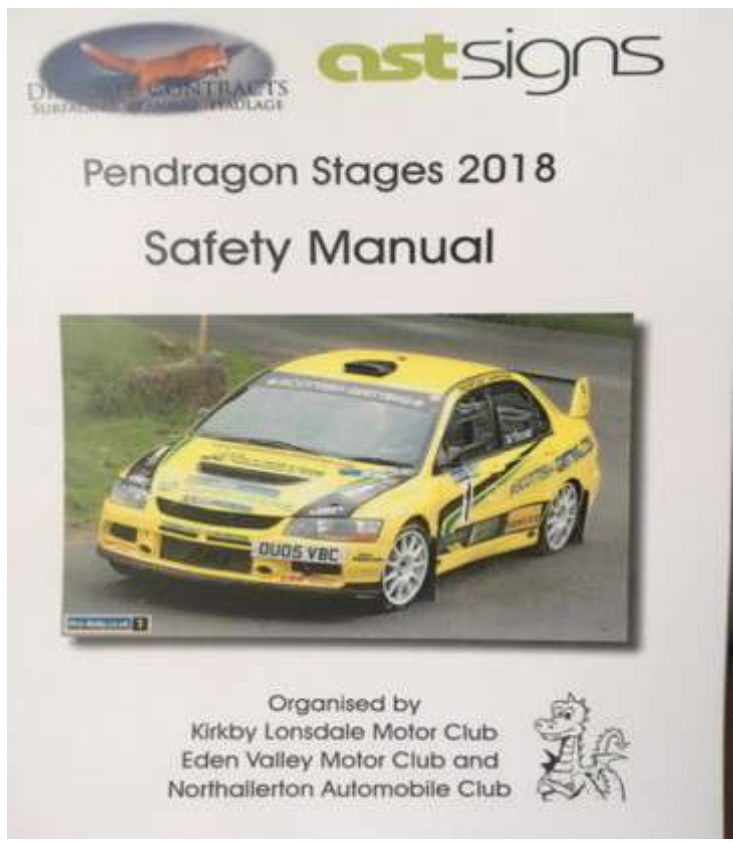
As we arrive at the junction we park up safely by the cattle grid and introduce ourselves to the marshalling team at the junction complex and settle in for what would be a very wet, action packed and long day. For stages one and two the junction is set up as a fast right down to J17, with the middle of the road defined by a line of concrete barriers and large bales.

The stage paperwork is voluminous and excellent quality, with a rather fine set of A3 colour plans for the complex junction which changes direction and layout every pair of stages. A welcome goody bag and rally plate are welcome additions, so thank you to the organisers and entries that helped fund the packs they are much appreciated and an example for other events to follow. A clipboard 'reward' is later handed out as we leave the venue, so double thanks.

After the obligatory safety convoy and red flag display to the MSA Safety Delegate, Stage 1 'fires' off the line (sorry about the military pun, for those not keeping up) and the action is fast and furious from the first car to the last, as the cars pass through my location twice. Almost immediately the challenging range roads and wet conditions begin to take their toll. Car 59 cuts the inside of the corner at our location and demolishes one of the range signs and about 2m of dry stone wall, huge lumps of stone flying in all directions, as the marshals scatter. The car lands heavily but the crew are out, although shaken and the engine fire is soon extinguished !. A very battered Micra of Steve Johnson limps past having rolled heavily but continuing and out on the rest of the stages we lose a total of 4 cars, meaning 79 make it to the stop line, phew.

The second run starts at just after have past nine and by now the rain is that rather special 'Cumbrian' variety that ensures you get properly wet !!. Car 5 disappears off the radar somewhere very early on around J31/30 and the car is eventually located by the crew themselves who ring rally control !. Later on they are joined by several others, cars 48 and 87 at the same location, keeping Swift 39 busy. Meanwhile Les, Gemini 3 watches car 16 sail off into the fields, somehow clawing their way back onto the stage through the very boggy ground and elsewhere cars try to stick onto the black stuff in some appalling weather conditions. Some of the radio messages you couldn't make up, although the first prize of the day must surely go to Sona 6, with the following response to control's enquiry about Car 87 "it's now mobile but stationary" !!. So far the spirit of the rally for me must go to Steve Johnson and his very bent and very drafty rolled Micra that somehow keeps going, held together by yards and yards of gaffer tape. By the end of this second run we are down to 75 finishers and the recovery crews are kept very busy pulling and lifting cars out of the scenery as the stage changes around.

For Junction 18 the next pair of stages mean a change of direction as the cars fly down the hill from 19, through the chicane and down to 17 and if anything the rain is getting heavier .



Radio Mutterings Pendragon Stages Continued from Page 31

After only a few cars the stage has to be unfortunately stopped and not for the last time, as Car 20 is stuck in the middle of the fast route through Junction 17 and as it is locked in gear it means the marshals can't push it clear. Furness Control manages a slick recovery and in the end the stage is only stopped for twelve minutes, well done to all concerned. After the restart Car 38 make a monumental error at my location and instead of keeping to the right of the cattle grid and into the junction they head left towards the cattle grid. At the last second they realise their error and hit head on the wooden fencing that is to the side of the cattle grid, destroying about 4m of fence and eventually stopping as they hit the closed metal red and white range barriers. The car is a mess, minus the left front wing and most of the frontal bodywork, somehow they reverse back and rejoin the stage after a very scary and by the looks of it expensive mistake.

A little while later there are reports of a car off in the loop and the next thing an SOS Board is reported and the stage is immediately stopped, followed by a shout for immediate rescue and medical assistance. It might be pouring outside but someone is in serious trouble so its time to step out and display the Red flag to the cars still out there on the stage. Thankfully all see the flag but more importantly know what to do and slow down and acknowledge the flag signal.

There is a tense silence on the radio before reports begin to filter in that one crew member is out 'walking wounded' but the other is in the vehicle and a 'county' ambulance is needed. Control make the 999 call and the message soon comes back that the air ambulance is being tasked to the incident, understandable given the incident and location. As the rescue and medical teams extract the casualty all we can do is listen, keep our fingers crossed and protect the scene from any other approaching vehicles. The Great North Air Ambulance is soon overhead and heads to the designated landing spot at RV2, meanwhile the rally teams extract the casualty and prepare to move. Next we hear and see more emergency services approaching on the A66 as first an ambulance RRV arrives, followed by multiple fire appliances. It would seem that the 999 call has somehow been miss communicated / misheard (I assume in ambulance control) as an 'RTC with persons trapped' so all of the emergency services are mobilised. With the casualty safely in the back of the rally rescue unit, led by the ambulance RRV, the convoy heads out onto the A66 towards the helipad at RV2, with the fire service at the rear of the convoy. Finally at 13:30 the air ambulance lifts off. Understandably Stage 3 is scrubbed along with Stage 4 and we move to set up for the next run as Stage 5.

Stage 5 sees yet another change of layout for my Junction as the cars come up from Junction 17 and turn left. Perhaps it's the terrible weather or the sobering sight of 'red flags', but the 69 runners into the stage all make it to the stop line, although one or two do so by some somewhat unorthodox routes. Cumbria's Roads Policing team then turn up at the start line looking for an injury RTC, a little late for the party !.

For Stage 6 the action resumes and we have various missing cars and cars off into the scenery, in the end a total of 68 enter and 64 complete the stage. Disappointingly several of the radio crews clearly aren't listening and Control is forced to repeat themselves over and over again as they ask various radios 'have you seen car X past you', very frustrating. Similarly an "Urgent" radio call is made to report a car rolled but the crew out and OK, please be careful about the language you use over the airwaves, a 'safety' or 'urgent' shout mean very different things if you are sat in radio control. The MSA have recently released an updated Radio Operational Guide and at the same time Chrys Worboys has also updated the Radio Marshals Handbook, all of us should be familiar with their contents.



Continued on Page 33

For the final pair of stages, my junction changes out of all recognition and cars pass either side of the midline concrete barriers and bales twice in different directions. This means that the cars pass my location four times, often with half a dozen cars in 60 seconds. My brother Simon is onboard as wingman and he shouts the cars as they pass, up or down the stage and I try to write as fast as possible, keeping an ear to the radio. Given the nature of the junction I am joined for the final stages by Extractor Rescue, just in case.

A total of 64 cars attempt the penultimate stage and we lose only car 27 with a blown engine. The junction is the most chaotic, mad and yet brilliant I've ever experienced, with it seems cars passing in every direction, but somehow between us we manage to keep the overworked checksheets and all important tally of cars up to date, phew and we have to do it all again for the final stage.

The final run of the day SS8 starts at 17:23 and it might be the last run, but then again perhaps it is because it is the last run they are all trying rather hard to get a good final stage time. Half an hour in and Swift 8 calls a 'safety' as car 65 is on it's side blocking the stage at Junction 13. After quite some confusion the stage is eventual stopped as a queue of cars builds up behind the stricken car 65, which after much pushing and shoving is put back onto its wheels. The blocked cars can then pass and oddly proceed at a non competitive speed towards the finish, something post the event the organisers will have to sort out. After final confirmation that the stage is clear the stage restarts just after six o'clock for the final few cars to complete their runs. Eventually a total of 60 cars make it out of the stage after a day of much drama, amidst some real 'Cumbrian' weather.

Ian Davies : Gemini 23 / MSA Radio Controller

PRESCOTT HILLCLIMB



When summer is drawing to a close and the leaves are beginning to fall motoring enthusiasts are preparing to plan their trip to Prescott that wonderful place owned by the Bugatti owners club, its not in France but near Tewksbury, in the picturesque Cotswolds where the Prescott Autumn Classic takes place.

This venue often has a theme for their events, the autumn one focuses on American cars, culture, music, hot rods, drag racers and the like, others celebrate French culture as you would expect from the Bugatti owners club, another variation focuses on all things Italian this being the Rosso Red theme.

As well as the American weekend there is the usual Revival type Hillclimb going on with pre 1978 cars being the principle competitors but no other venue gives spectators the opportunity to see such an amazing entry of priceless Bugatti's being thrashed up the very tricky hill where the kitty litter or Armco barriers are waiting like vultures or sharks to entice over exuberant drivers into their grasp.

There are some spectacular feats of daring it has to be said especially in the Bugatti's on this track, some of the priceless cars ending upside down with the drivers somehow pinned underneath at times but they keep coming back for more and going even faster next time out.

Drag racers and "muscle cars" do demo runs, cars that have been successful at Indianapolis also light up the track when they unleash their massive power and it becomes impossible to see the car for smoke at times as they leave the start line.

Wandering around the paddock or looking at the cars displayed in the adjacent former orchard is a wonderful experience, you are allowed right up to the cars it's just as if you've suddenly been deposited in mid west America as many people have pony tails, leather jackets, big tattoos. Vehicles vary from scruffy looking pick ups that cost a fortune to achieve that look to monster Cadillacs or Chevys with everything chromed and a massive supercharger stuck on top of the engine, the burble of those big V8s is really something to behold.

Food in the wonderful restaurant is also a American themed and tribute bands or musicians play Beachboys and similar music and you will never see more Harley Davison's unless you went to the factory.

The Bugatti trust and museum is adjacent to the start line so is really well worth visiting, the Bugatti family were not just car designers and manufacturers they were involved in all kinds of other artistic and manufacturing ventures, these can be viewed alongside the cars on display. What a pleasure to see such care and thought being taken to make a component such as a headlight look really attractive rather than just functional, even a mechanics vice designed by one of the family takes engineering to another level but unless you operate the vice it is almost impossible to describe its superior quality.

Go there, see and try for yourself you will be amazed.

6/7th October is the date, view their excellent website for full information and if you are a competitor and have any questions Martin Greenslade the comp sec is the guy that will help you out, he is so obliging and helpful.

Will you be there ?

Keith Thomas.

LLANDUDNO REVS UP FOR A FUN-FUELLED WORLD RALLY CHAMPIONSHIP WEEKEND

Come this autumn's Dayinsure Wales Rally GB (4-7 October), Llandudno will make history as the first place in the UK to witness the excitement of World Championship motor sport on its streets



The North Wales town will also be home to an entire festival weekend of fun-fuelled entertainment and activities for all ages.

The 2018 World Rally Championship event concludes on Sunday morning with a dazzling finale as competitors race around the iconic Great Orme and onto the roads of the resort town for a dramatic finish on the seafront. The rally cars will perform rubber-burning spins around the 'Dayinsure Donut' in front of the public grandstand on Gloddaeth Street, before flying over a specially constructed jump close to the famous pier on Llandudno's picturesque promenade.

Spectators will savour glittering parades of historic rally cars plus a stunt driving show from Paul Swift and his team of automotive acrobats (photo above). Swift has wowed millions at events such as Top Gear Live and CarFest - now those in Llandudno will be astonished by his incredible repertoire of four wheeled feats.

While admission to the Great Orme Llandudno speed test is totally free to all-comers - and a huge crowd is expected - visitors are offered upgrades to secure the best vantage points.

Grandstand seats overlooking the wheel-spinning Dayinsure Donut are on sale for just £20 in advance (children £10) while Rally Xtra offers an enhanced hospitality package plus dedicated viewing for £125 for adults and £90 for those aged between 6 to 15 years.

All spectators in the town will benefit from live commentary along the competitive route plus a number of big screens showing plenty of live rally action. Those in Llandudno will also be able to join in the winners' champagne celebrations with the event's official podium placed on the town's famous Promenade.

Llandudno is set to be buzzing with rally fever all weekend. Multiple trials champion and Red Bull YouTube legend Kenny Belaey will bring his daredevil bike display team to town.

The event's enthusiastic title sponsor Dayinsure will provide a free-to-enter Family Fun Zone on the Promenade for the weekend, featuring climbing walls, bungee trampolines and a host of activities for younger families too. The seafront will also be home to a glittering display of historic rally cars as well as a number of other noteworthy exhibitors including a line-up of eye-catching Toyota rally and road cars.

Away from the town itself, the stage route will circumvent the Great Orme with 6km of challenging tarmac to test the world's best drivers. Spectating on the Orme is also free of charge, offering spectacular views of the stage which will be run twice on Sunday morning.

"It's going to be an amazing weekend in Llandudno," enthused Ben Taylor, managing director of Dayinsure Wales Rally GB. "This will be the first free of charge WRC stage in the UK for 20 years and we are expecting it to be an incredible atmosphere. The town really lends itself to this kind of major event and the support from Conwy County Borough Council has been exceptional to make it all happen. Our sponsors are bringing their own exhibitions and entertainment for the public so there really is something for everyone over the weekend. It is likely to be popular, though, so a Grandstand seat or hospitality could be a really good investment to get a good view of the action in town."

Full ticket details - including grandstand and RallyXtra upgrades - can be found on the official www.walesrallygb.com website details.

Plentiful free parking will be available in Bodafon Fields, leaving a short walk up the Prom to the action. Regular parking will still be available in many locations in the town. Parking will also be available on the Great Orme, but charges will apply.

Admission to the Great Orme Llandudno finale is free, adult tickets for the remaining 20 special stages start at just £15, with the premium four-day event pass remaining at £99 for the ninth successive year. Accompanied children aged 15 and under are admitted free to general admission areas.

Dayinsure Wales Rally GB in Llandudno *(provisional timetable)*

Saturday 6 October

09:00-18:00 Dayinsure Family Fun Zone

All day Rally Car Legends display

Sunday 7 October

09:00-16:00 Dayinsure Family Fun Zone open

08:00 Power Stage live on big screens

09:00-15:00 Kenny Belaey stunt bike performances

09:00-11:00 World Rally Championship action 1

11:00-12:00 Track parades and Paul Swift stunt show

12:00-14:30 World Rally Championship action 2

13:15 Winners' Podium Ceremony

14:45 Stage closes





Grass Roots Motor Sport



FTD : Paul Redford

Clitheroe & DMC **Grass PCA / Auto Test & BBQ**

Tuesday 7th August

Another one of Clitheroe & DMCs Competitive Club Nights saw 19 members take part in a brilliant Grass Autotest / PCA at Keasden. The recent addition of a little rain had competitors driving on some proper 'Green' stuff that was soft in places rather than the rock hard scorched earth of recent weeks. It all added to the fun.

Paul Redford took Fastest time. The Blue Mk1 Escort of new member Ian Daws was most spectacular (Sideways everywhere). I thought the Mini of Steve Entwistle would probably take the honours but I was wrong.

It was important to get in an early run before the ground cut up too much but a run sufficiently late for the grass to dry out and provide a bit more grip.

Once all crews had had their four runs it was time for the superb BBQ and the odd drinkypoo although some crews could be heard still at it well into darkness

Big thanks to Steve Lewis for organising it, the competitors & Marshals for keeping us entertained, David Stubbs & Alison for use of the field and their Kitchen & Patio Area and last but not least Sammy for cooking the food.



AutoSOLO & Autotest

Darwen Services

18 / 19th August



This was my 3rd competition, and once again it was completely different experience. I am an absolute newbie to Accrington Motorsport Club after I joined in December. And do I feel very happy that I did so. Especially since I've found out about the club completely by accident. Being a car fan from a very young age I was always looking for a way to do automotive related activities, but I was slightly disappointed that most of them are static (shows, meets etc) or very expensive (track days). That was until my brother stumbled upon Autosolo run at Blackburn and Darwen Services. He mentioned it to me and from then it was a hunt to find out how I can do one of these myself. My first "event" was an agm meeting (only one per year) where I got to meet everyone. It was great to meet likeminded people, even though they kept stressing that "this is not the only thing the club does" obviously meaning the admin side of things. What they didn't know was that I was already hooked and even the stories of how pretty much the worst case scenarios, wouldn't change my mind about entering my pride and joy. Although seeing the amount of damage a cone can do, makes me slightly reconsider.

So what happened after I joined? Well the events organised by the club kept coming, but unfortunately I was usually working. Which is a curse and a blessing. As one day coming back from work I spot banners for Knutsford Motor Club, it was an obvious decision what I was going to be doing that evening. What I didn't realise is that the clubs work together meaning you can enter an event even if you're not a member of that particular club. In fact I could've entered that event there and then. But it was Autograss, and the splitter on my MX5 doesn't like curbs never mind fields. But that doesn't mean I was just downgraded to a spectator. I've ended up marshalling, and I tell you what, I've never had this much fun while holding a stop watch in my hand. Watching people handbrake turn around trees, sliding round cones, I knew I had to give it a go. The best thing the cars came in all shapes and sizes, from a shortened Daewoo Matiz to a Ford Mondeo Estate. And at the end of the night everybody left with smiles on their faces.

My 1st event was few weeks later. Also an Autograss, there was no way I was entering in the MX5 but I had a use of a Toyota Hilux Surf at the time. I'll give it a go, was my thinking. Well imagine my surprise when I turn up to the field and it had 4 course set up.... UP A HILL! Instantly smiled. Finally I get to test the car off-road.

Darwen Services PCA & Autotest **Continued from Page 36**

And oh my for a 20 year old car she did amazing. In all fairness I felt pretty bad, I was dominating. Once again there has been a variety cars, from really old school automobiles, with wooden wheel spokes, to new shape Suzuki Swift. There was only one issue, the pollen. This has been the first time I cried because of hay fever in my life. But even that couldn't stop me, this was the most fun I've had in a car. The end of the event came round, and the award ceremony. And not surprisingly I won in two categories, mostly thanks to the car than my own skill. Novice – I was the only novice there and 4x4 class – there was 2 of us. The biggest surprise was the fact that I came 2nd overall, by 0.5 of a point, which at this event could've been meters up a hill! What car won? An MX5. Are they really always the answer? The thing this only fired my competitive spirit and I couldn't be happier.

There was no way I was missing the event at Lymm Services. Especially since it was during the heatwave so from that point of view it was perfect. I arrived pretty late and the course is massive. And then I notice that there are 2 of them. I'm not going to lie I was completely unprepared. Luckily some the over more experienced drivers took me under their wing. We walked the course and they give me a few pointers, like which one to take wide and how to position myself. Honestly I didn't listen, I was too excited, I wish I had. Some strips of borrowed electrical tape later and the number was on the car, and the map of the course onto the sat nav. Then the actual run came around. And it didn't go well.... I mean it went great, I was feeling awesome, no damage to the car, result right? Nope....Wrong test. This is when I found out about the hardest thing about Autosolos, remembering the damn course. Then onto the other course and a wrong test. In fact I didn't get test right until the 2nd round. But did that matter? Not at all. The fact that I was able to slide the car around and that it was all within the rules (even encouraged) and safe was enough for me. Honestly I had great fun figuring out the track on the fly. The marshals loved me. The cheers when I finally got the runs right were unforgettable. Watching over competitors is great fun too. It's not always you see a Caterham slide around every single corner, and Clios cocking their wheels. In the end was nowhere near winning, but I came out with some experience, and a smile on my face and a great tan.

The 3rd event is when it came round full circle. The Blackburn & Darwen Services. This time I was prepared, and I was there early. One thing.... It was raining. This time I made sure I walked the course, plenty of times. And it payed dividends. Hearing from the marshall say "no" when I asked, "was it a wrong test?" was enough to make me happy. But then the competitive spirit kicked in. Eventually I managed to knock 16s of my initial time. The only issue? Those damn cones! There was ONE, EVERYTIME that I was, I swear, skimming. Other competitors somehow managed to avoid them. I even watched a few of them link the corners into a perfectly executed drift (that ended up straight on Instagram). Not surprisingly I didn't win. But for me it isn't about that. It's about learning what the car can do, how it behaves, how to react. And the best thing? It's legal, it's safe and it's timed. Did I mention that it doesn't break the bank either?

This is why I recommend this to absolutely everyone. No matter what they drive. It's difficult to describe how much fun this is, which is why I can't wait for the next event.

Adrian Fruzynski : Accrington MSC



Accrington MSC & U17MC (NW)

AutoSOLO & Autotest

Darwen Services

18 / 19th August



My U17MCNW journey became a lot more exciting and interesting on 18/08/18!

I was able to complete my 2nd pre driver day with my driving instructor Phil at Blackburn and Darwen Services. I went out in the driving school car and thankfully it didn't feel like a month since I had last been out in the car. It was a different car than last time, but I felt ok with that, as Phil was there advising me about how to get a feel for the car.

I felt proud as I was able to adjust to driving a different car quite well. We spent time working on my clutch and accelerator control, trying to make the process of starting off as smooth as possible. The area we use is good for practice as it allows me to work on many areas of driving, taking corners, parking and reversing.

After some time spent in the driving school car, Phil the instructor spoke to Steve Johnson the Clerk of the Course, and my parents, I was shocked to be told that they thought it was time for me to drive my own car!

My car was a birthday gift for my 14th birthday from my parents and my little brother, It's a 1 litre Nissan Micra K11. Since getting the car my Dad and I have been carrying out work on it. We've fitted a new sport exhaust, an induction kit, lowered the suspension and serviced the car. In doing this I now know how to check the oil, change a tyre and ready the car for an event. This has helped me to build my knowledge and understanding of how the car works.

So, there I was, finally sitting at the driving wheel of my own car "Lewis" (my registraion begins with LS, and being a Lewis Hamilton fan, I had to give it that name). I did find the clutch very different to work than the driving school car, but because I had Phil beside me, I felt confident in trying my best.

I couldn't believe it, I was driving my own car! It didn't feel as easy to drive as the driving school car, but before too long I felt more confident and began to enjoy it.

In the afternoon I was given another surprise. Because Phil and Steve were so pleased with how I was driving they offered for me to be entered into the Production Car Autosolo (PCA) to compete. I'll admit I was quite nervous as I have been watching the competitors since joining U17MCNW.

I was able to complete 15 laps, at one point I did mount the kerb. Yes, this did scare me and I was worried about what people would think. But I couldn't have been more wrong. Everyone was telling me not to let it affect my confidence, not to worry and that the best thing that I could do was to get straight back into the car and carry on. So I did, and I'm glad I did. I proved to myself and to others that I was capable, that I could overcome situations and that I wasn't going to let it put me off doing what I enjoy so much and love.

I finished my day on a high. I was able to passenger for other drivers including my dad and one of the Mazda MX5 competitors and also carry out marshalling duties. Being able to take part in every area of the day helps me to learn how the motor club runs, its not just about turning up to drive, there is so much more involved that makes the day possible. Working as part of a team has made such a difference to me with my social skills. I was talking to another member of the club and actually felt comfortable, I was happy initializing the conversation as I felt happy that we were able to talk about something we had in common. This is something I would normally struggle with due to my Autism.

A lot of people were telling me how well I had done, I felt so proud. The encouragement and positivity pushes me to keep trying, keep learning and to work hard. This club is definitely paving the way for me and my future. I feel happy, I feel a part of something and I feel excited about what is next to come.



Daniel Millward-Jackson - Age 14 : Under 17 Motor Club Member



The Boundless North West Motorsports Group, Under 17 Motor Club North West and Accrington Motor Sport Club are joining together to offer a huge discount for members competing on their first Motorsport event.

We are offering half price entry to one of these 10 events for only £15! (normally £30)

As a new member you can get involved marshalling anytime, get close to the action, you don't have to compete on your first event.

Did you know?

- Grassroots Motorsport can be fun and cheap.
- You can drive on certain events from 14 years of age.
- You do not need any special training or equipment.
- Free, MSA Marshal training days are available.
- All of this is included in your motor club membership.

All you need is the car you drive every day! Big or small, come and have a go!

Not convinced? Check out - <https://www.youtube.com/watch?v=mFlkKdmJZws> to get a novice perspective on Motorsport. Grab a brew and take a look at a 1985 Citroen 2CV in action <https://youtu.be/jw3eaQfQv3g> or search for us on Facebook **u17mc-northwest, Boundless Motorsports Group.**

All the event regulations and entry forms can be found on <http://anwcc.co.uk> eight weeks before the event date. Some of these do fill up, so an early entry is advised.

Dates

1 st /2 nd December 2018	M65 Junction 4 services
16 th /17 th February 2019	M65 Junction 4 services
19 th May 2019	Lymm Truck stop M6/M56 junction
23 rd June 2019	Lymm Truck stop M6/M56 junction
3 rd /4 th August 2019	M65 Junction 4 services
7 th /8 th December 2019	M65 Junction 4 services

Contacts

Tracey Smith – tracey.amsc@hotmail.com
 Steve Johnson – 07718051882 – steve.amsc@gmail.com



Fire Training

Darwen Services

18th August

Put that fire out!

In May of this year I was marshalling on a Manx stage when a Subaru WRC rolled to a stop at our chicane with flames appearing out of its bonnet and grill and it was at this point I realised I hadn't a clue what to do about it!

Thus, I recently found myself at Blackburn and Darwen Services along with about twelve others for a couple of hours to give Jon Aston (MSA Trainer) and the team from Pennine Fire and Safety Ltd a good listening to and have a go at putting a real flame out.

The attendees ranged from young and old, with experience levels ranging from nil to rally podium occupiers and as I used to find in my old working life this is what helps to make these things enjoyable ... a mix of people will always ask good questions and helps everyone to get more out of it. Now I had listened to Jon a few weeks back at CDMC where he waxed lyrical about his incredible DAKAR experiences... and again he didn't disappoint here as he took the classroom group through the basics of what a fire needs in order to start and keep on burning, the types of extinguishers in common use and how to use them (this was all new to me and of real value) plus some do's and don'ts when you are put in a rally situation.

The level of discussion was good and stimulated by the very few slides Jon needed to put up. It was then outside to have a go at putting a real set of flames out in a mock up of a car front end... it surprised me by how little time you have before an extinguisher will empty and just how important the correct application of dry powder first then foam secondly is, in this instance at least. It also became clear to me that if possible don't get downwind of the extinguishant (or anything burning like cfc/ plastic/rubber etc) ... it stinks and could make a mess of your insides for a while at least!

The lesson finished with the Pennine Fire & Safety crew providing each attendee with a free extinguisher or two to take home... I for one will ensure it comes with me whenever I am marshalling as you just never know... ps the Manx Subaru was saved (which is not the point of the on-board fire control systems) but it was a close-run thing.....

All in all, a most enlightening and enjoyable couple of hours and I would recommend all prospective and current marshals to attend... one day you could find yourself in a situation where a timely intervention could make a real difference... many thanks to Jon and the Pennine FS team.

Tony Vart : Clitheroe & District Motor Club



What's in a name? Quite a lot, actually

Nobody likes a show off, do they? We're all familiar with that feeling of righteous indignation when we are overtaken at the speed of light by some fathead desperate to get to the front of the queue behind the slow moving tractor, aren't we? And then there is the immense satisfaction that results when White Van Man closes the gap and prevents aforementioned fathead getting back into line? The driver then has to drop back down the queue to avoid being obliterated by an oncoming juggernaut. Happened to me the other day – the fathead involved was driving a new Jaguar "luxury performance" SUV and I caught a fleeting glimpse of the model name as it hurtled past – "Fat Face". No, I couldn't believe it either. Crikey, Jaguar aren't going to sell many of those with a name like that, are they? Well, of course I realised later, with the help of Mr Google, that it was in fact "F –Pace" but by then I had conjured up numerous other uncomplimentary four letter words to adequately describe anyone who drives wearing "shades" when it's raining.



Jaguar 'Fat Face'

Vehicle manufacturers have succeeded in getting it wrong in the past especially when it comes to names getting lost in translation – prepare to have your disbelief suspended:

- Daihatsu Charade – an entirely appropriate name for a car which spent its short life pretending not to be worse than the Austin Metro. Another definition of "charade" is "travesty" – I rest my case.
- Vauxhall Nova – means "no go" in Spanish.
- Mazda Laputa – means "prostitute" in Spanish – that'll impress the chaps at the golf club.
- Mitsubishi Pajero – censored Spanish translation of a noun starting with W – most boys grow out of it.....some go on to text whilst driving.
- Hyundai Santa Fe – means "smells bad" in Arabic.
- The Lamborghini Reventon was named after an Italian raging bull but Reventon in Spanish means "flat tyre".....bet that went down well. No pun intended.
- The British made Ascari KZ1-R GT3 - by some appalling coincidence KZ is the German abbreviation for "Konzentrationslager" or, more familiarly, concentration camp. Oh, dear.
- Suzuki Chimney – (OK - took me years to realise it was, in fact, "Jimny"but it is still completely meaningless)
- Or how about the healthy option? Get one of your five a day with that leafy green vegetable the Mitsubishi Lettuce. Groan.
- Citroen Cactus – what tenuous connection could possibly exist between a motor vehicle and a vicious spikey plant?



Daihatsu 'Travesty'



Vauxhall 'No Go'



Mazda 'Prostitute'



Mitsubishi 'Wa?ker'



Hyundai 'Bad Smell'



Citroen 'Spikey Plant'



Ascari 'Concentration Camp'

In contrast there are some incredible names which make you just want to rush out and buy one, overdraft permitting – Ford Mustang, Dodge Viper, Jensen Interceptor, Porsche Carrera (means "Race" in Spanish), Aston Martin Vanquish and my personal favourite – AC Shelby Cobra. Oh, and I mustn't forget the Land Rover Defender (yes, I know I'm biased, but it has depreciated by only £2500 in seven years – just thought I would mention that in passing even though it is totally irrelevant here. Feeling ever so slightly smug at the moment – thank you, Autotrader).



Lamborghini 'Flat Tyre'

Continued on Page 42

Some manufacturers almost got the name game right and then fell at the final hurdle:

- Maserati Quattroporte – means “four doors” in Spanish – not so cool now is it?
- Studebaker Dictator – named just before Hitler went bananas in Europe.....
- Armstrong Siddeley Hurricane – 0 to 60 in 3 days – more of a strong breeze if they were honest. But still better than the Renault Wind and its corresponding schoolboy humour.
- Ferrari LaFerrari – is that really the best they could come up with? And it’s a hybrid. Yes – £5.7 million quid’s worth of hybrid with a ridiculous repetitive name.
- BMW X6 xDrive35i – try saying that quickly after five pints. Still hideous no matter which way you look at it.
- Skoda Rapide – it obviously wasn’t going to shatter the sound barrier was it?
- Isuzu Mysterious Utility Wizard – magically turns into an early 70’s rock band in the dead of night.
- Volkswagen “Old Profanity” – Irish derivative of the Beetle.
- The Ford Probe – the name that evokes the snap of rubber gloves. No one should ever name a car after an invasive medical procedure. Ever.

So what can we expect next? The Kia Sponge Leg? Or the Nissan Inflatable Dartboard? And have you seen the new VW advert for the Golf with “gesture control”? That’s asking for trouble, isn’t it? Does it involve the two finger version, I wonder?

But occasionally those marketing people amaze us and get it spot on. There is a new engine additive on the market for all us classic car owners. And its name.....?

“START, you b*stard”.....

Cheers! Marian Sloan (aka Maz)

PS Only joking about VW “Old Profanity” – good name for a beer though.

This article first appeared in Wigton Motor Club’s Startline magazine in 2017



MARSHALLING ON Wales Rally GB

In a little over 6 weeks time I will be heading to Betws-y-Coed with my stage steam to start building the Llyn Elsi stage for it's first ever running on Wales Rally GB :-)

And we have some vacancies left to fill...

Bad Bits

FCD is 07:22 which means Signing On will be at the stage start between 21.00 and 22.30 on Saturday 6th October and again from 03:15 to 04:15 on Sunday 7th October. No marshalling or radio car will be allowed into stage after 04:15 o'clock. It is being run once by the International cars,

Good Bits

Be part of the first ever running of Elsi on Rally GB. Stunning stage and scenery.

It incorporates several parts that have been used on the Cambrian before and with closed roads now allowed, it has also been extended into parts never touched competitively before.

Early start means early finish :-)

What's needed

Recce Stage (Tuesday) needs some Radios and Marshals please.

Live Stage (Sunday) We have plenty of radios now but could still do with some in-stage marshals and a couple of Sector Marshals.

Timeline

Monday 1st October, prepare stage for Recce

Tuesday, run recce stage

Wed,Thu,Fri,Sat build stage and spec area to WRC Standards.

Sunday run live stage.

If you do fancy volunteering for any of the above please send me an email, jon.aston@lanonyx.com

AND also register on RST at <https://www.rallystageteam.co.uk> and volunteer for Elsi and/or Elsi Recce

Jon Aston

Shelsley Walsh Classic Nostalgia gets bigger and better each year.



Since the Classic Nostalgia event started in 2007 the event has grown bigger and better each year and it is now the premier event of the Revival hill climb calendar attracting not on the best of the "classic" hill climb machinery from the pre 1978 years but even ex works WRC rally cars and genuine Formula 1 cars from a much later period. This ensures the event gives more appeal to the widest audience possible as gate money from spectators is needed to keep up the income stream giving as much appeal to enthusiasts as the Goodwood revival does.

Held on 28/29 July it was a fantastic 2 day meeting although sudden downpours of rain at times over the weekend made conditions so variable they caused a number of incidents because the track conditions varied wildly on different parts of the hill. The track temperature was initially very hot so dried up any light showers but under the trees it was colder so the track was suddenly wet and very slippery, the tyre tracks way up the steep banks were evidence of many hairy moments for some drivers but a lot of excitement for the vast crowds of spectators.

There were about 30 rally cars taking part many of them ex works cars even including Group B cars such as three 6R4 Metros. Colin McRae's works Subaru, Bjorn Waldergard's Works Escort MK2, plus works Toyotas and less well known cars but equally fast from Hyundai plus Tony Warwick's Ferrari rally car would you believe gave great spectator appeal as the drivers really attacked the hill and occasionally the adjoining steep grass banks at times with some nail biting on the limit driving.

Lots of race bikes and trials bikes this year added more interest, but the premier attractions were several F1 cars from 1929 right up to a Williams 2017 car although the Williams car was a static exhibit other F1 cars did phenomenal demo runs. God they are really noisy and incredibly fast, so wide they virtually took up the whole width of the track making them a real handful with no run off areas, solid banks on each side left the drivers absolutely no room at all for error but this didn't subdue them in any way I have to say.

Lots of Mini Coopers brought memories from my past hurling about the lanes in the 1960s and one of my favourite cars of the 60s a Healey 3000 was unfortunately very badly damaged and twisted after a frontal smash and as it had been driven to the event rather than trailering the driver had even more problems as to how to get home.

Continued on Page 44



Shelsley Walsh Classic Nostalgia Continued from Page 43

Austin 7s in the Bert Hadley championship were great to watch some of the racing versions rev to well over 8000rpm and all the drivers are nice to chat to as they are real enthusiasts and very happy to explain what they have done to their cars and offer advice to anyone contemplating building one.

Getting an entry to this event has become difficult because the organisers have made it so good it is now a "must do" event for everyone with a pre78 car. Each day's event was oversubscribed by 100 cars and because of restrictions on starting and finishing times taking into consideration church services, neighbours and other factors it simply isn't possible to accommodate everyone which is a pity but very understandable.

Main organisers Robin Webb the comp sec, his assistant Rachel Lovett and their team have the supremely difficult job of allocating places after working out who is competing in the various championships, who are regulars at Shelsley meetings and which cars add variety and spectator appeal to the event.

So if you want a family day out where you can see lots of interesting cars in action, be entertained by dancers, stilt walkers, see a fly past of WW2 planes weather permitting, browse stalls selling books, clothing, memorabilia, and a myriad of other products, have a drink in the various bars and soak up the atmosphere of the worlds oldest motorsport venue still running events regularly you need to head to the Teme valley near Worcester where at Shelsley Walsh everyone will have a great time.

It is fabulous value for money, you can get right up to the cars in the paddock without restriction and you can chat to the drivers, even better value for money if you are within reasonable distance is to join the Midland Automobile Club or MAC as its known as membership gives free entry to every event plus a pass for your guest. Members also get the chance to visit F1 factories and other interesting places, take part in breakfast clubs each month and visit non commercial attractions such as private car collections as members of the club tend to be some of the movers and shakers of the automotive industry and have been ever since automobiles have been raced up the famous hill in 1905. Well worth considering isn't it.

Keith Thomas





THE BO'NESS REVIVAL

CLASSIC SHOW & HILL CLIMB

1ST & 2ND SEPTEMBER 2018

THE Classic :

The Bo'ness Revival Classic is a classic car event perfect for car enthusiasts and novices alike. Get up close to a huge selection of classic cars from across the eras with displays from over 30 clubs. Have fun learning all about them with our Heritage arena presenters and watch owners take on our precision driving test.

The Hill Climb:

See, hear and smell Scotland's oldest motorsport venue roar into life, as legendary racing machines from across the ages, fiercely compete across two full days, to be the fastest up the challenging Bo'ness Revival Hillclimb. Bo'ness saw Scottish motor racing heroes like Jim Clark and Sir Jackie Stewart rise to fame on the tarmac at Scotland's first true motor racing venue. Every year at the Bo'ness Revival, we celebrate over 80 years of hard fought racing at the venue, with a selection of competing cars from the early 1900s right the way through to the late 1980s.

The cars are split into 16 different classes according to age, power and engine size and race across two days. You get access to the paddock areas so you can get up close to these racing monsters and chat to the drivers. Out on the track, you are as close to the action as possible at every corner.

www.bonessrevival.co.uk

Pendle PowerFEST 2018

It gave us great pleasure to hand over £3500 to representatives from Once Upon a Smile at their headquarters in Manchester.

The charity will put it to good use helping families cope with bereavement. This cheque combined with the £2500 due to be presented to GoPI3ks in September makes a total of £6000 donated this year!!!

The team are delighted with an amazing 50% increase on money donated in 2017. ...



Wigton MC Cumbria Classic Weekend 18/19th August



The thirtieth Cumbria Classic Weekend, organised by Wigton Motor Club, proved to be a huge success. The weekend's events started on Saturday with the Rose and Thistle Challenge Tour which started in Cockermouth and headed through the western Lakes for lunch at the Lakeland Motor Museum where enthusiasts were able to view the many and varied exhibits. The route then headed north via the east of the Lake District to finish just south of Penrith.

There was some overnight rain and the rather dire weather forecast causes some car owners and spectators to stay at home by at the superb Dalemian parkland near Penrith it proved to be warm and dry day for the event which had some 880 entries and some 38 owners' clubs. No doubt due to the weather there were about a hundred cars that did not turn up.

There was a wonderful display of cars of all ages, covering over a hundred years of motor-ing! It was nice to see a tractor entered as well while the many rally cars drew the crowds, with the Toyota Rally display winning the best club award. As it was 50 years of the Escort, it was great that the car of the Show was won by an Escort Mexico.

The ever popular autotests were watched by hundreds of spectators and there was the opportunity to take part or have passenger rides with one of the WMC experts. The host club had a wonderful display of race, rally and speed event cars as well as some rare classics.

This year the featured classes were Ford Escort, Land Rover, Citroen 2CV and Austin Healey Sprite and they attracted a top-class entry.

The class winners were brought into the arena at three o'clock and the owners then voted for the Car of the Show award which this year went to the 1974 Ford Escort Mexico of Alan Bell which was appropriate given that we were celebrating fifty years of the Escort.



The first Weekend in August and I dont have anything on Motorsport wise. Feels a bit weird not getting ready to go out and marshal - but I spend the weekend doing PR work for the Clithronian. You meet some very nice people when you go out doing PR work. It is a lot easier than it was back in the '70s and more positive response when you knock on the door.

Monday the 6th and it's the quarterly meeting of ANWCC. We have Simon Blunt from the msa is our guest. Turned into a very lively meeting. He rather got his ear bent. Might have been a little unfair - I doubt that he was responsible for the rules but he was the mas man at the meeting and therefor caught the flack

Tuesday the 7th and CDMC ran a grass Autotest at Stubby's place at Keasden. An absolute cracker of a night with a BBQ thrown in at the end. We had the pleasure of Steve Entwistle bringing the Replica Paddy Hopkirk Ex Works mini 6 EMO

Voldermort with support from the 'Death Eaters' (Derbyshires powers that be) has worked his Black Magic yet again. The organising team for Matlock MCs Dansport Rally have pulled the plug and cancelled the event. The argument from the AEMCC that since his appointment as RLO they have seen a significant reduction in Complaints about rallies is all well and good but Road Rallying is grass routes stuff and a RLO should be working with clubs to resolve issues not making it impossible for them to run road rallies.

Targa Rallies seem to be gaining more and more popularity, however, there are Targas and Targas. The recent 116MC Targa Tracks was one of the best I have seen (others such as the Stocktonian are also very, very good) but some are no more than a multi venue PCA.

The Multi Venue PCAs should call themselves what they are and not pretend to be a Targa Rally. I dont mind events that have a mixture of Autotest & Farm Road tests (Lake District Classic & Targa Rally) but why not call it what it is - If it's a Multi-Venue PCA call it that.

The 116 Targa Tracks cost £130 and was worth every penny (and probably more). The Lake District Classic cost £110. A Targa that is really only a Multi Venue PCA can cost you £80 which to me is well over the top and should be no more than £40. The other problem with Targas is the trend that they are 'Clubman' Events and the organising club make you join their Club. Consequently I am a member of over 20 Clubs.

I am told that it is because the majority of Targa competitors do not have Competition Licences.

Really ??? I have my doubts about that.

Clubs can invite up to 16 clubs on a Clubmans Permit. Do they? Not on the ones I have done. So it is really a means of swelling Membership numbers and getting the extra revenue from memberships

But members that dont add something to the club.

Where is the real value in that?

I know of several of my generation that wont apply for a Comps Licence because of a medical condition that they have. If it precludes them from a Comps Licence should they be competing on a Rally at all?

I spent Sunday the 12th get soaked to the skin on Spadeadam's Blue Streak Targa & Classic Rally despite my 'Pop Up Tent'.



116 Targa Tracks - Proper Targa Rally



Solway Classic & Targa - Multi-Venue PCA?



I said 'My Side and Slalom!'



Grumpy Old Git Continued from Page 46

I have competed on the previous four running's of this event and my ride for this year didnt confirm that he was definitely going to put his entry in until the Wednesday before the event (getting the car ready - #last minute.com) by then I had confirmed that I was going to Marshal and had received my marshalling instructions. So I took my 'Tent' rather than an umbrella. All Ok (ish) but if you want to see anything or be able to get to a cone to put it back in place then you need to have the front panel open. Depending on the wind direction and what you need to see (and you can almost guarantee that the wind direction is invariably from the 'wrong direction which allows the water to come in these 'tents' are not big) - might as well not have the tent if I am still getting wet through. Mmmm maybe not the best investment - sit in the car in future or wear waterproofs !!! Anyone want to buy a 'tent' ?

One careful owner Just used the Once Twice Photo Right.

Also on its first motorsport outing was my other acquisition - my Marshalling car - an old Volvo V40 Sport TDi bought for not a lot of money but with tonnes of space for all my bits & bobs for when I go marshalling (the Integra is loads of fun but not the most practical car for carting around lots of motorsport marshalling & radio gear)

The German Grand Prix weekend started with the news that Lewis Hamilton had signed a new Mercedes contract worth up to £40m a year, and ended with a demonstration of why he justifies that sort of money' Sorry I beg to differ - Even I am not worth that much money !!!!

If the SD34MSG Chairman reads the same article as I did - I bet he is now spitting feathers !

The next weekend is a double header - Pendle & DMCs Scammonden Hillclimb on the Saturday and then Accrington MSCs A/T & PCA on the Sunday.. Every year I do the Scammonden Dam Hillclimb and marshal with Charlie Woodward. We have eventually got up to 1976 in our reminisces (occasional trips into 1977) Tales from 1976 go on for almost the whole day with the occasional game of Top Trumps with our various medical problems and medications. Every now and then a car goes up the hill with sufficient verve to distract our attention from the real reason to be sat on a damp hillside in Yarker.

My next little outing was to the Pendragon - I think it should be renamed as the Mayhem Stages. Cars were attempting suicide everywhere. Quite a lot succeeded. Out of 83 starters, 60 made the Finish (more than I thought). On SS3 the stage was stopped and the majority of crews were given a 'notional' time when a competitor rolled it (Car 62) and the Driver was taken to Carlisle hospital by the Air Ambulance. The time lost dealing with the incident resulted in SS 4 also being cancelled.

Steve Johnson / Steve Butler had rolled the Micra on SS 1 but with a bit of gaffer tape (a lot !), Cable Ties and generous amount of pushing and pulling of various bits of bodywork to get them in roughly the correct place they kept on going and finished next to last but finished and also collect the 'Spirit of the Rally' Award. But you have already read that on pages 15 & 16

Thoughts for the Month

- Take my advice - I'm not using it.
- I hate it when people use big words just to make themselves sound perspicacious.



Are Car Makers Targeting The Wrong People?

Most car ads on TV seem to feature carefree twentysomethings heading for the beach or the night club in a hot hatch or convertible. Even adverts for prestige cars show perma tanned wrinkle free drivers under 40. Yet the average age of a private (not company) new car buyer in the UK is 54. For Fords its 56, for Toyota its 63. More than 50% of new cars are bought by people in their 50s, 60s and 70s. When young people buy a car it's almost always a used one. Increasingly though they don't buy cars at all. This is partly due to high insurance costs but partly because particularly when they live in cities they don't see the point. Electric bikes or scooters and Uber make cars superfluous.

So perhaps instead of concentrating on a age group who DON'T buy their products it's time for manufacturers to try to cater for the people who actually DO. The over 70s is the fastest growing segment of UK motorists now. Four years ago 3.9 million people in the UK held a driving licence – now it's 4.5 million. And technological advances like self park systems make it easier for people to keep driving into old age. Older people have more money and more borrowing power than those in their 20s and 30s. Seems obvious to me but I don't expect silver haired people moving towards a shiny car with the help of a zimmer to appear in many car TV commercials anytime soon somehow.

Volvo On A Roll

No surprise as the word Volvo is in fact Latin for "I roll". (Another one for the article on Page 42) Bet not many of you knew that! In 2010 Chinese manufacturer Geely bought Volvo from Ford for \$1.8 billion. Since then Geely have almost doubled Volvo's car sales and plan to double them again by 2025. And they are very profitable. So much so that they are planning a stock market flotation later this year that will value the company at \$30 Billion, almost 17 times what they paid Ford only 8 years ago.

Now Skoda Sell Online

Following last month's news that Ford UK had opened a direct internet sales channel, now Skoda have followed suit. They will be the first VW Group company to do this when they go live early next year, but you have to assume that Audi, Seat and VW themselves will follow close behind.

Skoda has forecast that by 2025 10% of car buyers will purchase online. I'd suggest the figure could be a great deal higher than that. Most UK car dealers seem to agree. In a recent survey 69% said that they thought by 2023 over 10% of new cars would be bought over the internet. In fact 27% thought it would be over 25% and almost 13% said over 50%! Almost turkeys voting for Christmas.

Another survey whilst being closer to Skoda with its forecast predicted a continued reduction in the number of car dealerships in the UK and indeed the rest of Europe, with big city dealers almost all owned by large companies or manufacturers, smaller dealers in rural areas and the mid size operators "disappearing".

WLTP

WLTP the Worldwide Light Vehicle Testing Programme which will show much more realistic fuel economy and emissions figures becomes law (in the UK at least) on September 1st. New cars and light commercial vehicles that have not been certified under this programme cannot be sold after the end of this month. Although this programme has been under discussion for 11 years the industry isn't ready and 35% of new car dealers recently surveyed were unaware of it! **Further proof you're better off reading this than talking to your local dealer!**

Supply of many models has been restricted as manufacturers struggle to get all their vehicles certified. In the next week an awful lot of unsold new cars and vans will be registered as if that isn't done by August 31st they have to be scrapped! Which will produce some bargains for the wise buyer in September.

Meanwhile some models are virtually unobtainable. Only yesterday one of our business customers asked us to locate a new VW Crafter van. There simply aren't any. My VW dealers say they have been told some will be delivered in about 3 weeks but nobody has any idea how many, what specifications or even colours. Other models have been put out of production because if they are low volume sellers the cost of certification is unjustified, or perhaps because if their true fuel consumption and emissions scores are revealed sales will slump? One such is the Mini John Cooper Works, see below. It's going to be an interesting week!

SEAT Ditch Options – And a VERY Expensive Mini

Last month I wrote about the many and varied optional extras new car buyers can choose from, particularly on more expensive cars. SEAT seem to be swimming against this tide, they have just dropped all options from their lists leaving the buyer to make only 3 decisions: Colour, Engine, Trim Level.

SEAT say their customers and dealers prefer it this way but most manufacturers disagree, saying their customers want to personalise their cars, and of course aware of how profitable options are. One such is Mini where the options list is about as long as War & Peace. We have a very good customer in Bristol whose business is building and plant hire. A few months ago he asked me to order a new model Mercedes G Wagon which became the most expensive car I've ever sold at £149000. Then last week he asked for a Mini John Cooper Works for his daughter.

It had to be a particular and rare colour, automatic and have "as many extras as possible". First thing I discovered was that because of WLTP the car was now out of production and all unsold stock had been pre registered. So I couldn't order a car, but had to find one. Which as you'd expect I did! It certainly met the "lots of extras" instruction with a retail price of £36500 which staggered me. In conversation with the excellent salesman he told me that on a Mini sales course he'd attended one of the exercises was to use the configuration tool to build the most expensive Mini possible. The total came to just over £49500!

Big Boys Back Away From Rental At Last

For as long as I can remember UK manufacturers have been saying they are cutting back on the amount of business they do with the large car and van hire companies. They love the volume these customers provide (the rental sector buys about 10% of the cars sold in Europe every year) but hate the massive discounts they have to give to secure the business. I'd say that around 90% of the time the stated intention to reduce the volumes they sell to these customers hasn't been carried into fact.

Now however both Ford and Vauxhall have definitely cut back on rental business. I know because we carry out remarketing work for many rental companies sourcing near new stock for independent traders too small to employ a used car buyer. Now with rare exceptions we can't get Fiestas and Mondeos, Insignias and Astras are very rare also. Of course there's always another manufacturer ready to step into the gap, all I'll say is the number of 6 month old ex rental BMWs I see is absolutely staggering.

How Safe Are Electric Cars?

Not to drive but to work on. One of the UK's largest dealer groups, Pendragon, have their concerns, so much so that they have just co-operated with St John's Ambulance to install defibrillators in all of their dealerships in anticipation of EV related incidents. Worrying?

Paul Gilligan

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FIFTY SHADES OF GREY

The missus bought a Paperback,
down Shepton Mallet way,
I had a look inside her bag;...
T'was "Fifty Shades of Grey".

Well I just left her to it,
And at ten I went to bed.
An hour later she appeared;
The sight filled me with dread.

In her left hand she held a rope;
And in her right a whip!
She threw them down upon the floor,
And then began to strip.

Well fifty years or so ago;
I might have had a peek;
But Mabel hasn't weathered well;
She's eighty four next week!!

Watching Mabel bump and grind;
Could not have been much grimmer.
And things then went from bad to worse;
She toppled off her Zimmer!

She struggled back upon her feet;
A couple minutes later;
She put her teeth back in and said
"I am a dominator!!"

Now if you knew our Mabel,
You'd see just why I spluttered,
I'd spent two months in traction
For the last complaint I'd uttered.

She stood there nude and naked
Bent forward just a bit
I went to hold her, sensual like
and stood on her left tit!

Mabel screamed, her teeth shot out;
My God what had I done!
She moaned and groaned then shouted out:
"Step on the other one!!"

Well readers, I can tell no more;
Of what occurred that day.
Suffice to say my jet black hair,
Turned fifty shades of grey!!

PAM AYRES



116 Car Club Targa Tracks

A tale of never giving up!

There are few “must do” things in a year but the 116 Car Clubs Targa Tracks Rally is undoubtedly one of them. Much like Christmas or Bonfire night, the event's date is a fixed point on the calendar (last weekend of July) and as such, getting ready for it shouldn't come as much of a surprise – Unfortunately, no-one told my car this.....

I'm still struggling to remember everything we replaced in the lead up to the event but a quick run-down went something like this;

Monday – New clutch, release bearing and oils changed.

Tuesday – Sump (Cracked!), air and oil filters. I'm currently not panicking for Sunday.

Wednesday – Wishbones, trackrod ends, drop links and straightening of the rear axle (now mild panic!)

Thursday – Removal of axle (rotten!) and replacement with newer version, desperate plea for axle bushes to replace knackered existing ones (full on Melt down!)

Friday – Axle finally on! Brake shoes on rear collapse! (Panic now replaced with anger/ determination)

Saturday – 2pm – Trip to get new shoes (60 miles) and brake fluids/ nipples

6pm – Car capable of driving again (yay!)

7.15pm – Test run down the road and a wheel bearing goes (return of anger/ despair)

10.10pm – Finally put everything together, wash it and check the lights (not working!) (mild hysteria)

10.50pm – Finally find electrical fault – I am now ready! (relief, with maybe a tear or two, but I'm not telling)

The reasons for the 116 being in my opinion the best Targa event in the country are many. From the great start venue, the excellent team running it to fantastic tests and the sociable atmosphere before, during and after the event.

The weather was unkind as 100 crews, several from across the pond in Ireland tackled 15 tests totalling 32 competitive miles around the Clocaenog/ Abergele area.

Crews started with a quick blast round the GYG kart track before venturing further afield.

Tests 2 + 3 were a re-working of previous years tests between the new windmill development up in Clocaenog. This has always been my favourite test venue and with the rain now coming down horizontally, the new layouts have added something extra and I loved every minute up there.

Whilst coming in to the finish of test 2, I was, let's be honest, totally out of control, yet somehow still made the 90L – I was euphoric at not having crashed. It was only as I started down the road that I could hear a “clunk”. Initially I thought nothing of it, but it was true that the car certainly had become a lot “livelier”.

Through 3 and on to R4W's test bed, which was in exceptional condition, with the quality of roads used fantastic. It was here that the ever helpful and “slightly” wet marshals informed me of “A bar hanging off at the rear”. A quick check revealed it to be the panhard rod, now missing – DAMN!

Having a quick chat with my co-driver Lewis Griffiths we decided to carry on, I mean it was only a bit of a handful and I was coping OK so far.



*Photos Courtesy of Joseph Gilbertson
joegillb653@aol.co.uk*

116 MC Targa Tracks
Continued from Page 50

On through Crossleys Farm, redesigned to include splits and merges, turning a very challenging venue in to an absolute marathon – but the Micra got through and kept on going.....

I had one of my funniest moments through these tests. Having caught a fellow competitor entering the “sheep pens”, he very kindly waved me past – unable to get any traction at all I edged my way past, much like a tortoise passing a snail in what must surely have been the slowest overtake ever whilst both cars struggled to do more than 5mph!

The final activity of the morning concluded with a mammoth 10min test through Kimnael Manor and a quick blast down Fergus' drive.

During the lunch halt we conversed with our fellow competitors about our varying degrees of incidents that had occurred during the morning's running. From Tomo Urquhart's no brakes, Ken Kawsey's Saxo overheating, Rob Bryn and Lauren Hewitt's lack of bumper and wonky wheel to Rod Pierce and his sumpguard making a break for freedom!

Sadly for my mum, Jill Adamson and her driver Nick Clitheroe they hadn't made it to lunch, retiring in Kimnael. Later they told me how much they had enjoyed what they did, even if “cone killer” Clitheroe had lived up to his name.

The afternoon featured most of the morning tests but in reverse. With the axle steadily worsening (now missing a radius arm) we had our biggest slice of luck, probably ever. On a narrow section through Crossleys the car snapped violently sideways. Somehow, luck saved me from the massive drop or the crunch in to the wall. We survived and pouring with sweat from said incident at the next control all I get from Lewis is “come on they've let us go, don't sit here – go, go, go” - I'd have liked a minute thanks!

The rest of the day passed without incident, the rear axle now resembling a Spanish taxi for stability. The relief felt when crossing the finish line was overwhelming – slapping the dashboard and whooping. We had finished – AMAZING.

I was ecstatic having finished but my day would just get better and better. Whilst queuing for food (which was delicious), someone informed me I had been leading at lunch, which I couldn't believe (and still can't actually!). From there we had an anxious wait to see how many people would have overtaken us at the finish.

Unfortunately I couldn't hold on to win, being pipped at the post by no other than Dermot Carnegie by a measly 4s! Still 2nd O/A and 1st in Class was simply unbelievable.

I would like to finish with a list of thank you's – Baz Green and team for organising a fantastic event, the test commanders and all their marshals for standing out in such torrid conditions, always with a smile. Lewis Griffiths for an exceptional job on the maps and finally the biggest thanks of all to my dad, Tristan Dodd, whom I put through hell to get the car ready. He stuck with me throughout, even at 1045pm on the Saturday evening!
THANK YOU ALL :)

I will end with finding out that the 116CC are looking at a 2 day event in 2019 – I can't wait for what will surely take this event to even greater heights!

Now, where do I find those 4s??

Alistair Dodd/ Lewis Griffiths
Car 51 : Nissan Micra
2nd O/A, 1st Semi Expert

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116 Car Club TargaTracks

A wet start to the day at glan y gors kart saw scrutineering and signing on and our marshall Maurice Ellison went off to his location and me and my driver Steve Head queued in our slot at 17th on the road in the lovely "droop snoot" mk2 escort in a group 1 specification. Test one was an easy start to the day, but the spirited start reviled the theme of the day which turned out to be prop shaft issues.

From then on till midday we battled on at a competitive but steady speed as Steve got used to his new left-hand drive car which made stopping at passage checks very busy. The tests with the tighter bits proved difficult with the engine lacking low down power but the prop became more and more of a worry as the day progressed which meant when we got back to the finish we were expecting no result at all but to our amazement we ended up 16th overall and 1st historic expert crew.

Thanks to all the marshal's and organisers who got thoroughly wet through due to the adverse weather conditions and a fantastic event which will definitely be on the calendar for next year.

Matthew Hewlett : Clitheroe & DMC



*Photo Courtesy of Joseph Gilbertson
joegillb653@aol.co.uk*

12th of August 2018

THE BLUE STREAK TARGA RALLY

Spadeadam MC

Blue Streak Classic & Targa Rally August 12th

Another wet and miserable morning saw the start of the Bluestreak Targa and Historic Challenge rally based in Brampton, this time being chauffeured round in the Proton Satria 1600 of Tony Harrison, seeded reasonably high at car 17 we had little time before we were off to the majority of tests on Carlisle airport and a morning them of mostly wrong tests due to my lack of navigational ability at the time. We then moved on the a farm on a small navigational loop north of the airport before dinner back at the golden Fleece.

The afternoon saw a 99% improvement with a few top ten times on some tests with one overall fastest time when we set it and a much more enjoyable time with more open and longer tests especially the woodyard test and best of all it stopped raining and turned out a sunny afternoon.

Once again thanks to all marshal's and organisers for an enjoyable day's sport.

Matthew Hewlett : Clitheroe & DMC



Photo Courtesy of Tony North

12th of August 2018

THE BLUE STREAK TARGA RALLY



NESCRO



Historic Motorsport In
The North Of England & Scotland

Challenge Positions Following Blue Streak Classic & Targa

Only showing the Top 10

NESCRO 2018 Historic Driver's Challenge

Pos	Driver	pts
1	Dave Short	364.6
2	John Sloan	312.7
3	Peter Metcalf	252.6
4	Dave Marsden	234.1
5	Ernest Calvert	218.0
6	Mike Kirk	177.8
7	Paul Slingsby	177.4
8	Simon Boardman	159.1
9	David Agnew	142.7
10	Gorgon Craigs	133.1

NESCRO 2018 Targa Driver's Challenge

Pos	Driver	pts
1	Chris Hunter	380.0
2	Quenton James	317.1
3	Philip Hodgson	294.3
4	Simon Jennings	277.8
5	Chris Dodds	267.8
6	Paul Bowness	267.4
7	Robert Short	266.4
8	James Hastings	201.5
9	Joe Harwood	187.1
10	Craig Wallace	182.2

NESCRO 2018 Historic Navigators Challenge

Pos	Navigator	pts
1	Roy Heath	364.9
2	Marian Sloan	312.7
3	Michael Garstang	234.1
4	Bryan Smith	218.0
5	Ali Procter	192.7
6	Michael Fox	177.4
7	Guy Whickham	166.7
8	Matt Broadbent	159.1
9	Alan Jackson	142.7
10	Benjamin Craigs	133.1

NESCRO 2018 Targa Navigators Challenge

Pos	Navigator	pts
1	Fiona Tyson	380.0
2	Tom Howe	317.1
3	Ian Giles	294.3
4	Esther Bowness	267.4
5	Kirsty Thompson	266.4
6	Colin Fish	183.6
7	Phillip Savage	181.0
8	Maggy Bateman	177.6
9	Sophie Whickham	173.0
10	Peter Gibson	163.7

2018 NESCRO CALENDAR

HISTORIC / Classic Rounds

Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire

TARGA Rounds

Sept.	9 th	Wearside
Sept.	16 th	Doonhamer
October	14 th	Solway Historic Rally
November	18 th	Saltire



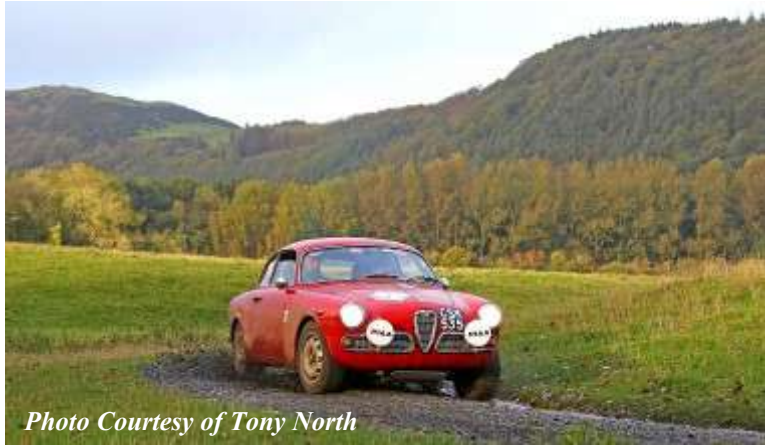


Photo Courtesy of Tony North

The Devilish return.....

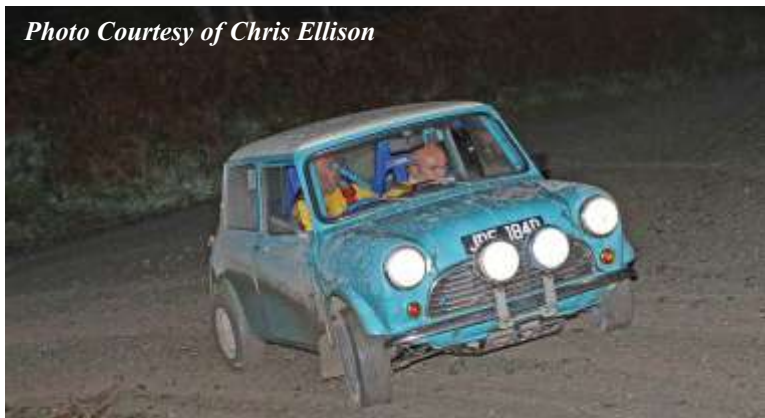
Following on from the success of the 2016 and 17 events, **The Devils Own Rally** will once again be the final round of the 2018 HRCR Hagerty Insurance Clubmans Road Rally Championship incorporating the HRCR Amazon Cars Challenge Cup. An afternoon of tests and regularities in North Lancashire and South Cumbria, followed by an evening section on the demanding roads of South Lakeland. This event is not meant to be relaxed, it will test drivers, navigators and cars to the limit; so although novices are welcome on the event, please be aware that it will be a challenge and not as relaxed as other events in the championship.

The 2018 event will see 9 tests and 8 regularity sections, including some tests in the dark, so you might want to have some carrots for tea! Three of the regularities will also be predominantly on private land, before a finish at the new Rally HQ of The Westmorland County Show Field.

Now after apparent rumours that you need maps including 96, 97, 98, 89, 90 and 91 (Martyn loves listening to a good rumour of where he is allegedly sending the event) you will all be glad to know that this year you only need to purchase one map and that's OS sheet 97. Regulations will be published on the 6th of August with entries going live on the 13th. Last year we filled the entry in 36 hours, so don't hang about if you want to join the party on the 20th of October.....

Like all events, we rely heavily on marshals to help us run the rally on the day. So if you can help run a control and want a goody bag and feeding at the end of the event, get in touch at marshal@devilsownrally.co.uk

Photo Courtesy of Chris Ellison



The Devils Own Rally returns on the 20th of October

We will be offering a similar format event to the previous two runnings but will be exploring some roads which haven't been explored on past events. We are delighted and honoured to be selected as one of the rounds of the HRCR Clubmans Championship and the route will reflect the quality needed to be a part of this series.

The organising team remains the same and your feedback and ideas have been reviewed and where possible, implemented to keep the event improving.

Entries are now open

<http://www.devilsownrally.co.uk/>



Haw Pike Car Trial

8th August

Team Citroen Climbing High

Way back in 2010 I competed on an IDMC car trial at Haw Pike with my then 8 year old son, Elliot. I have a picture of him getting in to my Corsa through the passenger side window which is far more fun than opening the door!! He and his brother, Adam, used to sit in the back and cheer as we cleared the hills but were always more excited at the prospect of a pint of blackcurrant and soda and a packet of crisps back at the pub!!

Fast forward 8 years and my little boy has grown up in to a yooof that mumbles and is desperate to be taller than me! He would still try and get in the car through the window but his miserable father won't let him!! He also now has the luxury of a car to compete in along with his step sister, Kate, and they compete on events as and when they can. Claire and I also have our own car so we don't have to sit next to our offspring and end up giving them all our worldly advice very loudly and accompany it with hand gestures and sighs! The kids have a little gold 1.1 Saxo and we drive the hot hatch 1.6 VTR Saxo, the idea being that spare parts are largely interchangeable! They are fab cars and are very cheap to run and seem to be putting up with the abuse we are giving them.

Elliot has had the benefit of watching me compete from the back seat for the majority of his life but watching and doing are two separate things. I have done a few events with Kate and she won the novice award on one event last year so has got to grips with the car trialing technique, nice and gentle and steady away. So when it came to putting in an entry for this years Haw Pike event Claire and I were confident the kids would be ok on their own in the gold Saxo and we could clear off and enjoy the event in our car. This meant four entries for Team Citroen covering all levels of experience and age groups and of course some blended family rivalry!!

Henry Kitching was in charge of planting the plastic poles for the evening and had a huge field to go at with loads of scope, plenty of which could remove the front of your car, exhaust and sump if set out badly. Fortunately he managed to set out some very different hills which were car friendly yet still offered a great challenge and were great fun to attempt. With the glorious English summer continuing there was still plenty of grip to be found but Henry used the sharp contours of the hills to stop us all at least once or set the route in such a way that unless you were concentrating you could easily drive out of the section.

The kids cleared off to their start hill and Claire and I headed off to hill 3 which required a driver's side wheel to be kept on the top of a ridge to stop the car from sliding down and making life hard for the competitor to get to the next marker. I set off and got across the bumps leading up to the left turn up to the ridge and got plenty of speed and a great line but caught the Saxos bum on the inside marker taking me from a 3 back to a 5. And unfortunately that was the way my evening continued.

Continued on Page 57



Haw Pike Trial **Continued from Page 56**

I got stuck on a small climb everyone else was clearing at the start of hill 2 and clipped yet another marker on that same hill on the following round giving me a 5 instead of a 2! Of course it was due to the suspension set up on the car or the engine not having enough grunt! However, on my final run at this particular hill I got a 1 which was the best score of the night for that hill! So car or driver error on the previous climbs? I think we all know which it was.....

In our class we are competing against the mighty 1.6 Corsa B Sports and they do seem to climb very well and all three drivers are on great form at the moment. Karen and Leon are driving as well as I have seen them but none of us could keep up with the seemingly effortless precision of Ian Waddington.

He seems to find grip and momentum where the rest of us falter. He was the class winner on the night and also dropped the fewest marks of all competitors which is very impressive when you know the go anywhere Dutton and Rupert's very well prepared Mini were also circling the field, searching for hills and lines to prey on and conquer! It looks like class 4 is becoming a very competitive one with Mick O'Donnell and Matthew Collins improving on every event.

Fortunately one of the parents of Team Citroen was also improving and making great climbs during the evening and that was Claire. She prefers the speed and thrill of the autotests but is quietly becoming very good at car trials! In only her second year, and about her 6th trial, she has got to grips with the technique and even wears a decent pair of shoes to drive in even if it does mean she nearly breaks her neck slipping on the dry grass each time we change sides!! On my nemesis hill, hill 2, she was progressing nicely and heading for a well-earned 2 until the bright tabard of Mark Dickenson caught her eye and she drove straight at him and out of the section for a 3!! She's obviously attracted to bright and fast moving things, like myself!!!!

The kids were climbing well in the plucky Saxo. Kate was getting to grips with the car and trialing as she hadn't done one since the last IDMC round in 2017 and improved as the night went on. She also had to get used to listening to Elliot asking all the marshals how far had his dad got!! Not only is he desperate to be taller than me but he also wants to beat me on events now! He did beat me on the Filtrate so has bragging rights at the moment but has yet to beat me at an autotest....although I'm sure that is just a matter of time. So they were doing ok and enjoying themselves while I was more concerned about the damage that could be done to the car between the hills as there are hidden rocks in the field which can easily penetrate the recycled washing machine casings the French use to make the engine sumps on their cars!

However, the kids looked after the car and got round in one piece, Claire grew in confidence getting some excellent climbs in and I maintained my steady approach to the evening. Top effort of the night must go to Sam Oddy who had 4 people in his car at one point! - His car is a 1.1 Peugeot 205!! While the ground was dry and offered plenty of grip the laws of physics hadn't dried up and even though he tried his best he couldn't coax the little car up the steep hills even with his eager passengers willing him on! Once he had shed his extra load for round 2 he got back on track and started clawing some of the lost marks back but it was too big an ask especially when he got a disappointing 9 on hill 4.

As the sun started to set over the fabulous rolling Dales, Henry darted from hill to hill clearing the sections with the help of the willing marshals, Elliot got out of the car, by opening the door, and reluctantly handed the keys back to me for the drive to the pub. He is only 16 and itching to get his driving licence! I can sympathise with him as that is all I wanted to get when I was his age!! But 8 years ago he had a blackcurrant and soda to look forward to and, if I was feeling generous, a packet of crisps!! And guess what he had when he got to the pub.....a blackcurrant and soda!! No crisps though as I'd spent all my cash on petrol for the car. Just the results to come and to see how well Team Citroen had done and it turned out to be a good night, for most! Claire came 4th in class and got the Novice award, Kate got the Ladies award and Elliot the Under 23! Errrrr...I got 5th in class and no award. However, I was rewarded with the satisfaction of seeing Claire drive so well and the kids being part of the event and receiving so much support from their fellow competitors and marshals alike. It's great to be able to let them go off on their own confident in the knowledge that if they had any problems they would be helped and guided by everyone.

Thank you to Henry for his tireless efforts to keep the hills entertaining for us and secretary Sioned who's head was frazzled by the fluid entry list which changed on the journey to the event, during signing on and whilst David was scrutineering! But she got us all sorted and off to the hills on time. A big thank you to the marshals who were as excited as I was at getting up some of the hills with encouragement, applause and cheers for all who achieved great climbs. It was a fantastic evening in many ways and I look forward to more success for Team Citroen!!



MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT

Technical

Updates, clarification and advice

OLDER STAGE RALLY CARS EXEMPTED FROM ROLL CAGE CHANGES

The MSA has relaxed impending changes to roll cage rules in stage rallying to address concerns regarding their compatibility with older cars and difficulties in retrofitting the additional parts.

Regulations due for implementation next year would have required all vehicles first issued with a Vehicle Passport after 1 January 2019 to comply with new roof and windscreen pillar reinforcement measures.

However, those requirements have now been restricted to models first conceived after 31 December 2005, on the basis that older cars have less raked A pillars that negate the need for reinforcement bars. Additionally, any vehicle issued with a Vehicle Passport or Competition Car Logbook prior to 1 January 2019 will be exempt from the new requirements.

The regulation changes recommended by Motor Sports Council and ratified by the MSA Board are as follows:

48.10.1. Have, as a minimum, safety roll-over bars a ROPS complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).

For vehicles first not issued with a Vehicle Passport or Competition Car Log Book prior to from 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

a) Roof Reinforcement complying with K.1.3.5(c) and Section K Appendix 2 drawing number 10(a), (b), (c) or (d). b) Windscreen Pillar Reinforcement complying with K.1.3.5(e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200mm.



Reason: Relaxation, to address concerns raised, for example older cars where addition of windscreen pillar reinforcement may cause issues with vehicle egress, and where typically less raked windscreen and A pillars permit a similarly less raked front hoop negating the necessity and purpose of the reinforcement bars themselves.

FIA regulations apply roof bars to cars homologated from 2005 onward, and windscreen reinforcement pillars to cars homologated from 2006 onward. MSA regulations do not specify homologated cars, however the model conception date in the proposal is deemed suitable to cover both members as it reflects the latter of these FIA dates.

Also includes a clarification that these regulations will not apply retrospectively to cars that have already had a VP or CLLB issued before 2019.

Implementation: 1 January 2019

IPO COUNTERFEIT PARTS

The Intellectual Property Office has launched a counterfeit vehicle parts awareness campaign, details of which can be found on its website. The story links to guidance published It is worth reading, particularly as there is a specific reference to counterfeit vehicle parts within motorsport.

FIRE EXTINGUISHER REGULATIONS

Competitors are reminded that the new Section (K) regulations for fire extinguishers take effect from 1 January next year for any new-built cars. It is important to note that the current regulations can continue to be used for existing cars. There is no need for existing cars to have been issued with a new Vehicle Passport to use this exemption from the new regulations – old Competition Car Log Books or previously issued Vehicle Passports are acceptable if they remain valid for that car. The new regulations come into effect for all cars (where a fire extinguisher is mandatory) from 1 January 2022.

HARNESS BARS

Competitors are reminded that MSA regulations concerning the installation of harness shoulder straps onto a ROPS (roll-over protection system) member – a harness bar – stipulate minimum tube dimensions of 38mm x 2.5mm or 40 x 2.0mm. This is applicable to any harness installation on a ROPS member for any discipline.

CATEGORY TWO STAGE RALLY VEHICLES

The MSA Technical Department would like to remind competitors of what constitutes a Category Two stage rally car.

First, there is engine capacity. As per MSA regulation (R)48.2.6, if a vehicle is fitted with an engine that increases capacity by more than 25 per cent then Category Two authorisation will be required. For clarity, the capacity increase is measured against the largest engine available as standard for the particular model of car.

The next indicator of a Category Two vehicle is modifications to the chassis/unitary construction. The only modifications permitted to the chassis in Category One are those homologated by the FIA, or localised alterations to accommodate the fitting of an alternative engine/gearbox/ differential/axle/seats or exhaust.

Localised alteration would allow modifications such as minor reshaping of the existing panels. Any significant modifications such as replacement transmission tunnels, cutaway bulkheads and other structural modifications are likely to require Category two approval.

Suspension modifications are also relevant. Except where homologated by the FIA, any modification to the operating principle of the suspension or movement of the suspension mounting points will require Category Two approval. An example would be a car originally supplied with a beam axle being modified to use independent wishbone suspension.

Anybody who is unsure whether their car requires Category Two approval can email technical

E-LEARNING UPDATE

The MSA continues to work on four additional e-learning modules to be launched at the end of September. These are:

Circuit Media

Marshals Phase 2

Officials generic Module 1 – based on the existing Modular Training Programme booklets.

Technical – Scrutineering phase 1.

Additionally, the Dayinsure Wales Rally GB training team will be using the MSA's e-learning platform to deliver some of its 2018 training modules.



FAKE CMR2007 HELMET LABEL

These recent images show a helmet with an apparently fraudulent Snell-FIA CMR2007 label (and possibly an incorrect BS6658:1985 Type A label – this has not been verified). The full list of Snell-FIA CMR2007 certified helmets is available on the CIK website [HERE](#). Note that none of these helmets is dual-certified to Snell-FIA CMR2007 and BS6658:1985 Type A. Competitors are advised to inspect helmets carefully before purchase and only to buy from reputable sources.

Regulations for consultation

The latest regulation changes proposed by the Rallies Committee will shortly be available for consultation on the MSA website at:

<https://www.msauk.org/consultations>

Please have your say. Thank you!



MSA, MOTOR SPORTS HOUSE,
RIVERSIDE PARK, COLNBROOK, SL3 0HG
TEL: 01753 765000



LLANDUDNO GETTING READY TO MAKE MOTORSPORT HISTORY

Llandudno is getting ready to make history as the first place in the UK to host world championship level motorsport on closed roads, when it hosts a stage of Dayinsure Wales Rally GB on 7 October.

The UK's round of the FIA World Rally Championship concludes with a run through the iconic Great Orme and on to the roads of the resort town for a dramatic finish on the seafront. The cars will drift around the 'Dayinsure Donut' in front of the public grandstand on Gloddaeth Street, before arriving at a specially constructed jump close to the famous pier on Llandudno's promenade.

Spectators will also be treated to parades of historic rally cars, plus stunt driving by the legendary Paul Swift. While general admission to the Great Orme Llandudno stage is free, visitors are offered upgrades to secure the best vantage points.

Grandstand seats overlooking the Dayinsure Donut cost £20 in advance for adults (£10 for children) while Rally Xtra offers an enhanced hospitality package and dedicated viewing, priced at £125 for adults (£90 for children aged 6 to 15).

All spectators will hear live commentary along the competitive route and there will be several big screens showing live action. Those in the town will also be able to witness the podium ceremony on the promenade.

"This will be the first free of charge WRC stage in the UK for 20 years and we're expecting an incredible atmosphere," said Ben Taylor, Managing Director of event organiser International Motor Sports (IMS). "The town really lends itself to this kind of major event and the support from Conwy County Borough Council has been exceptional to make it all happen."

Llandudno will be alive with rally fever all weekend. Trials champion and Red Bull YouTube legend Kenny Belaey will bring his bike display team to town, while event sponsor Dayinsure will provide a free Family Fun Zone featuring climbing walls, bungee trampolines and other activities for young families.

TRAINING

All training is delivered by
Licensed MSA Instructors and based
on the MSA Training Modules

PRC Books will be signed where appropriate, if you require signatures, bring your books with you, if you don't have a PRC Book, see below for details about how to register, get accredited and you will receive a registration card and PRC book.

Please complete your online accreditation at least 3 weeks prior to your first training course to allow time to receive your card and book.

Getting Involved

Almost all motor sport events need volunteer marshals (recognisable from their orange overalls) to make sure they are run safely and effectively.

Marshalling is a rewarding way of getting more closely involved with motor sport and joining a community of like-minded enthusiasts; general duties range from displaying flag signals to drivers and clearing debris to helping extract drivers and cars that have crashed or broken down.

Details of how to become a marshal can be found on the Volunteers in Motorsport website, which outlines all the relevant clubs, types of motor sport marshalling and training days.

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme.

Simply visit www.msauk.org/Marshals/Online-rally-marshals-training and either login if you are an existing MSA member, or register if you are new. Once logged in follow the links for "Online Training".

Other useful links to Motorsport Training:



www.brmc.org.uk



www.volunteersinmotorsport.co.uk

DATES

20th September
(Evening)

Marshalling
Inc. Spectator Safety,
First on Scene, Incident Handling
Accrington

1st December
First on Scene

Blackburn Services

TBA

Radio Operation
(81 C System)
Accrington

To Book Your Place On Training Sessions

You Can do it on Line

We wish all to register online if possible as it saves lots of admin time for our volunteers!

<http://thats-motorsport.com/training/>

Or email Tracy Smith
tracey.amsc@hotmail.com

Or phone Jon Aston
0333 0022 510



ADGESPEED

STAGES RALLY

Sunday 7th October 2018

Regs & Entry

www.wiganmotorclub.org.uk/

STAGE RALLY CHAMPIONSHIP

Feb 10	Jack Neal	Citheroe & DMC
Mar 4	Roskirk	Blackpool South Shore MC
Mar 11	Tour of Epynt	Port Talbot MC
Mar 18	Lee Holland	Pendle DMC
Apr 1	Warcop Stages	N Humberside MC
Apr 15	SMC Stages	Stockport 061 MC
Apr 28	Horiba D'Isis	Quinton MC
May 6	Harlech Stages	Harlech & DMC
May 11/12	Manx National/Chris Kelly	Manx AS
May 13	Celus Stages	Wigan & DMC
Jun 10	Keith Frecker Mem	Blackpool SSMC
Jul 1	Enville Stages	Warrington & DMC
Jul 22	Tayford Stages	Mid-Derbyshire MC
Aug 12	Gareth Hall Memorial	Bala & DMC
Aug 26	Mewla	Epynt MC
Aug 26	Pendragon	Kirkby Lonsdale MC
Sep 7/8	Promenade Stages	Wallasey MC
Sep 9	Vale of York	Lincolns MS
Sep 23	Heroes Rally	Pendle DMC
Oct 7	Adgespeed Stages	Wigan & DMC
Nov 2/3	Neil Howard	Bolton-le-Moors CC
Nov 9/10	Pokerstars Rally	Manx AS
Nov 18	Cadwell Stages North Humberside	MC
Nov 24	Hall Trophy	Citheroe & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

NORTH WALES STAGE RALLY CHALLENGE

Mar 18	Lee Holland	Pendle DMC
Apr 15	SMC Stages	Stockport 061 MC
May 6	Harlech Stages	Harlech & DMC
Jul 1	Enville Stages	Warrington & DMC
Aug 12	Gareth Hall Memorial	Bala & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 17	Cambrian	North Wales CC
Mar 24	Rally North Wales	Wolv & S Staffs CC
May 12	Plains	Knutsford & DMC
Jul 8	Greystoke	West Cumbria MSC
Jul 14	Nicky Grist Stages	Quinton MC
Sep 1	Woodpecker 60 & Worcestershire	MC
Sep 28/29	Trackrod Yorkshire	Trackrod MC
Nov 10	Wyedean	Forest of Dean MC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Feb 3/4	Rali Mike Darwen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Feb 24/25	John Robson	Hexham & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
Mar 24/25	Primrose Trophy	Citheroe & DMC
Apr 14/15	Kick Rally Derbyshire	Mellock MC
May 19/20	Night Owl	Aberystwyth & DMC
Jun 16/17	GP Memorial	Garslang & Preston MC
Jun 23/24	PK Memorial	Bala & DMC
Aug 14/15	Rensud Rally	Rensud MC
Sep 1/2	Rali Bro Cader	Harlech & DMC
Sep 8/9	Colman Tyres	Ilkley & DMC
Sep 15/16	Rali Môn	Caerns & Anglesey MC
Sep 22/23	Citheronian	Citheroe & DMC
Sep 29/30	Rali Bro Cader	Harlech & DMC
Oct 13/14	Winter Challenge	North Wales CC
Oct 27/28	Cilwendeg	Telfi Valley MC
Nov 3/4	Powys Lanes	Epynt MC
Nov 24	Danepot	Mellock MC
Nov 17/18	Brynau Chwyd	Bro' & Bret' MC
Dec 1/2	Eagle Rally	Newtown & DAC

NORTH WALES ROAD RALLY CHALLENGE

Feb 3/4	Rali Mike Darwen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
May 19/20	Night Owl	Aberystwyth & DMC
Jun 23/24	PK Memorial	Bala & DMC
Sep 1/2	Rali Bro Cader	Harlech & DMC
Sep 15/16	Rali Môn	Caerns & Anglesey MC

Sep 29/30	Rali Bro Cader	Harlech & DMC
Oct 13/14	Winter Challenge	North Wales CC
Nov 17/18	Brynau Chwyd	Bro' & Bret' MC

HISTORIC ROAD CHAMPIONSHIP

Feb 24/25	Hexham Historic	Hexham & DMC
Apr 15	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Sep 1	Tour of Chwyd	Chwyd Vale MC
Sep 29	Tour of Cheshire	Knutsford & DMC
Oct 28	Devil's Own	Kirkby Lonsdale MC

AUTOTEST CHAMPIONSHIP

Feb 18	Autotest	Accrington MSC/CSMA NW
Mar 4	January Autotest	Caerns & Ang MC
Mar 11	Jon MacKenzie	Hagley & DLCC
Apr 1	April Fool Autotest	Rhyl & DMC
May 13	Grenny Knot	Wolv'lon & South Staffs
May 20	Autotest	CSMA NW
Jun 24	Autotest	CSMA NW
Jun 24	Tim Sergeant	Knutsford & DMC
Jul 8	Nic Ayres Autotest	Alwoodley MC
Jul 22	Autotest	Under 17 MC NW
Aug 5	Kennings	Caerns & Anglesey MC
Aug 19	Autotest	Under 17 MC NW
Aug 19	Finely Autotest	Whitchurch MC
Sep 9	Abereyny	North Wales CC
Nov 11	Autotest	Rhyl & DMC
Dec 2	Autotest	Accrington MSC

PRODM CAR AUTOTEST CHAMPIONSHIP*Note some will be Clubman status*

Jan 28	New Year PCA	Bala & DMC
Jan 28	New Year PCA	Knutsford & DMC
Feb 17	PCA	Under 17 MC NW
Feb 18	PCA	Accrington MSC/CSMA NW
Mar 4	January PCA	Caerns & Ang MC
Mar 25	Wern Ddu	Warrington & DMC
Apr 1	April Fool PCA	Rhyl & DMC
Apr 15	Easter PCA	Bala & DMC
Apr 22	Wern Ddu	Warrington & DMC
Apr 29	Myerscough	Bolton-le-M CC
May 20	PCA	CSMA NW
May 20	Happy Landings PCA	Owen MC
May 27	Wern Ddu	Warrington & DMC
Jun 24	PCA	CSMA NW
Jul 21/22	PCA	Under 17 MC NW
Aug 18/19	PCA	Under 17 MC NW
Sep 9	Abereyny	North Wales CC
Sep 15/16	Event City	Under 17 MC NW
Sep 16	Wern Ddu	Warrington & DMC
Oct 14	Bright Sparks PCA	Owen MC
Oct 14	Ranges PCA	Bala & DMC
Oct 21	Wern Ddu	Warrington & DMC
Nov 11	Production Car Autotest	Rhyl & DMC
Dec 1/2	PCA	Accrington MSC
Dec 2	Wern Ddu	Warrington & DMC

AUTOSOLO CHAMPIONSHIP

Jan 28	New Year Autosolo	Knutsford & DMC
Feb 17	Autosolo	Under 17 MC NW
Feb 18	Autosolo	Accrington MSC/CSMA NW
Apr 8	Preston Autosolo	Preston MC
Apr 29	Myerscough A'solo	Bolton-le-M CC
May 19	Autosolo	Under 17 MC NW
May 20	Autosolo	CSMA NW
May 13	King Brothers	Ilkley & DMC
Jun 24	Autosolo	CSMA NW
Jul 21/22	Autosolo	Under 17 MC NW
Aug 18/19	Autosolo	Under 17 MC NW
Sep 9	Abereyny	North Wales CC
Oct 28	Preston Autosolo	Preston MC
Nov 4	Autosolo	Knutsford & DMC
Dec 1	Autosolo	Under 17 MC NW
Dec 2	Autosolo	Accrington MSC

CAR TRIALS CHAMPIONSHIP

May 26	Derwydd Trial	Bala & DMC
May 27	MAS Trial	Caerns & Anglesey MC
Jun 10	Wyre Forest	Kidderminster MCC
Jul 21	Cymru	North Wales CC
Jul 22	HCC Wales	Chwyd Vale MC
Jul 29	Filtrate Trophy	Ilkley & DMC
Sep 2	Ernest Owen Trial	Owen MC
Sep 9	Gely Mawr	Wolv & South Staffs CC
Sep 22	Rob Roberts Trial	Caerns & Ang MC
Sep 23	Disgarth Trial	Bala & DMC
Oct 7	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

Apr 7/8	Anglesey Sprint	Longton & DMC
Apr 28	Aintree Spring Sprint	Liverpool MC
May 5/6	Anglesey Sprint	MGCC North-West
May 19/20	Blyton Sprint	Longton & DMC
May 28	Keith Patison Blyton	Huddersfield MC
Jun 3	Silverstone Sprint	MGCC North-West
Jun 10	Graham Hill Sprint	Owen MC
Jun 17	Three Sisters	Longton & DMC
Jun 30	Aintree Summer Sprint	Liverpool MC
Jul 29	Three Sisters	Longton & DMC
Aug 11/12	Blyton Sprint	Longton & DMC
Aug 12	Curborough	Mid-Cheshire MRC
Sep 1	Aintree Autumn Sprint	Liverpool MC
Sep 2	Three Sisters	Longton & DMC
Sep 3/4	Anglesey Sprint	MGCC North-West
Oct 6	Anglesey Nat Sprint	Longton & DMC
Oct 7	Anglesey Int Sprint	Longton & DMC

HILLCLIMB CHAMPIONSHIP

Apr 14/15	Loton Hillclimb	Hagley & DLCC
May 20	Scammonden	MGCC North-West
Jun 9	Barbon Hillclimb	Liverpool MC
Jul 7	Barbon Hillclimb	Liverpool MC
Jul 22	Scammonden	Mid-Cheshire MRC
Aug 4/5	Loton Hillclimb	Hagley & DLCC
Aug 18	Scammonden	Pendle DMC

HILL RALLY CHAMPIONSHIP

Jul 6-8	Welsh Hill Rally	Telf's Motorsport
Nov 17/18	Scott Borders	Scottish Hill Rally Club

(Not an ANWCC Championship but open to all ANWCC clubs with a view to becoming ANWCC Championship in future)

FULL CHAMPIONSHIP REGS ON WEBSITE**KEEP CHECKING WEBSITE FOR UPDATES**

Events that have been cancelled have been struck through with two lines.

Events that have changed date have been struck through with one line, new date added as appropriate.

AWARDS 2018 PRESENTATION

Booked for Saturday 28th January 2019 at the Hallmark, Manchester – details to follow later in the year.

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

STAGE RALLY

Driver – Expert
 Driver – Novice
 Co-Driver – Expert
 Co-Driver – Novice

NW STAGE CHALLENGE

Driver – Expert
 Driver – Novice
 Co-Driver – Expert
 Co-Driver – Novice

FOREST RALLY

Driver – Expert
 Driver – Novice
 Co-Driver – Expert
 Co-Driver – Novice

ROAD RALLY

Driver – Master
 Driver – Expert
 Driver – Semi
 Driver – Novice
 Driver – Beginner
 Navigator – Master
 Navigator – Expert
 Navigator – Semi
 Navigator – Novice
 Navigator – Beginner

NW ROAD CHALLENGE

Driver – Master / Expert /
 Semi / Novice / Beginner
 (delete as appropriate)
 Co-Driver – Master / Expert /
 Semi / Novice / Beginner
 (delete as appropriate)

HISTORIC ROAD

Driver – Expert
 Driver – Novice
 Navigator – Expert
 Navigator – Novice

AUTOTEST

Driver – Expert
 Driver – Novice

PROD CAR AUTOTEST

AUTOSOLO

Driver – Expert
 Driver – Novice

TRIALS

Driver – Expert
 Driver – Novice

SPRINTS

Driver – Expert
 Driver – Novice

HILLCLIMBS

Driver – Expert
 Driver – Novice

Please register me for the ANWCC Championships 2018

I have indicated my interests and class eligibility – SEE ALONGSIDE AND OVERLEAF. I agree to be bound by the ANWCC Championship Regulations – these are available on our website www.anwcc.org "Regulations" page, or copy available on request – tick here and copy will be sent.

Name	
Address	
BLOCK CAPITALS, PLEASE!	
County	
Post Code	
Tel No	
e-mail address	
Club(s)	MAY BE MORE THAN ONE MUST BE ANWCC CLUB(S)
MSA Licence No	
Occupation	
Date of Birth <small>Required for Statistics!</small>	JUNIOR UNDER 25 SENIOR OVER 55 as at 1 JAN 2017
Do you have access to the web, and willing to obtain Championship info from www.anwcc.org which will be updated regularly?	YES / NO (delete as appropriate) if YES we thank you as this will keep costs down if NO you may be sent information periodically

DATA PROTECTION ACT: Information will be held on computer to be used for ANWCC mailing purposes. If you do not wish your details to be logged in this way please tick the box noting that your details will not be issued to clubs for the purpose of issuing event regulations.

Fees:

All Championships & Challenges	£18.00	
All Non-Rally Championships	£14.00	
North Wales Stage Rally Challenge	£2.00	
North Wales Road Rally Challenge	£2.00	
Contribution to Marshals Fund	£	
TOTAL ENCLOSED		

One Fee of £18 gives entry ALL the Championships!
 (please include voluntary donation to the ANWCC Marshals Fund)
 Ladies & Allrounders Championships are automatically included.
Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form

For official use only:

Rec'd Paid (F) (M) How

18/

REGISTRATIONS RECEIVED UP TO 7 DAYS AFTER AN EVENT WILL RECEIVE POINTS GAINED ON THAT EVENT

Forms can also be downloaded from our website.

Please print off the form overleaf, fill it in (legibly, please!) and send it with your cheque (payable to "ANWCC") to the Championship Co-Ordinator ...

Dave V Thomas,
11 Maes Canol,
Llandudno Junction,
LL31 9UX.

Or ... please fill in the form on your PC, save a copy then send it by e-mail to anwcc@talktalk.net ... payment can be made by Bank Transfer direct to the ANWCC account. Please give your name as a reference. The account details are as follows:

Account Name:	ANWCC
Sort Code:	09-01-27
Account No.:	38108424

When payment is confirmed you will be sent your Championship Registration pack.

The fee is £18 which will register you for ALL of our Championships – you do not have to claim pointsm except as per ANWCC regulations!

If you are only contesting the Off-Road Championships (non-rally championships) the fee is £14.

Fee for the North Wales Rally Challenge is £2 per person per challenge – free if registering and paying for the full championships.

Under 17-year-olds may register for FREE.

We would appreciate donations to the ANWCC Marshals Fund – the money collected is used to fund a monthly draw amongst marshals who submit claims. The remaining balance is divided amongst the top 10 marshals in the ANWCC Marshals Championship at the end of the year.

NOTES:

[1] Competitors are reminded that they can claim a points score for events on which they officiate rather than compete – see Championship regulation 1.15.

[2] A Novice competitor is one who has not won more than one overall or class award in the role and discipline entered – National B or higher status events only.

Except for the Road Rally Championship and NW Road Rally Challenge where classification is as follows - Master – won a National B rally; Expert – finished in top 10 on a National B rally; Semi-Expert – finished in top 3 in class on National B rally; Novice – finished more than one National B rally; Beginner - not finished more than one National B rally

[3] Registration for the North Wales Stage and Road Rally Challenges are free if registering for the ANWCC Championships.

We wish you all success and look forward to seeing you out and about on the events.

Keep checking our website for up-to-date information

www.anwcc.co.uk

Thank you for registering!

NB : There is a proposed new ANWCC Championship for 2018 (subject to msa approval) :

A TARGA CHALLENGE

Keep checking the ANWCC website (*also see page 68 for proposed dates*)

Championship Standings

In Brief : Updated 31/8/18

go to <http://anwcc.co.uk>

Road Rally : PK Memorial (R9)

O/A	Driver	Club	Points
1	Lorenzo Lee	Dovey	330
2	Mike Webber	116	317
3	Mark Lennox	Newtown	259
4	Dylan Williams	Harlech	255
5	Tim Hodgson	WBCC	240

O/A	Navigator	Club	Points
1	Rob Bryb Jones	Clwyd	732
2	Michael Gilbey	Aberystwyth	390
3	Grace Pedley	Knowldale	306
4	Ian Beamond	Newtown	259
5	Michael Jones	WBCC	252

Stage Rally : Following Mewla & Pendragon

O/A	Driver	Club	Points
1	Andrew Morris	Welsh Border	753
2	Calvin Woods	Wigan	673
3	Gethin Jones	Harlech	583
4	John Stone	BSSMC	474
5	Dion Rowlands	Harlech	419

O/A	Co-Driver	Club	Points
1	Chloe Thomas	C&A	753
2	Conner Aspey	Wigan	673
3	Tomos Williams	C&A	647
4	Catrin Jones	Clwyd Vale	560
5	Stephen Landen	Warrington	556

Stage Rally (Forest) : R5 Nicky Grist

O/A	Driver	Club	Points
1	David Auden	Knutsford	146
2	David Roberts	Bala	114
=3	Hugh Hunter	NWCC	40
=3	Steve Johnson	U17MC	40
5	Andy Graham	ERO	32

O/A	Co-Driver	Club	Points
1	Christopher Row	Knutsford	109
2	Ian Jones	NWCC	106
3	Osian Owen	Rhyl	84
4	Dei Jones	Bala	82
5	Emyr Hall	Bala	75

Autotest : Following R12 19th Aug

O/A	Driver	Club	Points
1	Dafydd Roberts	C&A	167
2	Dave Evans	Whitchurch	143
3	Duncan Wild	Knutsford	119
4	Colin Moreton	Knutsford	118
5	Steve Johnson	U17MC NW	95

PCA (Under 25s only) : Following R18

O/A	Driver	Club	Points
1	Matthew Nicholls	Bolton	60
2	James Robinson	U17MC NW	56
3	Delo Hughes	C&A	40
4	Will Hughes	C&A	34
5	Lwi Price	F1000	20

AutoSOLO : Following R12 19/8

O/A	Driver	Club	Points
1	Neil Jones	Bala	240
2	Andy Williams	U17MC	225
3	Howard Morris	Rhyl	222
4	James Williams	U17MC	216
5	Jamie Foster	U17MC	214

Sprint : R16 Curborough

O/A	Driver	Club	Points
1	Nigel Fox	Clitheroe	829.14
2	John Wadsworth	NWCC	798.11
3	Rob Holt	Liverpool	787.13
4	Nigel Trundle	G&PMC	716.52
5	Chris Boyd	Longton	603.73

Hillclimb : Following R9 Scammonden

O/A	Driver	Club	Points
1	Michael Thomson	ERO	641.55
2	Nigel Fox	Clitheroe	629.86
3	Raymond Worrall	ERO	628.80
4	David Goodlad	Knutsford	591.62
5	John Pinder	Airedale	517.75

Trials : Following R6 'Filtrate'

O/A	Driver	Club	Points
1	Henry Kitching	Ilkley	144
2	Sion Griffith	Bala	105
3	Rupert North	A&PMMC	96
4	Kevin Roberts	Bala	94
5	John Wadsworth	NWCC	78

Championship Standings

In Brief : Updated 31/8/18

go to <http://anwcc.co.uk>

North Wales Stage Rally Challenge

O/A	Driver	Club	Points
1	Gethin Jones	Harlech	195
2	Andrew Morris	WBCC	167
3	Calvin Woods	Wigan	165
4	Eric Roberts	C&A	150
5	Dion Rowlands (Junior)	Harlech	143

O/A	Navigator	Club	Points
1	Tomos Williams (Junior)	C&A	228
2	Chloe Thomas (Junior)	C&A	164
3	Connor Aspey	Wigan	161
4	Merfyn Williams	C&A	145
5	Kai Daniel Alcock (Junior)	Harlech	141

North Wales Road Rally Challenge

O/A	Driver	Club	Points
1	Lorenzo Lee	Dovey	189
2	Dylan Thomas	Harlech	145
3	Andy Price	Telford	141
4	Mark Lennox	Newtown	130
5	Steve King	WBCC	129

O/A	Co-Driver	Club	Points
1	Michael Gilbey	Aberystwyth	199
2	Rob Bryn Jones	Clwyd	171
3	Aron Jones	Bala	156
4	Michael Jones	WBCC	141
5	Ian Beaumont	Newtown	129

Historic Road Rally Challenge

O/A	Driver	Club	Points
1	Ian Crammond	3 Castles	30
2	Duncan Wild	Knutsford	19
3	Lee Matthews	C&A	0

O/A	Co-Driver	Club	Points
1	Peter Boyce	HRRCR	38
2	Richard Crozier	HRRCR	20
3	Henry Carr	Ilkley	18

Sprint & Hillclimb Championship

O/A	Driver	Club	Points
1	Michael Thomson	ERO	859.52
2	Nigel Fox	Clitheroe	859.52
3	Raymond Worrall	ERO	837.74
4	Nigel Trundle	G&PMC	826.88
5	Chris Boyd	Longton	804.80

Allrounders Championship

O/A	O/A Driver	Club	Points
1	Nigel Fox	Clitheroe	150
2	John Wadsworth	NWCC	146
3	Stephen Johnson	U17MC	143
4	Dave Goodlad	Knutsford	140

O/A	Junior (U25) Driver	Club	Points
1	James Williams	U17MC	100
2	Ellis Matthews	C&A	99

O/A	Driver - 1000cc	Club	Points
1	Stephen Johnson	U17MC	129
2	James Williams	U17MC	100

Inter-Club Championship

O/A	Club	Points
1	Knutsford & DMC	314
2	Caernarvonshire & Anglesey MC	302
3	Clitheroe & DMC	275
4	Bolton-le-Moors CC	259
5	U 17 MC	253
6	Bala & DMC	248
7	North Wales CC	214
8	Liverpool MC	204
9	Longton & DMC	194
10	Hagley & DLCC	161

Marshals Championship

O/A	Marshal	Club	Points
1	Maurice Ellison	Clitheroe	107
2	Tim Millington	Warrington	85
3	Laura Jos	C&A	56
=4	William O'Brian	Warrington	55
=4	Robert O'Brian	Warrington	55
6	Catrin Jos	C&A	53
7	Amanda Baron	Accrington	49
8	Paul Cross	C&A	48
9	Rob Jos	C&A	40
10	Ieuen Roberts	C&A	39

Championship Standings

In Brief : Updated 31/8/18

go to <http://anwcc.co.uk>

Glynn Edwards Memorial Championship

O/A	Club	Points
1	Caernarvonshire & Anglesey MC	1168
2	Bala & DMC	8994
3	North Wales CC	612
4	Harlech & DMC	542
5	Clwyd Vale MC	385
6	Rhyl & DMC	323
7	Broughton & Brecon MC	283
8	116 MC	256

Ladies Rally Championship

O/A	Driver	Club	Points
1	Jade Paveley	NWCC	233.60
2	Ashleigh Morris	Bolton	164.20
3	Lauren Groves	Clwyd Vale	17.65

O/A	Co-Driver	Club	Points
1	Chloe Thomas	G&A	526.27
2	Lauren Hewitt	Clwyd Vale	290.48
3	Mari Haf Evans	C&A	278.42
4	Catrin Jones	Clwyd Vale	269.36
5	Grace Pedley	Knowldale	204.85

Three Sisters Rally Challenge

O/A	Driver	Class	Points
1	Ryan Burns	C	160
2	Calvin Woods	B	156
3	Andrew Morris	D	151
4	John Stone	C & E	145
5	Lee Hartley	B	141

O/A	Co-Driver	Class	Points
1	Connor Aspey	B	156
2	Chloe Thomas	D	151
3	Alex Stone	C & E	145
4	Catrin Jones	A & B	144
5	Barry Armer	B	141



**ASSOCIATION OF
NORTH-WESTERN
CAR CLUBS**

www.anwcc.co.uk

REGIONAL CHAMPIONSHIPS FOR CLUB COMPETITORS

(open to members of all ANWCC member clubs)

LOGON TO THE WEBSITE FOR FULL INFORMATION

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Car Parts & Motorsport Accessories

Slicks

FUCHS TITAN
RACE

FOR SALE



Peugeot 205gti

- The car is log booked ready to rally
- standard engine
- 4branch exhaust
- billsteins adjustable fronts
- billies on rear
- hyd handbrake
- helical diff
- tank guard
- never been in the forest just on Tarmac
(we have original seats etc to take it back to standard road spec if needed)

£4,000 ovno

William Jarman

0191 060 3215

For more details

FOR SALE

Genuine MK2

RS2000

FORD ESCORT

Reluctant sale but time to pass this class winning historic spec rally car on to someone else to have some fun in it.

I have owned and driven this car for 12 years in which time I have competed in the NESCRO historic rally series with several class wins and many miles of smiles and fun.

Over the years it has served me well, in 2014 I restored the car with new front wings, front panel and had a full inside and outside re spray, after which it was put in dry storage and has only been brought back out recently.

- It runs a GEM 2.1 pinto dynode at 155 BHP and 155 Lds feet torque, big valve head and rally cam, breathing through a single 45 weber on a Mangoletsi inlet manifold. Single box 2.5-inch exhaust on banana manifold.
- Quaife straight cut, close ratio type 9-5 speed gearbox with strengthened top cover and breather, single piece prop shaft and English rear axle with 4.4 plate LSD, single leaf de cambered rear springs. Rear drum brakes competition linings, disc conversion kit included with the spares.
- Front struts are Bilstein's with lowered competition springs and cross drilled grooved discs and competition pads.
- Full bolt in cage, Cobra rally seats 6-point harnesses and fire eater extinguisher system. Brantz rally comp and timer.
- 12-gallon alloy tank in boot with battery box and fuel pumps.
- Fully skidded chassis with double floor from sills to chassis rails.
- Too much to list but all the necessary bits to make competitive and fun.
- Full rally spares package available with the car.

£ 18000:00 OVNO.

Phone Ian on mobile 07801383783
for full spec or to discuss.



- Some days I feel like running away. Then I remember how much I hate running.
- Why do dogs always race to the door when the doorbell rings? It's hardly ever for them.
- If procrastination was an Olympic sport, I'd compete in it tomorrow.
- A clean house is the sign of a broken computer.

Did you know that having sex while drunk is banned in Iceland .. not sure about asda you will have to check their rules

Sunday 2nd September

Sporting Bears

Dream Rides for Kids

Aintree

Liverpool MC is looking for volunteer marshals to watch over the activities on track at this great charity event.

Can you help? Previous marshalling experience is not essential.

During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. The "Bears" are a dedicated group of classic car and sports car enthusiasts with one aim - to raise money for children's charities. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities. Since the Club was formed in 1989 they have raised over £2,000,000 for children's charities in the UK. At Carfest North, they raised an incredible £57,000.

On 2nd September no money changes hands, the public don't get the rides, but instead children with health issues, their carers, families and staff from 8 North West charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars.

How can you help?

If you can spare some time to keep an eye on the "on-track" activities, please do come along. I'm proud to say that it's the most rewarding thing I do in motorsport "The best day of my life" is an often heard response from the kids. Those who helped with the **Dream Rides for Kids day** at Aintree last year without exception said afterwards that they had a thoroughly enjoyable time.

I need at least a dozen volunteers to keep an eye on the Circuit, to act as my eyes & ears and to report any problems so that we can ensure that the event runs safely. This is not a race, it's not competition, and overtaking isn't allowed, but many of the cars will be driving at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe.

To see the kids' expressions when taken round the circuit in a Ferrari, Porsche or Police car (yes, the Police give rides too!) is amazing – the hardest of men have been seen to shed a tear or two, it really is that emotional!

Can you help?

Date: Sunday 2nd September, the day after our next Aintree Sprint (we need marshals for that too!).

Intended Sporting Bears timetable:

6.30 – Gates open, Aintree Golf Centre, Melling Road, Aintree

8.30 – Signing on opens

9.30 – Marshals Briefing

9.30 – Drivers briefing and butties/teas/coffees provided for Drivers, Marshals and helpers

9.30 – Children start to arrive and sign on

9.50 – Convoy runs

10.00 – Dream Rides start.

12.30 – Lunch provided (assuming a sponsor comes forward!) for Drivers, Marshals and helpers

13.30 – Dream Rides start for afternoon session

16.30 – Dream Rides finish

16.45 – Pack up

Previous experience is not essential and (for obvious legal reasons) you won't be asked to deal directly with the children. If you can help for even just part of the day, please do let me know. Without people to marshal the event, it simply won't happen. So that's potentially 200 kids who won't have smiles on their faces - and we can't let that happen, can we?!!!

If you can help or for more information, please contact LMC Chairman, John Harden – 0161 969 7137 or LMC-Chairman@LiverpoolMotorClub.com

Sponsors wanted.

Aintree Racecourse let us have the venue without charge for this event but we are looking for sponsors, even if it's only to cover the cost of sandwiches for the marshals.

Do you know anyone who can help sponsor this event?



The Winner Garage SKODA Wyedean Stages

Saturday 10th November 2018

The Winner Garage SKODA Wyedean Stages Rally will take place on Saturday 10th November 2018, and The Forest of Dean Motor Club is seeking assistance to put together a Radio and Stage Marshal Team. The proposed format of three stages, each run twice, will require coverage equal to, if not over and above, that of last year.

The 2018 Wyedean will be a qualifying round of:

- WAMC National Championship, WAMC Historic Championship, WAMC Junior Challenge, Restruct Ltd & Jelf Welsh Mixed Surface Rally Championship,
- MSA English Rally Championship, HRCR Stage Masters, FMP Rally Challenge
- ASWMC Stage Rally Championship, and ANWCC Forest Stage Championship.

Forest of Dean Motor Club have recently announced the launch of The David Stokes Historic Challenge, which will pay tribute to one of stage rallyings' most respected competitors.=

I am sure that the 43rd Wyedean will attract a quality and entertaining entry, and with the experience and skills that MSA registered volunteer marshals possess we will ensure the safe running of the rally.

Please contact me and confirm any Marshals travelling with you, your call sign (If applicable), MSA Reg No, Mobile No, Red Flag Y/N, 4 x 4 Y/N.

MSA Registration is not essential, but it is recommended that the qualification is acquired.

email: anhenderson@btinternet.com
Mobile: 07777 658369



The Knowldale Autumn Tour

Saturday 6th October

A 65 Mile Non-competitive Run
(45 mile option for older vehicles)

Start & Finish at Turnpike Inn (M62 Exit 22)

Catering for

Classic & Collectors Cars

One Make/Model Owners Clubs

£15 entry per car includes a fully descriptive route book,
Monte-Carlo style rally plate,

Bacon butties and tea/coffee at the start venue

Details and entries at:
www.knowldale.co.uk

I went to the Zoo yesterday & they had a Baguette there in a cage

The Zoo keeper told me it was Bread in Captivity

I went to two zoos in China . . . the first was full of Pandas . . . the second only had one dog in it. . . it was a Shih Tzu.

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C&A MC

CELTIC AUTO PARTS RALI MON

15/16TH SEPTEMBER

The event will start from Trac Môn with a route on O.S. map 114 (Anglesey).

Competitors will require a valid MSA Competition Licence of minimum grade 'Non Race National B'.

The event is a round of the following championships:

The Association of North Western Car Clubs' Road & Navigation Rally Championship; The Association of North Western Car Clubs' North Wales Road Rally Challenge; The Association of North Western Car Clubs' All-rounders Championship; The Welsh Association of Motor Clubs' Road Rally Championship supported by The Basic Roamer Company; The Glynne Edwards Memorial Championship 2018; Relevant C&A Motor Club club championships.

Supplementary Regulations are available at :
<https://www.camconline.co.uk/docs/uploads/Rali-Mon-2018-Regulations-final.pdf>

Enter online at : <https://www.rallies.info/webentry/2018/ralimon/webentry.php>

MARSHALS

As always, we require a significant number of marshals to ensure that we can run the event.

If you are able to assist in any way, please contact the

Chief Marshal Aled Pennant

on 07748 777538

NEW!
JULY rally TRACKDAYS

JUST £135 FOR THE DAY

Anglesey Circuit's new Rally Trackday events operate in a similar manner to a regular track day, featuring all-asphalt stages for drivers and co-drivers to run as a team. Featuring multiple, specially designed stages suitable for all cars and driver abilities, from novice to experienced rally teams.

MAR 16th FRIDAY	JUN 12th THURSDAY	AUG 16th THURSDAY	SEP 23rd SUNDAY	NOV 5th MONDAY	DEC 29th SATURDAY
--------------------------------------	--	--	--------------------------------------	-------------------------------------	--

BOOK ONLINE AT RALLYTRACKDAYS.COM
OR CALL THE CIRCUIT OFFICE ON 01407 811400

anglesey circuit
tracmôn

BEATSON'S MULL RALLY BUILDING SUPPLIES

13th & 14th October

As you all know, we are again unable to run a Closed Road Event this year, so we will be putting on a Targa Rally and Time Trial. The events will be a combined effort by the Guardians, Mull Car Club and Saltire Rally Club.

The Targa will be on Saturday the 13th October and the Time Trial will be on Sunday the 14th. We will also be having a dance on the Saturday Night.

We are delighted that Beatsons Building Supplies will yet again be Supporting the weekend activities.

The Regs and Entries available at
<https://mullrally.org/>

ADGESPEED

Unit 14, Thames Trading Centre,
Woodrow Way, Irlam, Manchester. M44 6BP

Telephone

Unit : 0161 777 9949

Mobile : 07960 964069

Fax : 0161 777 9948

E-Mail : sales@adgespeed.co.uk



Duncan Littler

SpeedSports (Wales) Photography

2 Pendref, Dwyran,

Anglesey,

Gwynedd. LL61 6YL

Tel:01248 430015,

Mob:07740 179619

e-mail: dunclitz@hotmail.com

LIVERPOOL MC

1st Sept

Aintree Sprint

2nd Sept

Sporting Bears
'Dream Rides for Kids'

19th Sept

Greenpower Racing
Electric Car Races

6th Oct

Track Day 2

SINGLE SEATER

TRACK DAYS



Anglesey Circuit Introduce Single Seater Track Days

Whether you have a car you want to try, one that needs the dust blown off after resting in your garage or you simply want to shake the car down we very much look forward to welcoming you to our Single Seater Track Days!

FEB 18th

SUNDAY

MAR 23rd

FRIDAY

MAY 4th

FRIDAY

JUN 15th

FRIDAY

AUG 20th

MONDAY *

SEP 22nd

SATURDAY *

*TBC

£185.00 PER CAR, INCLUSIVE OF ONE ADDITIONAL DRIVER & GARAGE HIRE



BOOK ONLINE AT ANGLESEYCIRCUIT.COM

OR CALL THE CIRCUIT OFFICE ON 01407 811400



Bury Auto Club Reunion 24th February 2018

BAC is in the process of being wound up, and we are having a Reunion meeting on Feb 24th for any members since it was established in the early 70s. I've found quite a few members through here through Face Book but if anyone else was ever a BAC member and would like to join us, message me and I'll add you to the Reunion FB group.

Equally if anyone knows ex-members who don't do FB, I'd appreciate being put in touch.

Richard Murtha



TRACKROD
RALLY
Yorkshire '18
28th/29th September '18

2300 Club **Andy Mort Tour** **20th October 2018**

Following on from last year's successful Andy Mort Tour in October 2017 the 2300 Club are organising a similar event this year in memory of former club member Andy Mort.

The event will be called the Andy Mort Tour and will take place on the 20th October 2018 and is a gentle run around Lancashire / Yorkshire. It is not a timed or competitive event and is classed by the MSA as a 'Touring Assembly' – for the layman that is code 'for a leisurely scenic run in the country on proper Tarmac roads.' ... so no need for roll cages, sump guards, etc! There will be prizes for the correct route as well as best turned out car etc etc. The navigation is via Tulips from a supplied Road Book or for the first time the option of using map references.

Also not to be missed, after the Tour there will be a rally forum hosted by Ian Grindrod, guests to be announced shortly. The forum is free and a guaranteed place for competitors taking place in the Tour. Limited tickets are available, priced at £10 to include a supper, for those who are not able to take part in the Tour but wish to attend the forum.

Regs :

<https://www.2300club.org/wp-content/uploads/2018/08/regulations-the-andy-mort-tour-2018.pdf>

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www.manchestercarshow.com
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 (on the door entry £15.00)

To get this £10.00 advance-only offer, please follow the standard online booking process, then enter the code clubs18 when prompted in the box on the payment page. This will reduce your total cost accordingly before payment. By phone, tell your operator you have a discount code and your code should be added to your discount. This is a limited offer and will expire on 16th Sept 2018. This offer is restricted to members of our participating clubs. The organisers reserve the right to withdraw any offer at any time should there be a change of circumstances. Tickets should be purchased from a BT mobile phone from a retailer (depending on your provider). All other usual terms of publishing.

THE KNUTSFORD TARGA

8th September

CAN YOU HELP ?
MARSHALS REQUIRED

CHIEFMARSHAL@KNUTSFORDTARGA.CO.UK



WWW.KNUTSFORDTARGA.CO.UK

CHIEFMARSHAL@KNUTSFORDTARGA.CO.UK

Liverpool Motor Club

Aintree Sprint: 1st September

Supplementary Regs for our final sprint of the year are now available at www.liverpoolmotorclub.com

The results for all Liverpool MC events are also available on our website where there's loads more information about our events too.

LMC Speed Championship

The latest scores for the Liverpool MC Speed Championship can be found

www.speedchampionship.com



2018 METROSPORT RENEW CIRCUIT RALLY CHAMPIONSHIP IN ASSOCIATION WITH MSA
NEIL HOWARD STAGES IN ASSOCIATION WITH GRAHAM COFFEY SOLICITORS
STAGE RALLY
AND FIREWORKS!
OULTON PARK SAT 3 NOV 2018



Marshals / Observers needed. Can you help?

No previous marshalling experience necessary

Wednesday 19th September

- Greenpower at Aintree -

Electric Car Races for Schools & Colleges

Greenpower Electric Car Races – Aintree

We are looking for volunteers to help marshal this year's **Greenpower** event as once again LMC is looking after safety on-track for the *Greenpower's* tenth annual visit to Aintree.

We need a dozen people to act as our eyes and ears & to radio in when cars stop (which some do!) and to ensure the safe running of the event.

Would you like to be involved with this unusual event? It's a great opportunity for Motorsport enthusiasts to contribute towards the careers of the engineers of the future.

There will be two 90 minute races for the Formula 24 cars (secondary education pupils) separated by a 1 hour race for the Formula 24+ cars (further education and corporate competitors).

What is Greenpower?

The Greenpower Trust is a charitable organisation that promotes engineering as a rewarding career, while also focusing on sustainability, teamwork and the community.

How? Students have to design, build and then race simple electrically powered cars. Or the school can buy a kit-car to develop themselves. Greenpower specify certain design parameters, mostly safety related, supply a standard 24v electric motor and batteries, and then the teams get on and build a car. Several of the cars contain amazing leading edge technology, and some past pupils have gone on to careers in F1 motorsport. The project is part of the National Curriculum and even attracts teams from Europe & the USA.

For those of you who haven't been before, there's nothing strenuous or dangerous about your duty, but don't jump out in-front of one of the cars, some can be averaging over 40mph round the circuit and they don't slow down for the corners! The day is particularly suitable for our less active (or more senior) helpers as you can sit down in the comfort of your car or arm chair (if you bring one!) and watch the cars go by. Can you help? Signing on is from 8.30 to 09.00am, and the last race will finish at 4.30pm.

There will be free Breakfast from 7.30am for early arrivals. Hot and cold drinks and a sandwich lunch will be provided to volunteers too, but as the lunch break is just 30 minutes we recommend that you bring food & drink with you, as that 30 mins includes getting to & from your post.

We already have half a dozen volunteers but could do with several more. Motorsport marshalling experience is not necessary and there is no need for orange fireproofs! If you can help, or know someone who may be interested in coming along to assist with this charity event, please let me know. The more people we get, the more interesting it will be for all of us!



If you know of anyone else who would like to come along to keep an eye on the circuit on this great event, please spread the word.

If you can help or for more information, please contact LMC Chairman,

John Harden – 0161 969 7137 or LMC-Chairman@LiverpoolMotorClub.com



THE ADGESPEED STAGES

Where:

Three Sisters Race Circuit, Wigan.

When:

Sunday 7th. October 2018.

How much:

£165:00.

Mileage:

28 Miles.

Number of Stages:

12.

Surface: All sealed tarmacadum.

Championships:

- 1 The ANWCC Stage Rally Championship 2018.
- 2 The ANWCC All-rounders Championship 2018.
- 3 The ANWCC Ladies Rally Championship 2018.
- 4 The ANCC Stage Rally Championship 2018.
- 5 The AWMMC Stage Rally Championship 2018.
- 6 The 6R4.com Three Sisters Stage Rally Challenge 2018.
- 7 The SD34MSG Inter Club League 2018 supported by Gazzard Accounts.
- 8 The SD34MSG Stage Rally Championship 2018 supported by Gazzard Accounts.

Send your entries to The Entries Secretary,
Helen Fox, 41, Elgin Avenue, Ashton In Makerfield,
Wigan, Lancs.

Telephone 01942 715653

between the hours of 19:00 – 21:00.

Marshal's & Timekeepers wanted please Contact The Chief Marshal see the Regs. for details.

Regulations & Online Entry Form
can be downloaded at:-

www.wiganmotorclub.org.uk

Closing date for entries

1st. October 2018.



28th / 29th September MARSHALS

Its only 1 month away so if you are available please let me know.

I know it's been a while but I've been persuaded to come out of stage commanding retirement.

I've been asked to run Cropton on this years Trackrod Rally Yorkshire on Saturday 29th September.

We're first stage of the day on Saturday with first car sometime around 09.44.

I need marshals, radio marshals and timekeepers to help me run the stage. If you can help please let me know and I'll be forever in your debt.

There will be all the usual goodies at signing on plus anything that I can get out of the organisers.

Please reply to fasttony28@gmail.com
or ring/text 07792375371.

Tony Jones

Come and help run Yorkshire's premier rally.

We are always in need of marshals to help run this prestigious event.

Please contact the Chief Marshal

with your MSA licence number.

marshals@rallyyorkshire.co.uk

www.rallyyorkshire.co.uk/

[@rallyyorkshire](http://www.facebook.com/trackrodallyyorkshire)



Gazzard Accounts Ltd

POKER STARS Rally

Manx Auto Sport Pokerstars Rally 9th & 10th November

The organising committee for Manx Auto Sport are pleased to announce that the Regulations for this years Pokerstars Rally - to be held 9th & 10th November 2018, will be released on 7th August 2018.

Yet again, the organising committee have put another excellent route together giving competitors over 100 miles of pure tarmac rallying. As in previous years, there will be a centralised service area with road miles kept to a minimum.


The 2018 route has been approved in principal by the Department of Infrastructure and plans with the event are progressing well.

For UK Crews looking to compete, entry and travel packages will be available through our travel partner - Isle of Man Event Services.

The 2017 Pokerstars Rally had a bumper entry - over-subscribed, and Manx Auto Sport believe that due to the events ever popular status, the same could happen for the 2018 event.


Please look out for further updates in due course on our Facebook and Twitter feeds, and many thanks for your continued support.

http://www.iomevents.com/package_page_281126.html




TYRES RALLY 8th-9th SEPTEMBER 2018

ILKLEY & DISTRICT
MOTOR CLUB



SUPPORTING
MULTIPLE
SCLEROSIS
SOCIETY
2018



Ilkley and District Motor Club Colman Tyres Rally 8/9th September

Ilkley and District motor Club are pleased to announce entries are now open for this years Colman Tyres Rally. Following on from our successful event last year, voted best road rally in the ANCC championship, we will be keeping the format pretty much the same.

A new start venue at Bedale will mean we can make more use of the ranges at Catterick and there will be about 40 miles of tough sections on the gravel and broken concrete roads, a stern test for both crew members and cars. A slightly reduced road mileage will allow an earlier finish time, but there will still be some great sections on the Dales roads to enjoy.

More information and links to entries and regs on the rally website;

<http://www.ilkleymotorclub.org.uk/colmannew/home.php>

The VCRR 'Bagger 19 26th - 27th January 2019

However the Bagger 19 will be the last Bagger that will run in the popular format that has tried to re-create the testing targa type rallies of the past within the new rules. As with so many events the organisers have finally arrived at the vintage that the work involved is just becoming too demanding for a small team, over the years the volunteer base and marshal numbers have dwindled enough to make it difficult to re-create what the event stands for.

A route has been presented and entries will be open later in the year on an online system. Every year we have a large number of competitors who say "next year" well next year will be the last of the monster events with the present set ups. We are talking to the MSA about including some new ideas which would make the event more special and enjoyable

We hope to see all our old friends and new in January and hopefully you will attend the wake at the finish.

申博138.com



13 - 15th September

Marshals, Radio Operators,
Sector Marshals, and Timekeepers

[http://www.iomevents.com/
package_page_202317.html](http://www.iomevents.com/package_page_202317.html)

If you would like to join our stage teams, please advise
which days you can attend and any prior experience.

mja@aintree.org.uk

Thanks

Mike Ashcroft

Booking Enquiry's

[http://www.iomevents.com/
booking.html](http://www.iomevents.com/booking.html)

Or Call 01624 664460



WALLASEY MC

**GEG Promenade Stages
7th & 8th of September**

MARSHALS NEEDED

Marshals are needed on Friday afternoon for Scruti-
neering, Friday evening for the first 2 special stages
and all day on Saturday for the remaining special
stage action.

We aim to sign on around 100 marshals in order for
our event to be as slick as usual, so if you would
like to help on the GEG Promenade Stages Rally
please contact the

**Chief Marshal, STEVE PRICE by
email: sp.sales739@gmail.com**

Marshals sign on will be at the
West Cheshire Sailing Boat Club,
Coastal Drive off Harrison Drive
Wallasey. CH45 3PZ

Pro-Rally.co.uk

1



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phil@pro-rally.co.uk

[@ProRallyPhoto](https://twitter.com/ProRallyPhoto)



www.pro-rally.co.uk



TOUR of CHESHIRE

New Date

Saturday the 29th of September

I am delighted to announce that we have been able to
secure a replacement date for the 2018 running of the
Tour of Cheshire - Saturday, 29th September.

At the end of March there will be an update on entry
transfers and the re-opening of the entry list to provide
the opportunity for additional competitors to join the
event.

Regards

www.knutsfordmotorclub.co.uk

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**Promenade Stages
RALLY**

**Friday 7th and Saturday 8th
September 2018**

Kings Parade, New Brighton Promenade, Wirral
Including Friday night flood lit stages and Rally Village
featuring trade stands and rally car exhibitions



**WIRRAL
TOURISM
AWARDS
2014**

Winner



**ANWCC Stage and Novice Rally
Championship**
ANWCC Ladies Rally Championship
ANWCC Allrounders Championship
ANCC Rally Championship
SD34 Stage Rally Championship

Proudly supporting



For further information please see
www.wallaseymc.com



Lancashire Automobile Club Calendar of Events

**Friday 21st to
Sunday 23rd Sept.**

Highland 3 Day.

Fantastic event for Vintage, Classic
and Cherished Cars taking in the
breathtaking scenery of the Scottish
Highlands. Limited entry book early
Details from Mike Raven
01772 863642

Sunday 18th November Motorsport Luncheon Stirk House.

If you have petrol in your veins this
is one not to miss. Brian Redman
(ex F1, F5000 and Can Am) brings
us up to date on his life in motor-
sport.

Details from Carolyn Taylor
01254 385413



Amazing Accrington Rally Challenge Saturday 1st September

Hippo have jumped at the chance to sponsor the Amazing Accrington Rally challenge taking place on 1st September 2018!

With a Rally Challenge, Super-car display, Live Rally Car Demonstrations & plenty of other rubber burning events all in #Accrington!

Our very own Skoda Fabia R5 rally car will be in attendance. As a special treat, one lucky person will get the chance to take a ride in it!

Below is a picture of Hippo's Marketing Manager, Fahad Hussain & Miles Parkinson, Leader of Hyndburn Borough Council! Looking great with those cars guys

So, are you buckled in and ready to join us on the 1st September 2018?



Pendle District Motor Club &
Garstang & Preston Motor Club

Heroes Stages Rally

Weeton Army Camp

23rd September 2018

REGS : www.gpmc.org.uk

60 Stage Miles

12 Stages

£250 Entry Fee



Marshals

of all disciplines required.

Please contact

Radio. Les Fragle

01995 672230 or 07946 702274
heroesradiocrew@gmail.com

Timing. Alan Shaw

01282 602195 or 07973 616234
shawalan.555@gmail.com

In stage.

Andy Collinson / Karen Whittam

marshall.heroes.stages@gmail.com

AROUND OF

ANWCC 2018 Stage Rally Championship,
ANWCC All Rounders Stage Rally Championship,
ANWCC Ladies Stage Rally Championship.

Gwynnespeed Rally Challenge 2018

SD34 MSG 2018 Stage Rally Championship,
SD34MSG Individual Championship

SD34MSG Inter-Club League

(Supported by Gizzard Accounts)



CLITHERONIAN

22/23 September



Marshals Appeal

Without the generous support of the marshals, we wouldn't have an event. Whilst we are not insisting that each competitor brings a marshal (as many clubs are doing these days) it would be an enormous help if you could ask your friends or club colleagues if they would like to support our event.

All marshals attending the finish will receive free breakfast

Please Contact

**Chief Marshal
Maurice Ellison**
sd34news@gmail.com
Tel. 07788-723721

Now in its 12th year with the current organising team and winner of the 2015 ANWCC best rally of The Year award and the Paul Coombes Trophy for the best SD34 Road Rally of 2017 for the fifth year running

We will be using a new start/finish venue. North Ribblesdale RUFC, Grove Park, Lower Greenfoot, Settle BD24 9RB.

This year the event is again being run under a Road Rally permit, with straightforward navigation in the form of six figure grid references with ample time to plot. As ever, we aim to provide you with some no-nonsense rallying on great roads.

The route will take in maps 98,103 and 104. A very small portion of route will also use maps 97 & 99. The organisers will be providing all crews with the sections of maps 97 & 99 needed to complete the route. The use of these two maps is so small we could not justify asking crews to provide them.

The route will be taking in 135 miles of classic, 100% tarmac roads that will be familiar to many competitors, but still challenging nonetheless.

We would again like to thank Stephen Taylor of Taybridge Construction Limited for his continued and valued support.

The event is a round of the following :

- ANWCC Road Rally Championship,
- ANCC Road Rally Championship,
- ANEMMC Road Rally Championship,
- EMAMC Road Rally Championship,
- SD34MSG Road Rally Championship,
- SD34MSG Interclub League
- SD34MSG Individual Championship,
- HRCR Premier Rally Championship

Regs and online entries available at
www.rallies.info
and also at
www.clitheroedmc.co.uk

Exciting New Link-Up with Motorsport News Announced **MSN RALLY CHAMPIONSHIP**

The MSN Circuit Rally Championship (MNCRC) in association with MSVR Racing, featuring the Michelin Cup and the Protyre Challenge is delighted to announce further details regarding its enhanced media package, including the return of Steve McKenna as the Championship's Official Photographer and enhanced coverage from Championship partner Motorsport News.

Following on from the announcement last month of an upgraded TV package, the Championship is pleased to announce enhanced coverage from Championship partner Motorsport News. As part of this enhanced link-up, a dedicated reporter from Britain's premier Motorsport Newspaper will help provide enhanced and unrivalled coverage on the Championship, ensuring prominent exposure is given to sponsors and competitors alike.

Dan Mason, part of the Autosport Junior Programme, joins as part of the partnership. Dan is a young and up-and-coming journalist who has experience of being published in Motorsport News and Autosport over the past couple of years. As part of the partnership, a preview and a review of every event will appear in that week's Motorsport News and on the website.

He will be in attendance at every round, getting to know each and every competitor and their stories, while further articles and reports will be put out on the Championship website and social media, ensuring coverage is consistent. Joining him for the fourth successive season will be Steve McKenna of SMJ Photography. Steve will once again be in attendance at every event, bringing you the very best photos from each event, which will adorn our social media and websites.

In a new element for the 2018-19 season, Steve is offering photography packages to crews. Starting at £35 for a minimum of 7 digital images, going to £200 for full coverage on all eight rounds, you'll be able to grab one of his excellent photos for a bargain price. Full details on all the packages are available on our website and on the SMJ Photography Facebook page.

Darren Spann, Championship co-ordinator, enthused; "Steve's unrivalled photographs coupled with the up and coming Autosport Junior Dan Mason means, the media coverage of this year's championship is going to be fantastic. This announcement coupled with our fantastic new TV coverage which now has a dedicated day and time slot will make this year's Championship superb"

The news comes at an exciting time for the MSNRC, following on from a brand new TV deal being announced, which will give greater benefits for spectators and competitors alike, including a return to the 60-minute format giving prominent exposure to sponsors and competitors. The TV programme will for the first time air in a dedicated spot on Motorsport TV, coming on the Friday following the end of action on the stages.

The Championship kicks off in November with the Neil Howard Stages at Oulton Park, before heading to Cadwell Park and Knockhill Circuit before Christmas 2018. Resuming in January 2019, the Championship heads to Brands Hatch, Snetterton, Donington Park and Anglesey before returning to Cadwell Park for it's finale in April 2019. Full dates are available on our website.

2018-19 MSN Circuit Rally Championship in association with MSVR, featuring the Michelin Cup and the Protyre Challenge Calendar

- Rd1 - 3 November 2018 - Neil Howard Stages in association with Graham Coffey & Co. Solicitors, Oulton Park.
- Rd 2 - 18 November 2018 - North Humberside Motor Club Cadwell Park Stages. Cadwell Park.
- Rd 3 - 8-9 December 2018 - Knockhill Stages. Knockhill.
- Rd 4 - 19 January 2019 - Brands Hatch Stages. Brands Hatch.
- Rd 5 - 16 February 2019 - Snetterton Stages. Snetterton.
- Rd 6 - 3 March 2019 - Donington Rally. Donington Park.
- Rd 7 - 17 March 2019 - Lee Holland Rally. Anglesey.
- Rd 8 - 7 April 2019 - Cadwell Stages. Cadwell Park.

*All events subject to MSA approval.

Further details on season four and the current season are available from the championship web site
www.msnrallychamp.co.uk

For further details about MSVR, please visit www.msvracing.com or www.msnrallychamp.co.uk



Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Ian Bruce	Stage Rally
Steve Lewis	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Steve Lewis	Individual
Tracy Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

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WHO DO SEND IN REPORTS,
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Sue Carter of Carter Sport

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Tom Irvin Photography Brian Gibson

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

& if I have left you out of the above credits,
Sorry and **PLEASE** tell me

The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD34MSG

SD34MSG

Wednesday

19th September 2018

8-00pm,

Poachers, Bamber Bridge

PR5 6BA

Near Junction 29 of the M6.

ANCC



Monday 17th September

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout ,
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday November 12th

8.00pm

The Windmill

Just off M6 Junc 19

Chester Rd.,

Knutsford, WA16 0HW

<http://anwcc.co.uk/>

The *intention is* to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to forward to their Club Members as they wish.

**Deadline for copy
for the October edition is
Thursday the 27th of September
which is due out on**

Friday the 1st October

PLEASE Email Reports etc. ASAP
to

Maurice Ellison at :

sd34news@gmail.com

NB : The Editorial team reserves the right to do their job as Editors and may amend articles and reports as they see fit