

# July 2015 spotlight



**Liverpool M.C & Kirkby Lonsdale M.C**

**Barbon Hillclimb**

**14th June**

**Steve Price : Bolton-le-Moors CC**

**Photo : Brian Taylor**

**[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)**

**[www.sd34msg.org.uk](http://www.sd34msg.org.uk)**

**Volume 5 : Issue 6 : July 2015 : Maurice Ellison**

# Chairman's Chat



Les (Our Chairman) is off on his holidays and unable to write his usual 'Chairmans Chat'

Just so you know what he is getting up to I have put one or two photographs here *(Grumpy)*

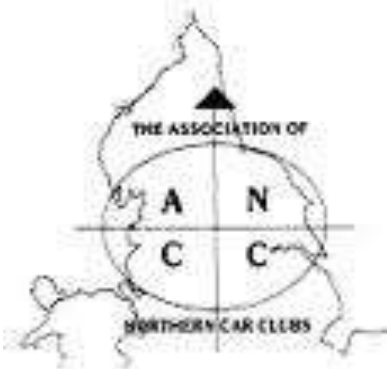


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The Association of Northern Car Club (ANCC) is pleased to announce the launch of a new forest rally championship featuring one of the best prizes currently on offer in British Clubman rallying.

The Northern Forest Challenge will be contested between September 2015 and February 2016 featuring four long standing events that all offer around 40 miles of gravel rallying; The Tour of Hamsterley, The Malton Forest Rally, Grizedale Stages and The Riponian Rally. The prize on offer is a free entry to all four championship events the following season, a prize worth nearly £2000. The championship is for drivers only and will utilise class based scoring to give a wide variety of cars and drivers an equal chance of success.

This new championship is the brain child of a working group within all 4 events, with support from the ANCC. The aim of the championship is to boost entries for these excellent clubman events that are currently outside the main national championships as well as giving a huge range of drivers the opportunity to win what for many is a year's free rallying.

Entry to the championship is free and in order to qualify competitors must simply register prior to the first round and start all four events, with the best three scores to count towards the overall result. Regulations are now available at [northernforestchallenge.co.uk](http://northernforestchallenge.co.uk) or by contacting championship coordinator Sarah Moore via

**[coordinator@northernforestchallenge.co.uk](mailto:coordinator@northernforestchallenge.co.uk)**.



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***[w.wilmer@btinternet.com](mailto:w.wilmer@btinternet.com)***

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## Comprising the following Clubs



**Blackpool South Shore Motor Club**  
[www.bssmc.co.uk](http://www.bssmc.co.uk)



**Chester Motor Club**  
[www.chestermotorclub.co.uk](http://www.chestermotorclub.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Fylde Motor Sport Club**  
[www.fyldemotorsportclub.co.uk](http://www.fyldemotorsportclub.co.uk)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
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**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)

**Website** : [www.nwstages.co.uk](http://www.nwstages.co.uk)  
Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

## ADVERTISING in the 'SPOTLIGHT'

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*The opinions expressed in this publication are those of the individual contributors, and not necessarily those of the editor or the committee of the SD 34 MSG*

# Liverpool Motor Club

Club members meet for a (very) informal natter at The Unicorn Inn, Cronton on the 2nd Tuesday of each month from 8.00pm. Non members are always welcome, so why not come along & meet us for a chat,

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



## LMC promoted events 2015:-

### •4th July

Barbon Manor - MSA British Hillclimb Championship

### •4th July

Barbon Manor Hillclimb – Nat B

### •5th September

Aintree Autumn Sprint – Nat B

### •3rd October

Aintree Track Day 2

**Other events for which we run the on-track activities:**

### •6th September

Sporting Bears "Dream Rides for Kids" charity event  
Aintree

### •23rd September

Greenpower Electric Car Races Aintree

**Further events that we shall be providing  
marshalling and/or timing teams (so far)**

**November**

**WRC GB**



**The Club Meets at 8pm onwards  
Every Thursday at**

**Rising Sun, Hazel Grove.**

The 4th Thurs of the month is an 'Away' event  
Stockport 061 Motor Club is the third oldest  
motor club in UK, formed in 1903

## Bolton-le-Moors MC

**The Club Meets at 9-00pm  
every Thursday**

**@ Horwich RMI Club, Chorley New Rd,  
Horwich. M/R 109 / 6111**



## Matlock MC

We are a MSA (Motorsports Association) recognised club that covers North Derbyshire, including Matlock and Chesterfield and surrounding areas, to further the interests of enthusiasts in motor sports.

The club is primarily involved in road rallying but has members with a wide range of interests in motor sport. We organise two regional road rallies each year: **The Rally of Derbyshire**, now sponsored by Global Brands' Kick Start, and the **Dansport Road Rally**.

**Meetings every 2nd Thursday  
from around 8.30pm**

**at the Black Swan, Ashover MR 119/350 633**



# WARRINGTON & DMC

**Meet Every Tuesday  
At "The Antrobus Arms"  
on the A559,  
8-30pm**

**between Warrington & Northwich.CW9 6JD.**



## Manx Auto Sport

The Club has recently taken on the lease of the Mike Hailwood Centre at the TT Grandstand and are currently looking at regenerating Club Night .

See more at:

**[www.manxautosport.org/pages/club-meetings](http://www.manxautosport.org/pages/club-meetings).**



**Meet at the The Delph Tavern,  
Tontine, Orrell WN5 8UJ  
every second & fourth Monday of the month**

## Lancashire A.C.

### EVENT DIARY 2015

**SUN 14th JUNE**

**THE 53rd ANNUAL**

**MANCHESTER TO BLACKPOOL CAR RUN**

**SAT 11th JULY**

**THE 23rd ANNUAL MORCAMBE TO  
SCARBOROUGH COAST TO COAST**



## Airdale & Pennine Motor Car Club

**Meet at the White Horse Inn,  
Well Heads,  
Thornton,  
Bradford  
BD13**



at 9pm on the second Monday of each month, regular social evenings are on the fourth Monday and competi-

## Blackpool South Shore Motor Club



**The Club meets every Thursday night at  
The Clarence public house  
Preston New Road, Blackpool  
from about 8.30 onwards.**





**The Club Meets at  
9-00pm**

**Every Monday at  
Port Sunlight Village Social Club,  
Bridge St, Port Sunlight CH62 4UP**

## WMC Awards Dinner Dance

The Annual WMC Dinner Dance was this year held at the Village Hotel in Brombrough. A change in venue this year, and a slightly different format from previous years without a guest speaker to try and move proceedings on a little quicker to allow more chatting and dancing time. As always, the event was well received – award winners were as follows:

### Nav Run Championship:

#### Best Novice Crew 2014

Driver – Gary Marriott / Navigator – Neil Evans

#### 2014 W.M.C. Navigation Scatter Championship

Position	Name
3 <sup>rd</sup> O/A Driver	Carl Bennet
3 <sup>rd</sup> O/A Navigator	Nigel Harwood
2 <sup>nd</sup> O/A Driver	Jon Chaimberlain
2 <sup>nd</sup> O/A Navigator	Stuart MacMaster
1 <sup>st</sup> O/A Driver	Gary Marriott
1 <sup>st</sup> O/A Navigator	Neil Evans

#### 2014 W.M.C. Stage Rally Championship

Best Novice Driver – Mark Farrer

Best Novice Co-Driver – No Recipient

Position	Name
3 <sup>rd</sup> O/A Driver	Mike Riley
3 <sup>rd</sup> O/A Co-Driver	Tony King
2 <sup>nd</sup> O/A Driver	Keith Dowthwaite
2 <sup>nd</sup> O/A Co-Driver	Nick Goddard
1 <sup>st</sup> O/A Driver	Paul Evans
1st O/A Co-Driver	Lawrence Powell

#### 2014 W.M.C. Circuit Racing Championship

1<sup>st</sup> O/A Driver Stephen Turner

#### 2014 McGivern Trophy

Winner - Mike Riley 438 Points

#### 2014 W.M.C. Marshal of the Year

Circuit - Harry Cabbott

Stage – Jon Chamberlin

Unfortunately this year, there were quite a few trophies not given out due to no results being submitted, or being submitted late. Please, please, please, keep us up to date with your achievements!

## Promenade Stages Rally 5<sup>th</sup> Sept

We can now announce we have set the date of the 5<sup>th</sup> Sept for the 2015 Promenade Stage Rally, and we can also confirm continued support from Accident Advice Solicitors Racing as the events main sponsor. At present the event is due to run on the Saturday, though talks are ongoing if we will also run Friday night stages again – watch this space. As always, we are annually looking for help with organizing the event – if you can help, please get in touch with the committee and we'll be glad to get more help on board. I'm sure WMC member Paul Evans will be out to defend his title in 2015, with his car currently undergoing a refresh over the winter.

## WMC Marshalling – Neil Evans

I would like to ask for help this year on all the following events marshalling and socializing. Here is a list of events which I will be doing throughout the year. Please come and join in and see it from another side...

ENVILLE	21.06.15	Tarmac Anglesey
YPRES RALLY	26-27.03.15	Gravel
NICKY GRIST	11.07.15	Gravel
PROM STAGES	05.08.15	Tarmac
TRACKROD	26.09.15	Gravel
CAMBRIAN	17.10.15	Gravel
WRC SPAIN	22-25.10.15	Social only
NEIL HOWARD	05.11.15	Tarmac Oulton Park
WRC GB	12-15.11.15	Gravel
Grizedale	21.11.15	Gravel

more to follow .....

Please contact me

Neil Evans (chief marshal for wallasey motor club) by email [neilevo07@yahoo.co.uk](mailto:neilevo07@yahoo.co.uk) or on phone 07546413814

## Isle of Man brought Paul his own little Vatanan Touch!



Dreadful weather conditions met all the crews on the 35<sup>th</sup> running of the Manx National Rally held in the Isle of Man but it brightened up on the Saturday stages. Using his experience from last year's event and with some crews not getting to the finish, Paul gained good Championship points overall and his class, and provisionally won the Millington RWD Challenge.

Paul faced over 110 competitive stage miles over some of rallying's most iconic roads having had some tips from Rallying Legend Ari Vatanan, who attended the Driveme Driving Centre with 'A' list actor Idris Elba prior to his World Production Land Speed Record attempt. Paul had organised use of his venue for filming prior to the record attempt taking place. Elba, who is famous for his portrayal of the troubled TV detective Luther, and for his role as Nelson Mandela, used a brand new Bentley Continental GT Speed to break Malcolm Campbells record of 174.8 mph that was set in 1927.

The record attempt was part of an upcoming four part Discovery Channel series featuring Idris and his mentor, former world rally champion Ari Vatanan. The Driveme Driving Centre in Stafford was used where Idris and Ari concentrated on driving techniques and had a few runs in the Bentley together.

*Continued on Page 9*

# Isle of Man brought Paul his own little Vatanan Touch!

## Continued from Page 8



Once they had finished filming, and not wanting to miss an opportunity to get Ari behind the wheel of his MK 2 Escort, Paul brought the car he was using to tackle the following weeks Manx National Rally in the Isle of Man to the driving centre. Ari who became World Champion in 1981 driving a Ford Mk2 Escort didn't waste any time in shoehorning himself into the driving seat.

Ari didn't disappoint and was sideways within seconds. He then spent some time giving Paul advice on how to approach his rally. Ari said "Paul don't use the brakes on the Isle of Man as they slow you down!" Paul set off for the Isle of Man with his hero's advice fresh in his mind and was partnered by Den Golding again following their great result on the previous Championship round.

Nearly 650 miles were covered on the Island while on the recce, Den commented on that he had never sat with any rally driver that concentrates on the racing line like Paul does! Must be the hours Paul has spent driving around racing circuits such as Anglesey Race Circuit which driveme uses for their experiences. Stages started in horrible wet conditions on the Friday night and Paul set off at an easy pace on Stage 1 to get a feel of grip levels and didn't want to make a mistake. Stage 2 used all of stage 1 and then at a split carried on to fast flowing main roads for around 10 miles. Paul really enjoys the wet conditions and after catching and overtaking a couple of cars ahead he posted 11<sup>th</sup> fastest stage time out of around 135 drivers. This pushed Paul up from his original seeding of 58 to 19<sup>th</sup> overall, 3 long stages remained where Paul caught and overtook other cars and conditions remained treacherous. After a 20 minute service Stage 5 was completed in the dark and the wet.

Most drivers including Paul were relieved to get to the finish of the first leg, hoping that conditions were going to be better the following day. Saturday conditions were a lot better but the pace had hotted up with the faster more powerful cars coming into their own. The stages went really well and Paul's pacenotes were perfect. All of the hard work spent by Paul and Den prior to the event and the hours spent driving over the stages beforehand really paid off for them both.

The last 2 stages of the rally were far from perfect. When they arrived at the last short Ramsey stage that used part of the TT Course Den couldn't find his notes. He scrambled around inside the car to find the missing notes but to no avail. A text message from the service crew solved the mystery. They had found the pace notes in the chase car and would hand them to Den at emergency service before the last stage.

Paul said to Den let's just do it! To their surprise they could both remember the parts of the stage and actually clocked a time 4 seconds quicker than the first run over the stage in the morning.

The last test of the crew and car was a gruelling 14 miles over the Dru- idale Stage, one of the most famous stages on the Island. 4 miles in, and having successfully negotiated the famous hairpin at Brandywell Cottage, and with roughly 10 miles left, the intercom failed and Paul couldn't hear Den's pace notes. A hand signal from Paul to Den to show that he could no longer hear him, and for a few crucial seconds panic set in. Den's vast experience kicked in and instead of sitting there as a passenger he used his initiative and started to use his fingers for the severity of the bends followed by pointing to the left or right. He said at the end he didn't know what to do when he came to a 6 and said a 5 had to do! Den said at the end of the stage he couldn't believe how committed Paul drove on his hand signals and they were only about 20 seconds slower than the first run but they both felt they lost time due to not being able to drive on the notes. Rally completed and Paul finished 18<sup>th</sup> overall in the National Section and gained good championship points and now lies joint 6<sup>th</sup> overall and is leading his class and topping the standings of the Millington RWD Challenge. Next for Paul is another trip over the water this time to Ireland for the ALMC Stages and the 3<sup>rd</sup> round of the Reis National Tarmac Championship again with Den Golding.

Wirral Based Paul is a director of Driveme Driving Experiences, one of the leading supercar and rally driving experience companies in the UK. Driveme offer both adults and children from the age of 12 to drive cars such as a Ferrari, Lamborghini, Aston Martin etc at their Stafford and Anglesey Locations. Paul is a former Professional Racing and Rally Instructor and set up Driveme over 10 years ago with 2 fellow Instructors, their head office is based in Ellesmere Port.

Paul would like to thank his sponsors for the 2015 season that include Driveme, Accident Advice Solicitors, Jones Motors, Paintworx, 360 Autolease Northwest, Lucas Oils, APM Customs, Proflex Suspension, JW Signs and Michelin.







## Another busy few weeks have flown by for Preston Motorsport Club with more success on road rallies stage rallies and autosolos.

The club staged its first motorsport event, an auto solo, in Leyland at the end of May. 26 participants enjoyed the full day of action, with 15 of the entrants taking part in their first-ever motorsport event of any description.

Leyland had not witnessed scenes like it in many a year with residents from near to the venue watching from any vantage point they could find.

Sadly one NIMBY – Not In My Back Yard – complained to the local authority, despite an extensive PR campaign by the club to get people on side, and that was the end of the venue for any future use.

However, Preston Motorsport Club managed to raise a goodly sum for club funds through entries received and a cheque for £100 was presented to St Catherine's Hospice, which offers end of life care for people with cancer. The photograph here shows club chairman Kris Coombes presenting the cheque to a member of the St Catherine's team.

Staying on the subject of autosolos, Preston Motorsport has several irons in the fire for new venues and is actively engaging with landowners, with plans to stage two or three more in the coming months. Watch this space for news of exciting new developments to be announced shortly.

A benefit of the autosolo, other than raising money for charity, etc, was the effect it had on encouraging previously non-motorsport people to enquire about membership.

The result is that the club now has 48 fully paid-up members and this was underlined by a very well planned and received non-timed 12-car event, authorised by the MSA, and organised by Louis Baines, in early June. What a night this turned out to be, with more than 40 people turning up at the David Lloyd Gym to either get involved in organising, participating or supporting the event.

The route was 50 miles and crews had to plot the route at the David Lloyd Gym before heading out to rural areas on the bottom of map 102 and 108 to find clues. It proved quite a tricky route for newcomers but all managed to finish it and the winners were Phil and Andrea Boyle. A big well done to all who took part!

There was another autosolo held at Lymm on June 21, organised by the CSMA MC and again Preston Motorsport Club members stole the limelight from more established names. Louis Baines finished second overall and first in class on the National B event while his brother Jonny won the clubman's event in his Renault Clio, with fellow PMC member David Moss, who had finished runner-up on the Preston Motorsport Club autosolo – his first ever event – again second overall on the clubman's event. Well done chaps, way to go!

Another Preston Motorsport Club member, Lee Birkenhead, made his bow as a stage rally co-driver on the Keith Frecker Memorial Stages at Weeton army barracks in early June.

Co-driving for old friend Mark Livesey in a Nissan Micra, the pair managed a creditable third in class. For Lee, it meant a modest but welcome trophy on his first rally of any kind as a fully fledged competitor. Well done Lee! (see full report elsewhere)

**Continued on Page 10**



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Up in Scotland at the end of May, Preston Motorsport Club was represented on the Jim Clark Reivers Rally by Alan Barnes, who sat in for a second time with rising Scottish star Colin Grant.

In an eventful day's rallying, the duo scrambled from a sluggish start to take third in the 1600cc two-wheel drive class in Colin's Ford Escort Mk2. It could have been second but wasn't...see full report elsewhere. However, Colin was still in second place in the class in the Scottish Championship overall going into the RSAC Scottish Rally and set a new benchmark on the Clark by setting a fastest class time, so overall, a good, positive event.

On to road rallying next and June brought a sensational result on the Memorial Rally for Louis Baines and Kris Coombes, who finished ninth overall. It was a first-ever top 10 result for Louis as a driver and thanks to sterling work on the maps by Kris, the pair also collected the first semi-expert pot to move up to expert status in the space of two rallies, following their first novice award on the Primrose Rally in late April.

Elsewhere, Preston Motorsport member Walter Ainsworth has now finished the build of his Per Eklund replica Golf Gti, with plans to participate on the TAP Rally in Portugal ... new members David Gillibrand and his son Daniel have bought an MSA logbooked Proton Satria in which to tackle road and stage rallies...and the club continues to prosper and grow.

### **So what else have members been up to?**

Chairman Kris Coombes was interviewed by Leyland Festival Radio, outlining the club's hopes, ambitions and dreams. Hopefully the interview will help to attract more people into the sport.

There was a rolling road/tuning night at ADE Tuning in Darwen. It was well attended, as all club events seem to be, with more than 20 young turks turning up in assorted machinery to let Chris Grimes see what their cars made on the rollers.

And there I was thinking there was nothing much to report on in June.

I am sorry if I have left anyone out!

***Alan Barnes, Preston Motorsport Club***

### **Upcoming club nights include:**

**July 7**

Social gathering at David Lloyd Gym, Chorley, from 8pm – Come and tell the club what you have been up to, what you have planned.

**July 21<sup>st</sup>**

Crazy golf night. Football-golf and driving range madness at Euxton Driving Range – from 7pm. Fore!!!!!!

**August 4**

10-pin bowling night at Hollywood Bowl, Middlebrook Leisure Park, Horwich.

**August 18**

Playstation/Xbox night at David Lloyd Gym, Chorley from 8pm

**September 1** Scatter Rally, organised by Louis Baines, starting from David Lloyd Gym, Chorley.

**If you want to join Preston Motorsport Club  
contact the club at**

**[prestonmotorsportclub@gmail.com](mailto:prestonmotorsportclub@gmail.com)**



# Garstang & Preston MC

Meet at 8-30pm

Every Tuesday

Lonsdale Club, Fulwood Hall Ln,  
Fulwood, Preston PR2 8BD



## clubmans autosolo dates

Three more to come this year

**9th August, 4th Oct, 22nd Nov,**

All will be held at Wellfield Business park in Preston  
We will also have a car for hire at a low cost to help  
young drivers get involved

Entry fee will be £20

Car hire will be £25

We will be running a G&PMC club championship with a  
substantial tyre voucher for the winning driver

# G&PMC Memorial Rally

Scrutineering & Start at Myerscough College



## Club Clothing

Available now from Julie

If you would like a GPMC polo shirt £9, sweatshirt £16,  
zipped sweat jacket £18.50 or fleece jacket £20. Most col-  
ours available. This price includes GPMC badge, if you  
want the letters GPMC on the back add £3





# Clitheroe & District Motor Club



The Club Meets at 8-30pm  
**Every Tuesday**  
at **Waddington Sports & Social Club**  
Waddington, Nr Clitheroe  
M/R 103 / 731 437  
Website : [www.cdmconline.com](http://www.cdmconline.com)

## What's On at CDMC

### Tuesday 7th July Annual Golf Competition

Highfield 9 hole course  
then to the Houghton Arms  
For a little light refreshment  
Contact Terry Martin  
07816-184539



### Tuesday 14th July 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. Why not come along - you might actually like it

### Tuesday 21st July BBQ

At Revidge Fold Garage  
Revidge Road,  
Blackburn, BB1 8DJ



## June 2015 Clubnights

### Tuesday 2nd June : Ed Graham

Ed Graham made the 260 mile round trip from his home in Prudhoe in Northumberland to entertain the members of Clitheroe & DMC and entertain us he certainly did with tales of daring do and an endless supply of jokes and funny stories.

Eds main love has been road rallying and he first learned to read a map whilst in the scouts although the maps were, back then, printed on linen. His first event was navigating in a Triumph Herald. His first outright victory was in his own mini van driven by his then girlfriend (later to become his wife) when his driver failed to turn up at the start and so girlfriend & mini van were pressed into service. Since that initial victory he went on to bigger things (won the Shaw Trophy twice). Strangest event he competed on was the Caravan Rally in the late 60's (OK until you wrong slotted and then a nightmare to turn around) I got so enthralled in listening to all the tales that I forgot to write much of it down. Sorry. Thanks Ed for a brilliant night



### Tuesday 16th June : G&PMC : Memorial Rally Forum

A whole lot of members of CDMC out on G&PMCs Memorial Rally either Marshalling or competing. **Matt Flynn** ran as Course Car and had Chief Marshal Ian Farnworth with him on the maps. **Brother Paul** was marshalling and so was their **Dad**. Also out marshalling were **Mat Kiziuk**, **Steve Brocklebank** and **Jez Turner** (probably a lot more but I don't always recognise you all in the heat of the moment) **Paul Buckle/Steve Butler** were out in Pauls new car after a long lay off and got quicker as the night went on coming home 12th O/A. **Dave Whittaker** with Niall Frost navigating were running at Car 1 (having won it last year with Steve Butler on the maps) This time having one or two problems booking into controls early but still coming home 7th O/A. **Simon Boardman/Alan Barnes** finished 10th O/A. **Matt Broadbent/Maurice Ellison** picked up a fail and finished 27th. **Tony Harrison/Paul Taylor** retired when the Alternator packed up. **Pete Tyson/Niel Harrison** hit a rock on Kitt Brow and retired with a broken steering arm. **Steve Hudson** retired after TC 3 with boiled brakes. **Mark Travis/ Tony Vart** picked up 1st Novice award and 26th O/A. **Michael Strange/Richard Duckworth** came home as 2nd Novice and 29th O/A. **Paul Gray** claimed 20th O/A in his Metro

### Tuesday 23rd June : Crown Green Bowling



There is an old saying in motor-sport 'To finish first one has to first finish'. Terry (DNF) Martin managed a finish at last and also finished first. However, it was in the Crown Green Bowling competition and not a rally! New 'Sport for you Terry! The 'Green Book' was consulted after allegations of Practicing & the Use of Pacenotes, but could not be proved!

### Tuesday 30th June : Superstars 2

The latest round of 'Super Stars' was a Walking Treasure Hunt around Waddington. The Winners were Team Guinness (Steve Butler, Paul Buckel and Simon Boardman). Well done. Big thank you to Trevor And Ann Robert's for organising a great night



# Hexham & DMC

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



## WINTER RALLY PROGRAMME

The Hexham & District Motor Club aren't taking the Summer off but are preparing their winter programme of 12 car rallies, aimed at keeping road rallying alive in the far North where it is in a dire situation with the club's John Robson/ Hexham Historic the only event currently running in the whole of Northumberland and Durham, despite the abundance of superb roads and the virtual absence of traffic.

The Hexham cub have ploughed a bit of a lone furrow on the road rally scene for a few years now but they plug away, determined to do their best to keep the sport alive in the area and to get new competitors into road rallying, particularly navigators whom, as any driver will tell you, are a rare and vanishing breed, with numerous post appearing on the rally forums and club newsletters from drivers desperate for someone to fill the left hand seat.

The Hexham 12 Car Series, the mainstay of the club's activities, offers members the opportunity of cheap, affordable rallying while giving newcomers the opportunity to give the sport a try without the pressure of a full scale event. Great efforts are made to help folk get started with absolute beginners started off with a marked map, they then graduate to a simple, all tulip set of instructions for a season before being subjected to anything more strenuous. Additionally, those keen enough to learn are given copies of route instructions from previous events which they can practice on, either at home or out on the road, another step on the learning curve.

A typical event in the 12 car series, most of which run on a Wednesday evening will be some 55 – 60 miles in length and be over all asphalt roads, with the occasional exception of a lay by or triangle, thrown in to catch the unwary. A 20:30 start gives crews time to finish work and get to the start venue, signing on is an extremely brief affair and then it's off into the lanes. Events normally have 9 or 10 controls and include a regularity to resolve ties should there be any clean sheets. The club are fortunate to have their own supply of Dalesport clocks so timekeeping is at a pretty high level.

With a large rural area on the doorstep and an abundance of quiet, traffic free roads, there is plenty of variety amongst the rally routes with events moved around to avoid overuse of any road and the subsequent annoyance to locals, all of whom have to be PR'd to the same level as a full, authorised event, the local RLO being extremely strict in his demands. Additionally, care has to be taken to avoid any areas which might be used by other events, there are no other road rallies but quite a few of the long distance classic events such as Rally of the Tests and Le Jog come through the area and the RLO insists on a 6 week gap around these events.

With 4 events already run during the early part of the year, the 12 car series will consist of another 4 during the Autumn/ Winter of 2015 commencing with the September Sortie followed by the Autumn Trophy, Clive Elliott Memorial and Winter Challenge events. All will be designed not only to give members an enjoyable evenings fun in the lanes but to provide practice for the club's main event, the John Robson / Hexham Historic Rally which runs on **March 19<sup>th</sup> 2016**. A feature of all the events will be the famous Hexham after rally supper where competitors and marshals can tuck in while the hard worked organiser attempts to sort out some semblance of a results sheet.

**For more details on the Hexham 12 Car Series please contact [edgraham01@sky.com](mailto:edgraham01@sky.com)**

# Knowldale Car Club

Knowldale Car Club meet at  
Milnrow Cricket Club



## John Clegg : RIP



**It is with deep regret that Knowldale Car Club (Rochdale) announce the passing of John Clegg.**

John was an active long-time member of the club and one of the original members of Ecurie Cod Fillet. He will be sorely missed by the club and our deepest sympathy goes out to his wife Kath, daughter Sarah, son Peter and all family.

There was a beautiful send off for John at a crowded church, which included moving tributes from Mike Broad & John's nephew. Afterwards, guests enjoyed drinks in John's memory, where lots of old faces from the motor-sport world reminisced of times gone by!

RIP John - you'll be missed for your oodles, whatnots and noodles!!

# 2015 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

Post Code ..... e-mail .....

Tel No Home ..... Mobile .....

SD34 Nominated Club ..... (1 only)

Age on 1<sup>st</sup> January 2015 ..... DOB .....

Please register me for the SD34MSG Under 18 Championship. 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.)

Signature ..... Date .....

Please return the completed form to the championship compiler.

This can be done by post or complete including signature, scan and then e-mail.

**Alan Shaw**

**31 Appleby Drive, Barrowford, NELSON, Lancashire, BB9 6EX**

**Tel : 01282602195 email : [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)**

## 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 1<sup>st</sup> 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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 overall 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.

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 2<sup>nd</sup> Overall and third highest score 3<sup>rd</sup> 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. (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. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2015 Events occurring, and results notified to the compiler, before the end of February 2015 points will be allowed to be back dated.)

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.  
01282602195. [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)



# 2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

Please Tick this box if you  
are under 18yrs of age

SD34 NOMINATED CLUB (one club only).....

Please register me for the SD34 Championships listed below;

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.....

Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG

,c/o Mrs.M.Duckworth,12 Silsden Ave.,Ribbleton, Preston.PR2 6XB

Registration commences on date of receipt of application form or on advance notification by e-mail.

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

**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	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D (Cls) A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
NON RACE / RALLY			A / B / C / D / E / F / G	

**MARSHALLING POINTS.** If you are registering as driver and navigator/co-driver in the same discipline you must nominate which 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 finished in the top 10 of a Nat B Or higher grade rally.

Semi Expert; All competitors not eligible for Expert or Novice class.

Novice; A competitor in the role registered who has never won an award other than a team award.

**Non Race** A = saloon cars up to 13ft long and up to and including 1400cc.

**/Non Rally** B = Saloon cars up to 13ft long and over 1400cc.

C = Saloon cars over 13ft long

(Saloons will include estate cars, hatchbacks and commercials as appropriate)

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

## 2015 SD34MSG Inter Club League

### Division A

Club	Points	Div	O/A
Clitheroe & DMC	479	1	1
Bolton-le-Moors CC	353	2	2
U17MC-NW	246	3	3
Stockport061 MC	240	4	4
Garstang & Preston MC	237	5	5
Warrington & DMC	224	6	6
Wigan & DMC	159	7	8
Pendle & DMC	85	8	15

### Division B

Club	Points	Div	O/A
Manx AS	148	1	11
Accrington MSC	91	2	12
Wallasey MC	90	3	13
CSMA (NW)	52	4	16
High Moor MC	28	5	19
Lancashire A.C.	17	6	20
Bury AC	0	= 7	= 22
Lightning MSC	0	= 7	= 22

### Division C

Club	Points	Div	O/A
Liverpool MC	201	1	7
Blackpool South Shore MC	156	2	9
Knowl Dale CC	152	3	10
Matlock MC	88	4	14
Hexham & DMC	49	5	17
Preston MC	34	6	18
Mull CC	13	7	21
Larne MC	0	= 8	= 22
2300	0	= 8	= 22
Airedale & Pennine MMC	0	= 8	= 22
Motorsport NW Ltd	0	= 8	= 22

**Last Updated 1st June 2015**

## SD34 MSG 2015 Stage Rally Championship Rounds

Date	Club	Event
18 July	Manx Auto Sport	Dave Corris
4/5 July	Wallaey MC	Promenade Stages
27 Sept	PDMC & GPMC	Heroes Stages
9/11 Oct	Mull CC	Mull Rally
6/7 Nov	Manx Auto Sport	Poker Stars
7 Nov	Bolton-le-Moors CC	Neil Howard
21 Nov	Clitheroe & DMC	Hall Trophy

## SD34 MSG 2015 Road Rally Championship Rounds

Date	Club	Event
4 July	Beverley & DMC	Beaver Rally
25 July	Morecambe CC	Morecambe Rally
22 Aug	Rhyl & DMC	Rali Gogledd
26 Sept	Clitheroe & DMC	Clitheronian
3 Oct	Sheffield & Hallams MC	Jackson Trophy
7 Nov	Matlock MC	DanSport
21 Nov	Kirkby Lonsdale MC	Lonsdale Belt



**33 Acresfield Rd, Middleton,  
Manchester. M24 2WT**

**0161 643 0151**

or

**07973-816965**

email : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)



# 2015 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 21st June 2015*

### Airedale & Pennine MMC

### Accrington MSC

Tracey Smith	50	Steve Smith	40
Steve Johnson	10		

*Total Club Marshalling Points : 100*

### Blackpool South Shore MC

### Bolton-le-Moors MC

Alex Brown	40	Martin Beamish	30
Rob Clay	30	Steve Price	20
Andy Long	20	Jo Evers`	20
James Sharples	20	Julie Sharples	20
John North	10	Ian Bruce	10
Eric Wilcockson	10	Lauren Fields	10
Stephen Mather	10	Robin Turner	10
Jack Mather	10		

*Total Club Marshalling Points : 270*

### Bury AC

### Clitheroe & DMC

Maurice Ellison	40	Heidi Woodcock	40
Chris Woodcock	40	Jez Turner	40
Paul Moon	20	Alex Harpur	20
Steve Lewis	10	Mat Kiziuk	20
Paul Buckel	10	Steve Butler	10
Kayie Woodcock	10		

*Total Club Marshalling Points : 260*

### CSMA (NW)

### Garstang & Preston MC

Les Fragle	40	Jason Bleakley	30
David Nolan	30	Louise Baines	10
Graham Chesters	20	Kris Coombes	10
Margaret Duckworth	20	Ian Farnworth	10
Steve Kenyon	20	Peter Shuttleworth	10
Karen Whittam	20	Jason McTear	10

*Total Club Marshalling Points : 230*

### High Moor MC

Garry Jakeman	20	Matthew Jakeman	20
---------------	----	-----------------	----

*Total Club Marshalling Points : 40*

### Hexham & DMC

### Knowldale CC

### Larne CC

### Lightning MSC

### Matlock MC

### Manx AC

### Mull CC

### Liverpool MC

Andy Fell	40	David Hunt	40
Bill Gray	40	John Harden	40
Phil Gough	30	Kevin Jessop	30
Jon Hunt	20	Kevin Jessop	20
Paul Wilkinson	20	Lee Hayes	20
Phil Howarth	20	John Hunter	10
Don Robinson	20	Geoff Ashworth	10
Mike Cadwallader	10	Geoff Maine	10
Ron Hunt	10	Ron Huntriss	10

*Total Club Marshalling Points : 400*

### Lancashire A.C.

David Bell	20
------------	----

*Total Club Marshalling Points : 20*

### Pendle & DMC

<b>Les Eltringham</b>	<b>60</b>	<b>Alan Shaw</b>	<b>60</b>
Peter Wright	20	Andrew Brown	10
Ian Brown	10		

*Total Club Marshalling Points : 160*

### Preston MC

Colin Baines	10	Joe Ring	10
Terry May	10		

*Total Club Marshalling Points : 30*

### Stockport 061

Lindsey Mather	30	Mark Wilkinson	30
Sarah-Jayne Wilkinson	30	Steph Wilkinson	20
Andy Chambers	20	Rick Ekin	20
Alan Ogden	20	Andy Turner	20
Ken Wilkinson	20	Andy Turner	20
Ian Mather	20	John Bell	10
Dan Chambers	10	Dave Coulson	10
John Coulson	10	Mari Creacell	10
Daryl ?	10	Andy Elliott	10
Phil Hesketh	10	William Kelly	10
Jack Mather	10	Anthony Miles	10
Chris Miles	10	Dave Moore	10
Hazel Payne	10	Martin Payne	10
Sarah Payne	10	Julian Russell	10
Nancy Russell	10	Scott Russell	10
? Thompson	10	Matthew Turner	10
Rob Yates	10		

*Total Club Marshalling Points : 470*

### U17Club NW

Roger Barfield	10
----------------	----

*Total Club Marshalling Points : 10*

### Warrington & DMC

<b>Robert O'Brien</b>	<b>60</b>	<b>William O'Brien</b>	<b>60</b>
Anne McCormamack	20	Dave Read	20
Joanne Mackman	20	Adrian Lloyd	10
Colin Burgess	10	Alan Burns	10
Colin Cresswell	10	Alan Crossley	10
Stephen Ellison	10	Ian Heywood	10
Adrian Lloyd	10	Steve Price	10

*Total Club Marshalling Points : 270*

### Wallasey MC

### Wigan MC

### 2300 MC

### Motorsport NW Ltd.

# SD34MSG 2015 Championships Current Standings

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Pete Jagger	34	E	BLMCC	5
2	Myles Gleaves	33	E	G&PMC	4
3	James Taylor	32	E	CDMC	4
4	Simon Boardman	31	E	CDMC	4
= 5	Tony Harrison	30	E	CDMC	4
= 5	Richard Hunter	30	E	AMSC	3
7	Mark Standen	29	E	G&PMC	4
8	Steve Mitchell	25	E	CDMC	4
9	Mark Johnson	22	E	CDMC	3
10	Martin Lloyd	20	E	S061MC	2
= 11	Matthew Broadbent	19	E	KMC	4
= 11	Dave Whittaker	19	E	CDMC	3
= 13	Ayrton Harrison	18	E	CDMC	3
= 13	Ian Bruce	18	E	BLMCC	3
15	Paul Buckel	15	E	CDMC	2
16	Louis Baines	14	N	PMC	2
17	Paul Gray	12	S/E	CDMC	3
= 18	Mark Warburton	9	N	CDMC	1
= 18	Pete Tyson	9	E	CDMC	2
= 18	Jason McTear	9	E	CDMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	49	E	AMSC	5
2	Alan Barnes	38	E	GPMC	5
3	Ian Mitchell	29	E	CDMC	5
4	Steve Butler	27	E	CDMC	4
5	Jason Crook	23	E	U17MC	3
6	Maurice Ellison	22	E	CDMC	4
7	Rob Lloyd	20	E	S061MC	2
= 8	Ian Graham	19	E	CDMC	3
= 8	Steve Frost	19	E	GPMC	3
10	Paul Taylor	18	E	CDMC	3
11	Andrew Long	16	E	BLMCC	3
= 12	Richard Crozier	10	E	ManxAS	1
= 12	Kris Coombes	10	N	PMC	1
= 14	Neil Harrison	9	E	CDMC	2
= 14	Sasha Heriot	9	E	AMSC	1

*Last updated 18th June 2015*

## Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Stephen Kennell	41.90	CDMC
2	Andy Williams	41.72	U17MC
3	Phil Clegg	39.02	BLMCC
4	Steve Johnson	30.96	U17MC
5	Steve Lewis	30.47	CDMC
6	Alec Tonbridge	29.70	BLMCC
7	Steve Price	28.68	BLMCC
8	David Goodlad	20.00	BLMCC
9	Steve Butler	19.97	CDMC
10	Roger Barfield	19.76	U17MC
11	Daniel Barker	19.06	AMSC
12	David Barratt	10.00	AMSC
13	Ian Bruce	9.39	BLMCC
14	Simon Nicholason	9.23	PDMC
15	Michael Thomlinson	9.22	PDMC

*Last updated 28th May 2015*

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Dave Riley	Y	81	D	BSSMC
2	Brandon Smith	Y	52	D	CDMC
3	Adrian Atkinson		55	D	BSSMC
4	Jack Darbyshire		28	C	GPMC
5	Gary Jakeman		27	B	HMMC
= 6	Antony Dixon		26	C	CDMC
= 6	Steve Johnson		26	A	CDMC
= 6	Graham Chesters		26	B	GPMC

O/A	Co-Driver	Q	pts	Class	Club
1	Terry Martin	Y	79	D	CDMC
2	Dave Riley	Y	55	D	BSSMC
= 3	Matthew Jakeman	Y	53	B	HMMC
= 3	Steve Butler		53	A	CDMC
5	Matthew Kendal		28	C	GPMC
= 6	Ryan Moyler		26	C	CDMC
= 6	Matthew Broadbent		26		KMC

*Last updated 11th May 2015*

*Waiting for results from Keith Frecker & Enville Stages*

## Individual Championship

O/A	Competitor	Q	pts	Club
1	Steve Johnson	Y	40	U17MC
2	Steve Lewis	Y	27	CDMC
= 3	Steve Price	Y	23	BLMCC
= 3	Steve Butler	Y	23	CDMC
= 5	Gary Jakeman	Y	20	HMMC
= 5	Matthew Jakeman	Y	20	HMMC
7	Ian Bruce	Y	16	BLMCC
8	Maurice Ellison	Y	15	CDMC
9	Jason Crook	Y	14	U17MC
10	Anthony Dixon	Y	13	CDMC
11	Roger Barfield	Y	11	U17MC
= 12	Stephen Kennell	N	38	CDMC
= 12	Alexander Tait	N	38	U17MC
= 12	Andy Williams	N	38	U17MC
= 15	Scott MacMahon	N	27	U17MC
= 15	Terry Martin	N	27	CDMC
= 17	Matthew Broadbent	N	26	KMC
= 17	Phil Clegg	N	26	BLMCC
= 19	Tony Harrison	N	21	CDMC
= 19	Ian Mitchell	N	20	CDMC
= 19	Steve Mitchell	N	20	CDMC

*Last updated 1st June 2015*

## U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	38	U17MC
2	James Williams	27	U17MC
3	Scott MacMahon	19	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

*Last Up Dated 1st June 2015*



# SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
04/05-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
4-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
18-Jul	Stage Rally	Yes	Manx Auto Sport	Dave Corris Forest Rally	Isle of Man
19-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo	Blackburn Services, M65 Jt 4
19-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest	Blackburn Services, M65 Jt 4
19-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Invited event
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
22/23-Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event - t.b.c.
23-Aug	Autosolo	Yes	Under 17 MC NW	Summer Autosolo	Blackburn Services, M65 Jt 4
23-Aug	Autotest	Yes	Under 17 MC NW	Summer Autotest	Blackburn Services, M65 Jt 4
23-Aug	PCA	Yes	Under 17 MC NW	Summer PCA	Blackburn Services, M65 Jt 4
30-Aug	PCA	No	Under 17 MC NW		Ormskirk Car Festival - not championship round
4/5-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
5-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
13-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Bolton University - t.b.c.
13-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	Bolton University - t.b.c.
13-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	Bolton University - t.b.c.
19-Sep	PCA	No	Under 17 MC NW		Manchester Car Show - not championship round
20-Sep	PCA	No	Under 17 MC NW		Manchester Car Show - not championship round
26/27-Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheff & Hallam MC	Jackson Trophy Rally	South Yorkshire
09-11-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
11-Oct	Autosolo	Yes	Bolton-le-Moors CC	Bolton October Autosolo	Bolton University - t.b.c.
11-Oct	Autotest	Yes	Bolton-le-Moors CC	Bolton October Autotest	Bolton University - t.b.c.
11-Oct	PCA	Yes	Bolton-le-Moors CC	Bolton October PCA	Bolton University - t.b.c.
11-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
6/7-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
7-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
07/08-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
21/22-Nov	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt Rally	Cumbria
21-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
6-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec	Autotest	Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4

# G&PMC Memorial Rally

Our first outing together since the Rali Bryniau Clwyd in February when we were seeded car 9 and finished 9<sup>th</sup> from 52 entries... this time we were hoping we would beat our seeding at car 9, maybe finishing in the top 5? By no means are we very familiar with maps 97, 98, 102 & 103 - Rich had rallied in this area twice and myself only once on this year's Primrose Trophy.

With a new tow car and new trailer, the trip up the M6 from Ashbourne was soon behind us and so on to noise, scrutineering and signing-on, which all were done within half an hour. We parked next to the "too good to rally" Rover 2000TC owned by Martin Phaff entered in the Historic class (which, as it happened, they won).

There were a few quiet and black spots to plot but some were off-plot, even Martyn Taylor (car 3 nav) had to check a blackspot 500m radius with the CoC as it bordered on a h/pin junction. There was a briefing at 8.30pm when these points were put right by the CoC Steve Kenyon and all was set for a great night's rallying.

We picked up our main handout at 21.09. It took me almost 1½ hours to plot as Rich read out the MRs, both of us making mistakes in getting the approach/departs right, but there were more off-plots which meant going over a few sections several times to work out the route. Soon we were joined by fellow navs Sasha Heriot and Max Freeman to check the off-plots and agree on the route we had down on the maps. Before we knew it we had to leave for TC2 about 5 miles away.

We started at 23.09, the first few sections meandering north alongside the M6 onto the first white at Kit Brow. I remember our only wrong slot being somewhere on this part of the route, we missed a deceptive right slot onto a

yellow over the motorway (in GS 5050 I think) but this was a slackly timed section and we were still easily clean.

From Kit Brow the route went north onto map 97 then east towards the first section timed to the second over Haylot Fell. Waiting for our time at the start control, I measured the distances to each cattle grid and told Rich there were 5 RCs on the mile long white which went through the only wet ford on the route (I think). We made good progress on this section and became practised at the procedure at the 5 manned RCs. Here, the marshal held up the code board once you stopped, you write the code on your card, the marshal signed alongside your code and then you signed their checksheet...the marshals here were great and I couldn't help laughing (it was like some bizarre silent ritual with not a word spoken until shouting "thank you" as we left). By the 3<sup>rd</sup> PC we were slick with the procedure. The section finished a couple of miles north of the white, we dropped 2:31 which was 3<sup>rd</sup> quickest, not bad for foreigners (Steve Head/Sam Collis were quickest on 2:11).

The route headed east on some nice twisty sections onto map 98, then back again on to map 97 after some sections around High Bentham. This was not without drama for us as we did not find RCK (I think), and this was confused a little by an additional RC somewhere which meant our RC card was still full, but we had missed RCK. Time-wise, we had been clean since the Haylot dropper so were on 2:31 at half-way. Petrol was near the Kendal exit of the M6 (J36) and here we learnt that half the crews had missed RCK. Those who found it had to reverse to read the code after noticing it at the head of a layby just after a bridge. We were gutted, especially as we had eased off looking for that one and had still not seen it. Also, there was no alternate route between the start and end TCs so we had been the right way. We resolved to take this up with the CoC at the finish - at his briefing he had said "all RCs were easily visible from the road except where a NAM is provided", but there was no NAM for this RC.



## *Photo Courtesy of Duncan Littler*

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## **G&PMC : Memorial Rally**

### **Continued from page 20**

The 2<sup>nd</sup> half started back on map 98 near a place called Clapham. I remember a tricky bit where we went under a railway line, over a bridge (River Wenning) then slotted left toward TC18; we got this right first time and cleaned the section. We then headed south down a fast moorland road towards TC 20 which was in GS7262.

The next section was timed to the second and headed through Gisburn Forest (my first time through it) and obviously a dropper. There were 3 NAMs before the forest and another 3 in the forest car parks. The start of this section was a few hundred metres before a fresh air 45 left over a sharp brow which, thanks to Tom Fenton, I had cautioned. Even though it was close to the start of the section, we had got enough speed up to have gone off and landed in the moor by Cowsen Gill had I not called it. I didn't do a good job of locating the first 3 RCs by the trip meter so we were a bit tardy, backing off a few times before finding them, but we picked up again in the forest (moving onto map 103) and I remember hitting the rev limiter down the straights in the forest and that awful loud whine of the Escort's 5<sup>th</sup> gear. We were 5<sup>th</sup> quickest on that section with 3:23 penalty, 51 seconds slower than the quickest time set by Dan Willan/Martyn Taylor in car 3.

There were a couple of sections heading west back onto map 102 and then over the Trough of Bowland. I remembered this classic road from the Primrose Trophy when we ran it the opposite direction. I told Rich it was not as map and that he was driving on sight until we got to the bend near Tower Lodge (GS 6053) about 4 miles from the start control. However, the end control appeared before we got that far and we were clean! Onto another short section timed to the second, again clean, we were feeling good about the rally again by now, forgetting about that missed RC.

We continued west then south through a series of short sections past Grizedale Fell. It was difficult to know which section timed to the second was going to be a dropper and we didn't have the exact location of all the controls, so we treated all of the following standard sections as droppers and got into a groove on some twisty roads around the upper reaches of the River Brock. Rich was on a mission, the bends were as map, confidence was high and we were flying, almost losing it on the last Standard section near Brockmill. Realising our over-enthusiasm, we backed off a little before attacking a white (Crabtree Nook?) and to the final TC. We were quickest on that section by 10 seconds but were so close to going off. Great fun, the rally got better and better for us.

On the run in to the finish venue we passed Duncan Littler on a NAM triangle, photo board out. It seemed he hadn't been updated that this section had become a neutral. So, in sympathy, we went round his triangle again so he could get an action photo.

Handing our time card in at the finish I mentioned RCK to Steve Kenyon, he was already aware that many had not seen it and had not reached a decision. We had a most welcome breakfast roll and cuppa and eagerly awaited the decision on RCK. Pretty soon the first half penalties were posted and it was clear RCK was cancelled.....what a relief!

We hung around for a while then decided we would go and put the car on the trailer, which was back at the start venue 9 miles away. Shortly after our return provisional results were posted, which confirmed 3<sup>rd</sup> overall and 1<sup>st</sup> Expert crew on 7:21. Obviously we were pleased with the result and, most importantly to us, being the first all non-local crew. It was a good night all round for Matlock Motor Club with Sam Collis beating us by 11 seconds to 2<sup>nd</sup> overall, Sasha Heriot 6<sup>th</sup> overall and 1<sup>st</sup> Mixed Crew, Wayne Lander & Martin Phaff 1<sup>st</sup> Historic crew, and Matt Carr & Mark Fletcher completing the route intact with a solid finish.

Thanks to the organising team at GPMC for providing us with such fun on fantastic roads, and to all the marshals who were in good spirits. Congratulations to Dan Willan & Martyn Taylor with the win on 6:29, never thought we would be that close to you.



**Photos Courtesy of Duncan Littler**  
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Following on from my last report on the 061, a chance meeting with David Whitaker at signing on had led to an opportunity to sit next to him on the GP Memorial. After driving a 1300 on the Ryemoor and navigating a 1400 on all other events this was sure to be step up, and then Dave mentioned he was off at Car 1 having won the event in 2014..... Did I mention that this was my first year proper navigating? Roll up sleeves, sharpen pencils and get on with it. And then I saw the start list, Quinn/Heriot, Willan/Taylor, Retchless/Freeman, Tyson/Harrison very experienced and quick crews not to mention all the other names I haven't mentioned who deserve to be up there.

Meeting up beforehand and the car looked in great condition, putting my own road rally car to shame and even having that great luxury, a radio! A smooth trip down to Myerscough and we discussed what roads might be used ahead of us, neither of us knew, but with relatively few potentials you are always expecting something over Bowland fells. Noise went great, and scrutineering was fine until the brake light failed. No worry, spare bulb procured from a fellow competitor, brake worked and now taillight didn't, swiftly followed by swear words and a trip to the local petrol station to sort it.

Now the wait, which will be familiar to all road rally competitors, if you are at all nervous you just use up so much energy being nervous. I was p@pping myself with the pressure and a few missplots on the quiet and black spots from the organisers threw me a bit also. Fortunately a few familiar faces were around to quell my nervous energy and offer advice for running 1<sup>st</sup> on the road, thanks Martyn Taylor, Sam Spencer and Simon Frost. Dave had mentioned that I might want to take travel pills so I'd fasted since lunchtime and was on fluids only just in case. Breakfast would be a welcome sight, it was still only 8pm.

We got our plots and set to get them down onto the map, a further few missplots in the handout put me off a bit, but going further down you could interpret what was meant. It was useful having done the Clitheronian as a driver in 2014 that I knew a few of the slots and hoped I'd remember as night fell. The first section was into Pedder's wood and a few NAM slots to catch you out. I knew I had to recalibrate my expectations when we exited the 1<sup>st</sup> NAM and I shouted, "ignore slot left and straight on towards house and 90 left", Dave shouted back, "we did that 15s ago!". Duly noted we made it through with no time lost, only for me to wrong slot us in the neutral next section. Oh well, no time dropped (it was neutral) and we set off towards Kit Brow ford. Tricky slot into the section and then round to the white itself, which is nicely hidden after a 90 right. Not too deep in the ford and we were through only to be flummoxed by a control board at the exit onto the road. Only a route check I cautioned and it was, the control a few more Km down the road.

Our next timed to the second section was over Haylots, which with its extremely fast approach and blind crests demands a committed drive. We were quick in, although marshal's had a few pen issues (didn't work) and then militant sheep ran in front of the car for what seemed like ages as we cleared the road, 3min 21 dropped, but we wouldn't know till petrol what others would do. We did some transport over to Wennington and then competitive up towards Ivah which is where I made some errors, we slotted into a white before the t-junction wrongly and then I checked in early on a timed to the second (nothing in the regs about it that I could find) but penalised we were and I know for next time. Down to petrol we were competitive down Melling white which wasn't too rough and I managed to check us in early again on a timed to the second section. In my defense I thought going in on the minute before we could ask for our minute, but apparently not. Off to petrol and we were about a 1min off the top runners over Haylots even though Dave was driving well which likely had a fair bit to do with Sheep scatter, the perils of car 1.

The 2<sup>nd</sup> half was full on from the timecard with STC into STC throughout so we knew it was going to be non-stop, I'd highlighted the timed to the seconds so that I could shout these out, and we were on it nearly as soon as we started on the Gisburn Forest road. Dave had the Civic screaming up here and since there is not much relevance of the map here I just shouted out the NAMS. I think we may have woken up a campervanning couple at NAM8, they were certainly in for a loud night. NAM 9 was by the reservoir and was not as described which caught us out and took a bit of time to get signed and going again. Overall 3min 39 dropped over the section, although a fair bit had been lopped off due to the control being halfway up the climb.

# G&PMC Memorial Rally



**Photo Courtesy of Duncan Littler**  
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***Continued on Page 23***



## G&PMC Memorial Rally

*Continued from Page 22*

Off to Dunsop bridge for the climb over the Trough and it was that period when energies were running low but there is nothing like the blind crests of the Trough road to wake you up. Again not much use for the map here (I must complain to OS) but we got our slot off the fell and didn't drop any time. Back on it again and after a tricky little NAM we were on time at the 3 metre control thanks to some on the limit driving from Dave. As short a time spent here, as we were on another section again and set off down towards Oakencloough.

I could see our last tricky section coming up on the map and even with the poti on full glare I was struggling to accurately read the map, probably from moving about in the car more and as we entered a tricky bridge at 102/ 5443 I called what I could but missed the 90 right on exit and we nearly went off, a big lift and the front made it round, just. Another manned route check nearly had us fooled it was the end of the section but no, along Dandy Birks white (huge compression) and then out to finish, 2.46 dropped. We'd finished and I could partially relax as we made our way to break-fast.

A great experience, even though I had to recalibrate my senses early on and Dave drove very well and kept his cool even with some small mistakes on my part. A great route from the organisers, very well marshalled and a welcome breakfast at the finish venue where it was all I could do not to fall asleep! Thanks to the organising team and all the competitors who sold out the event.

**Niall Frost / Dave Whittaker (car 1)**

A lawyer is standing in a long line at the box office. Suddenly, he feels a pair of hands kneading his shoulders, back, and neck.

The lawyer turns around. "What the hell do you think you're doing?" "I'm a chiropractor, and I'm just keeping in practice while I'm waiting in line."

"Well, I'm a lawyer, but you don't see me screwing the guy in front of me, do you?"

My wife was so excited the other day when we were shopping and she tried on a size 10.

"It's a 10 and it actually fits me! I'm a size 10!" She exclaimed.

"Darling," I said. "It's a shoe."



Photo : s1b.com photography

# G&PMC Memorial Rally

If you're ever planning a barbecue in June, check to see what date the Memorial's running. You'll be guaranteed good weather and this year was no exception. The start of this event always has a great, chilled out, atmosphere with all the cars lined up and ready to go and competitors and marshals milling around, chatting away in the evening sun. A delightful way to spend a Saturday evening. Certainly better than watching the tripe that's usually served up as "entertainment" on the telly. And the best was yet to come.

This was the first outing for Paul's latest car, the Proton Satria Gti (oh no, not another Proton!). Yes, it's finally rally-worthy. After a year in the making, we've got the band back together! No pressure on Paul, being guided by last year's winning navigator (just had to give that a mention – it might not happen again), but the plan for tonight was to see how the car goes and get a finish. If we could get a decent result, so much the better. To be fair, this would be the first time Paul had driven this car competitively, and being an 1800, the first time he had driven anything this quick. And quick it is. It has an eagerness about it that you just don't get with the 1600, and so much more torque that there's a lot less down-changing.

We were seeded car 22. At first glance, there was a tinge of disappointment with that. But when you look at the quality of the entry this event had attracted it was probably about right. Anyway, this meant we got the route at 21:22. Seems a little early, but meant we got 2 hours to plot, check the route and get to the start of the first competitive section. Plenty of time for everyone.

As for the route, as always with this event it was a cracker using most of the favourites on these maps. Starting near Garstang, up the Eastern side of the M6 through Pedders Wood, Kit Brow white up onto 97 to take in Haylots, across to the top of Lythe Fell via White Moss and Ivah and back over onto 97 taking in Melling white before petrol. The second half started just North of Clapham Station, looping round to approach Keasden crossroads from the East and then South over Clapham Common to Gisburn Forest. Next was over to Dunsop Bridge to take us over the Trough, slot left towards Abbeysteads Hairpins, over Harrisend Fell, though Oakencloough, a loop round to approach the tricky section at Brock Mill from the East and then down to the finish just before the A6, via Dandy Birks white.

***Continued on Page 24***

## **G&PMC Memorial Rally** **Continued from Page 23**

For us, it was largely an uneventful rally. Which is good. The car in front seemed to change a lot throughout the event. Car 21 seemed to disappear quite early on, having dropped 2 minutes to TC 2. Paul seemed anxious to know how we were getting on as we approached Haylots and I quickly put him at his ease saying that we were clean up to then. But then, so would be many others. Haylots was a different story. As is usual with this section, the local farmers, quite rightly, insist on the five gates being manned and closed at the end of the rally, so there was a PC at every gate. At each gate the crew to write down the code board held by the marshal, then the marshal would sign for it, and then hand the navigator a check-sheet for him to sign. All sounds fairly simple and great for taking time out of crews. However, in an effort to save weight, the Proton has plastic windows with a little sliding door just big enough to get a clipboard through. For most controls this works fine, but when you have to swap paperwork with the marshal it gets awkward and time's a ticking away. Anyway, that's our excuse for being around a minute slower than those we might have expected to be keeping up with. That also rings true for me, because the long straight section at the beginning of Haylots was my first taste of just how quick this car is.

All was going quite smoothly. The car was running fine and allowing Paul to concentrate on the job of driving rather than worrying about strange noises he was hearing for the first time (what the hell is that rattle from the back when we hit 60?). A minute dropped on the section using Melling White, but we were on standard road tyres, not knobbles, so taking it easy over the whites was the order of the day to preserve the tyres. Between Clapham Station and the start of Gisburn, we met car 21 coming the other way. I knew we were right, because we had just left a control. This was later to prove a problem, since at the start of the Gisburn section, car 21 turned up behind us and wanted to start on his minute, despite being 30 seconds late. He then set off 30 seconds in front of us and Paul soon caught him up. This caused a problem in two of the NAMs with the resultant congestion holding us up for what seemed like ages, minutes at least. Well, that's another excuse out of the way.

Shortly after was my favourite part of the night. The Trough. At the start, Paul's instruction from me was to drive on sight. I really didn't think me attempting to call anything off the map was going to help. I don't think he needed my help. "Bloody hell, this is quick!" was the thought that kept going through my mind as scenery flew past at an alarming rate. I stopped myself from sharing my thoughts with Paul, realising that at this speed, he needs to concentrate! I reckon that by this point, he was getting used to the new car and the extra power at his command. And I was loving it. 12 Seconds dropped. Not the quickest by a long way, but not bad.

After dropping another bucket load of time preserving the tyres on Dandy Birks white, we made it to the finish ending up a reasonably satisfying 12<sup>th</sup> overall.

Thanks to Steve and the team for yet another enjoyable memorial and thanks as ever to all the marshals who did a great job all night. See you on the Morecambe.

**Steve Butler – from the left hand seat of Car 22**

## **Forthcoming Road Rally Championship Rounds**



### **Rhyl DMC** **Gogledd Rally** **22nd August**

**This year's Gogledd Rally will be a National 'B' event, rounds of the ANWCC, SD34MSG and the Glynne Edwards Memorial Championships.**

The event will consist of

- a total of 118 miles route (All on Map 116)
- 80 competitive miles
- 30 minutes OTL between MC's
- a fuel halt after 60 miles
- classes open to Experts, Semi-experts and Novices

**REGS : [www.rhyldmc.co.uk](http://www.rhyldmc.co.uk)**

### **Morecambe Car Club** **25/26th July 2015,** **The Morecambe Rally**

contact Derek Shepherd  
[derekshpherd12@btinternet.com](mailto:derekshpherd12@btinternet.com)

**[www.morecambecarclub.org.uk](http://www.morecambecarclub.org.uk)**

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# Fourth time lucky GPMC & Memorial

After a break from the lanes of nearly 8 months it was with some trepidation that both Mark Travis and myself rocked up at Myerscough for the 2015 version of the Memorial. We had not finished a rally together in three previous attempts for a variety of reasons and so that was the overriding ambition really...just to get round!

An uneventful early evening noise/scrutineering passed with no issues and then all stood back to admire the gathering of what seemed to be one of the strongest entries, in terms of quality, seen in the top 20 for some time.

Old MN regulars of Quinn and Retchless pitted against the likes of Willan and Head (the younger), two of the regions quickest, seemed to enthuse all present. The mix of cars was attractive as well even including the immaculate Rover 2000 TC of Wayne Lander.....more of this later. I must admit the Burnley Proton Mafia (the Flynn's... but no idea which one, plus Travis) had excelled themselves as both cars looked concours...cant be much else to do in Burnley other than polish your rally car I suppose...also just a shame about the BFC shirt of dingle fan Travis!

And so on to plotting which is part of a rally I have not enjoyed in the past, as I always seem to be slow and rushing to finish during the event itself, however all was finished comfortably this time. I would prefer it if all the controls were referenced individually and the use of the odd 10-digit reference for me is not necessary but I guess it does keep you on your toes.

After the very short run out the first competitive section was Pedders Wood, which was a good start for us as I avoided the easy to make wrong slot at Barnacre House... however this didn't last long! The next section was a long neutral up to Forton services via Hollins Lane.....now considering this is a very sensitive PR area the number of potential routes was a worry and we duly wrong slotted a number of times and had a warning from the DSO for our troubles. Post the event it was clear that people had taken a number of differing routes which clearly could compound the PR problem for the future...perhaps the route the club had PR'd should have been a bit more specific in the route instructions? The problems continued on the next section Hampson Green where Varty missed the slot right before the M6 bridge and a daft minute penalty was accrued, as we turned round in Galgate!!

Quernmore and Haylots passed without incident and Travis was now getting going and all was well until I missed the virtual hairpin right into the loop through Cragg Hall and we duly arrived at TC 13 from the WD...instant fail. The most galling thing about it was the Grumpy Old Git had talked me through it the week previous .....doh!

Melling white passed without incident (although it was not smooth!) and it was a fairly lengthy drag up to Crooklands for petrol and then an even longer one back down the A65 to MTC3 just west of Clapham. Clapham Common down through Gisburn contained all the usual NAMs and we didn't make any mistakes and felt better as we entered the Trough of Bowland. Now here Travis seemed to be inspired and we were one of only 8 crews to clean this section...I wasn't much help to Mark as I spent most of the section after the first big yump under the dash! In an attempt to create a dropper there was an intermediate control but this could usefully have been positioned a bit further up the Trough - a queue of cars after crews have just built up some momentum had caused the marshal a slight concern I believe. What the people out in campervans and tents for the night thought as we all hurtled past at full chat up towards the slot left onto Marshaw I do not know!

We had an interesting few miles following WayneLanders Rover 2000TC after Gisburn...it was certainly entertaining seeing it wallow over the bumps like a cross channel ferry in a heavy sea.... the modern cars are so much better in this respect but fair play to the crew as they beat us in the overall standings! The run down over Harris End fell and past Oakenclough was problem free but we were probably were a bit sluggish at the RC's just NW of Beacon Fell and then on the run into the finish I initially missed the slot onto Dandy Birks white with both issues resulting in a slightly lazy time for the last section.

Overall a good choice of route by GPMC, that was well marshalled and on a dry night, all made for a most enjoyable event. Thanks to Steve Kenyon and his team and no doubt more of the same next year. We were both pleased to finish with an unmarked and totally reliable car and the first novice award was a nice bonus on the night considering some of the issues emanating from the LH seat! Now off to the opticians and to ascertain if its my varifocals and/or I need a potti with a higher magnification.....the other conclusion is that this road rallying lark is far more of a challenge to the LH seat than the forest racing I have been doing recently! It is easy to understand how many ex top MN navigators etc. went on to have successful careers on the international scene...I certainly wont be!!

Regards



**Varty The ageing navigator. (Tony Vart : Clitheroe & DMC)  
Photos Courtesy of Duncan Littler**

# Mini Epynt Stages

We (Mark Jones) and my self, decided to do the Mini, after our suspension problems, cost us a top ten on the Manx National, the shockers had all been back for a check over and / or rebuild, to AVO engineering, we were told they were perfect again. Seeded down at 19, for some strange reason, we didn't grumble, with 30 second starts, we didn't expect to catch the car in front.

Heavy rain was forecast, and we weren't disappointed. When we looked out from the hotel windows, it was lashing it down, the Rain Dance had worked.

Mark is an excellent driver, in the dry, but shows a lot of the WRC drivers up in the wet.

SS1 using the Quarry road, turn right and past the tank, and left over the steps 5.5miles, two miles in we catch the car in front, Phil Jobson in his Mk1, does he pull over, does he f&ck, costing us ten seconds at least.

SS2 Dixies over the jumps, left at Llandellio'fan, past Burmah Rd, down the Hill Climb Rd, Four ways, and left at German Village, Marks not happy about losing time to the car in front.

We start the next stage behind a Darrian, and we pass him at Fourways, losing a couple of seconds, back to service, were lying third, seven seconds off leading!!!!

SS3&4 same as the first, were running car ten on the road, 12 seconds quicker on the first, but coming to the end of the 4th there's an oily smell in the car, Lg 3L 2R>4R /Bri

@Armco and the car is all over the road, at the stage finish, and back into service, car jacked up, bonnet off, and there's oil everywhere, one of the Remote canisters for the suspension has blown, game over. Looks like we will miss the ALMC in Ireland now, while we decide what route to go with the Shockers,

*Terry Martin : Clitheroe & DMC.*



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# Keith Frecker Memorial Weeton Stages



I went along to the Roskirk Stages at Weeton back in March and while having a look round the service area I came across an old friend, Mark Livesey. We chatted for a bit before he asked me if I had ever thought of co-driving, as he was looking for someone to jump in the silly seat with him for the Keith Frecker Memorial Stages at Weeton in June.

I didn't need a second invitation and jumped at the chance, so Mark put our entry in. No turning back now, I thought, time to learn the ropes!

I had already seen Preston Motorsport Club's page on Facebook, so I got in contact with them and went along to the meetings where there were some starter classes on rally navigation which proved a big help.

I talked to a lot of the members who had a vast amount of knowledge to help me in the co-driver's role. One of the navigation nights involved basic map navigation, stage rally timing and how to understand and use road books which proved a great help.

And so, the day of the Keith Frecker Stages came round and it wasn't the best night's sleep I have ever had prior to it!

I was wide awake at 3am and could not get back to sleep with the excitement of what lay ahead. Mark came round with the Micra on the car transporter and we set off to Weeton.

When we arrived at the service area we found it was packed out and we waited for the scrutineering to finish so we could set up our area. By the time we had set up, the drivers' briefing was going on and it was time for the start.

I marked on the road book all the corners to help me, as trying to work these out during the rally I thought would only lead to mistakes.

Getting into the car for the first time made me feel sick, not knowing what to expect.

We set off to the start line, Mark talked to me over the intercom, saying: "Everything will be okay, just try to enjoy the ride but get the notes right."

I counted down "5-4-3-2-1 go" and we were off!

I had not realised how fast a 1litre Micra could go and by the time I had called the second corner we were already on the third bend into the stage!

It was time to get my head in gear, I thought, and speed up the notes. On the second stage I was a bit more confident but my confidence was knocked back after losing my place and calling out a wrong note, making us broadside a massive cone.

As the day went on I got better with the note delivery, even adding notes on the road condition. By stage 8 I had cracked it and felt at home in the co-driver's seat, which showed with Mark putting in some great times.

We finished third in class which gave me my first trophy, but best of all Mark asked if I would co-drive for him again. It's safe to say I have now been properly bitten by the rallying bug and cannot wait for a chance to put on my overalls and helmet and get out again. Thanks Mark, for giving me the chance!



**Lee Birkenhead : Preston Motorsport Club**

# Kelso-A-Go-Go

## The Jim Clark

### Reivers Stage Rally

After my earlier foray up to Scotland for the Border Counties Rally in late March, it was only a matter of time before the land of the haggis once again sounded the clarion call and lured me back with her inestimable charms.

Thoughts of the borders and great Scottish icons such as Sir Walter Scott and Robbie Burns were put to one side as a date was duly set to participate in the Jim Clark Reivers Rally with young buck Colin Grant in his striking yellow and black Ford Escort Mark 2. What could be better?

I missed competing on the Granite City, the third round of the ARR Craib Scottish Rally Championship, as Colin had already got a co-driver, David Law, lined up for that one. But I was keen to get back in the silly seat in the forests, on pacenotes, and we agreed it would be rather good fun to have a bash on the Jim Clark Reivers.

We met on Kelso's Springwood Showground at about 5 o'clock on the Saturday afternoon. It was evident that Colin's dad, Norman, was in good spirits as his football team, Inverness Caledonian Thistle, had just beaten Falkirk to lift the Scottish Cup, 21 years after coming into existence. Nice one!

Colin, meanwhile, looked totally knackered and it became evident why when he told me he had risen at 4:30am to go off with his shotgun to try to down a stag. These Highlanders, they don't mess about, do they!

With an och, an aye and a noo, we took the car through noise and scrutineering before signing on. Colin was having a conversation with the chief scrutineer that totally baffled me. They might as well have been talking in Serbo-Croatian as I needed a translator – I couldn't make head or tail out of what they were saying to each other. Something to do with the MSA log book as the car originally came from Ireland and had been mistakenly put down as having a two-litre engine!

Anyway, I digress, no dramas there, the car sailed through scrutineering, we got signed on, I adjusted my watches to rally time (I own three now, nearly as many as Chris Williams LOL) and then I came back to rally HQ for a driver briefing just after 8pm.

Colin, meanwhile, went off to get an early night as he was totally pooped after his deer hunting session before towing the car on a five-and-a-half hour journey south to Kelso. Such is the life of a Highlander, one must presume, but being a common or garden townie from Preston, it was all a bit beyond me!

I was back at my digs, the magnificent Copper Tree Bed & Breakfast (proprietor the charming Christine Redpath: Tel 01573 228532 – plug, plug!!!) by 9pm and it was off to the land of nod by 11.30pm after a sundowner or two!!

The BBC weatherman got the forecast right and I awoke on the Sunday morning to the sound of violent winds – and it was just the same outside the bedroom window! – plus torrential rain. I just knew somewhere deep in my soul that we were in for a testing day the moment I set foot out of the guesthouse.

Over breakfast I idled a few minutes away in the delightful company of Donald Brooker and his daughter Rachel, who were seeded four cars behind us in a BMW Series One. Sadly they were to go out of the rally on SS4, only a couple of hundred yards from the flying finish, ending up on their side off to the left of the forest track. Unlucky Donald, and I do hope the car is okay!

Back to the rally and the organisers had laid on 43.5 miles of forest stages in the Kielder complex using Ogre Hill, Rookan, Harwood, Sidwood and Comb, with the final stage being the sting in the tail at 12.3 miles.

For once I was in a stage car with a windscreen that had a heater – the luxury of it all! And joking apart, we needed it on the day, as the weather was a real mixed bag of squally showers and brilliant late May sunshine.

We had an hour's run-out from Kelso to the first stage of the day at Ogre Hill and it was a case of getting used to the car with a new gearbox which, unfortunately, proved to be an absolute swine to select gear with.





## **Jim Clark**

### **Reivers Rally**

**Continued from Page 28**

The gearbox issues played a big part as we set a disappointing opening time of 8 mins: 33 seconds – fourth in class, 27 seconds slower than Class Four aces Alex Curran and Heather Grisedale (Vauxhall Corsa), and seven seconds slower than Barry Lindsay (Peugeot 206) and Trevor Gamble from Whickham in a Ford Puma Super 1600, who each registered a time of 8:26.

My pace note delivery had been bang on the money, according to Colin, and he was ready to step it up a gear and commit himself a little more on stage two.

SS2 Rookan, though, brought a similarly disappointing stage time as we registered 7mins 18secs, two seconds slower than Mr Lindsay, three seconds slower than Mr Gamble and a whopping 28 seconds slower than Mr Curran, who definitely needs to eat more pies and slow down a bit!

Colin was complaining about the difficulty in selecting gears and he had to be extra deliberate about it, which was killing us time-wise.

After stage two it was time for a regroup and service and as we left SF2 we knew something was seriously wrong with the car as a bad vibration rattled through the gearstick and we could smell gearbox oil in the car.

At the regroup point Colin had a quick look under the Escort and confirmed that gearbox oil was spewing out of the casing and he suspected the casing had, in fact, cracked. Not good. There was every chance of an early bath.

We got to service, having alerted Normski to get his overalls on and get the jack ready, and luckily we found the casing had not cracked but the box had lost most of the oil. The presumption was that using thinner gearbox oil had not agreed with the old girl and the oil had found a way out of the casing.

We needed every minute and more of our 50 minutes for service and finally got out of the out control five minutes later than scheduled, dropping us slightly down the running order. At least we were still in the rally.

As we queued for the start of stage three in Harwood I felt it was time to deliver a short but succinct pep talk. I said something along the lines of: "If we are going down, let's go down all guns blazing, let's give it a proper crack." Colin agreed with that sentiment and set off into the stage like a man possessed. This was more like it.

Driving beautifully and fully committed, Colin got properly on the pace and recorded a time of 11:56, five seconds faster than Barry Lindsay, only four seconds slower than Alex Curran and 31 seconds faster than Mr Gamble. Grinning like a madman and sweating like a horse at the flying finish, he now knew that this was the kind of tempo we needed to maintain. As we drove to the start of SS4 Sidwood, I told Colin, "I want two more stages like that out of you. Deliver them and we are in with a shout of second in class."

We both knew we needed to up the ante in Sidwood and some 'gentle encouragement' was required, with me barking at Colin to keep his foot in, particularly on crests that were straight, even if blind, and on left twos and right threes. The car was handling like a dream, the brakes were working and I was cowering in the footwell!

Fair play to the lad. He did what was asked and it was the most enjoyable stage of the rally as we really kept the hammer down and must have really entertained the spectators. Colin set the fastest time for Class 4 in Sidwood, posting a time of 8:31, two seconds faster than Mr Curran, six seconds faster than Barry Lindsay and 21 seconds faster than Trevor Gamble.

It meant with one stage remaining that we now held a two-second lead over Barry Lindsay in the battle for second in class. We really had the bit between our teeth, we were buzzing, the adrenalin was pumping and I said to Colin, "Come on, one last push in here. Let's try to leave Kelso tonight with some silverware".

And that's sadly where it all went tits up ... and annoyingly due to events totally beyond our control. That sometimes marvellous and sometimes irritating phrase, *force majeure*, comes to mind.

A car had gone off in SS5 Comb, meaning that Messrs Curran and Lindsay were given notional times of 13 minutes and five seconds each. The crashed car was removed and after a delay of more than an hour back at the start, we got to go through the stage competitively, recording a time of 13 mins and 33 seconds over the 12.3 miles. Or was it really 13 minutes 15 seconds?



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## **Jim Clark Reivers Rally**

*Continued from Page 29*

For reasons unknown to me, there was a lengthy delay at the finish control and we originally heard a radio crew put through a time of 13 mins 15 seconds for car 47, us, before it was amended to 13 minutes 33 seconds.

Now I still haven't got to the bottom of that one yet, but even so it would not have given us enough time in hand to see off Barry Lindsay and take second in class on the day, as it would still have left us eight seconds adrift of him on his notional time. I still think the delay took the edge off Colin a little, as he admitted he was 'in and out' on the stage. Not to worry, there is always next time.

But by eck, we enjoyed trying to beat my old mucker Barry Lindsay, who is no mean yardstick to aim for, and who knows what the result would have been had he had to run through the stage and set a legitimate time on his own merits? By his own admission he was experiencing some electrical problems in his car but hey, that's rallying and we will never know what might have been.

All I know is that Colin Grant pulled his tripe out after service and I felt we were really starting to gel as a crew.

There are many positives to take away from the Jim Clark Reivers from his point of view, and mine.

Colin is only 23, it was only his fourth event in the Escort, it was the first time he had set a fastest time in class as a driver, and he now knows that his car is capable of setting class-winning times. Now he just needs to stay committed and trust the notes. It requires plenty of bottle and big beetroots!!! As I said to my missus on the dog and bone as we drove back to the final MTC back at Kelso, Colin's beetroots had grown a little that day!

The end result was third in class on the day but second in class in the ARR Craib Scottish Championship. It means after four rounds, the halfway point in the championship, Colin is second in class. In the individual two-wheel drive overall standings Colin is up to fifth place, not too shabby at all. And he is getting better every time he gets into the car.

At this point it would be rude not to thank the sponsors who have helped Colin get this far. Thank you to Ross-shire Engineering, Artspring health and safety specialists, Tervet Plant Hire, SJS Timber, Broadley Timber Harvesting and Yvonne's Hair Salon of Beaulieu. Thank you, your generosity has made a big difference but if you can spare a few more shillings, we could do with some more sponsorship money from somewhere to see the season out. Back to the Scottish Championship and a big thank you also to the organisers of the Jim Clark Reivers and the hardy band of marshals who stood out in horrific weather all day, on the day. I will even forgive Bob Milloy for taking the piss out of me on the start line, saying I was an old bugger! Almost entirely correct Bob, but you forgot to insert the adjective, grumpy!

Personally, I haven't registered for the co-drivers side of things north of the border because I am having to dip in and out of the series. I missed the Snowman and the Granite City. We will most likely miss the RSAC Scottish Rally unless a mystery benefactor heroically emerges!

And I will not be around for the Merrick Stages in September as I will be on holiday with Mrs Barnes in New York, holding good on a promise I made to her NINE years ago before deciding to embark on my mid-life crisis of building a tarmac stage car.

Chances are I will also miss the McRae Forest Stages because marvellous Mull happens the following week, although I could be there if asked nicely!

Talking of the old girl, no, not the love of my life but Colin's Escort, for now there is much work to do on the car. Those gearbox gremlins need ironing out for sure.

It is more likely that the Speyside Stages will be Colin's next outing on August 1 and I will hopefully be in the car alongside him to try to keep him honest.

All I know is that I am thoroughly enjoying rallying with the young charger and loving life in the forests, on pace notes. It really is a refreshing experience, being in the woods, really great fun.

In fact, I would go so far as to say that it is almost as good as road rallying! Well ... almost!!!!

### **Top 5 Overall on Jim Clark Reivers**

M Faulkner – P Foy;	Mitsubishi Lancer Evo	42:06
P Taylor - A Roughead;	Ford Focus WRC	42:12
J Armstrong – P Swinscoe;	Subaru Impreza	42:27
P Stephenson – I Windress;	Ford Focus WRC	43:02
M Robinson – K Baker;	Ford Fiesta	43:38

***Alan Barnes : Preston Motorsport Club***



**Wigton MC**  
**Lake District Classic Rally**  
 and the  
**Lake District Targa Rally**  
 28<sup>th</sup> June 2015

Sunday afternoon following the G&PMC Memorial Rally I get a phone call from Ian Dixon. "I need a navigator for the Lakeland Classic. Are you free?" I check the Calendar and say yes. My son sees me writing the event on the Calendar and pipes up "Oy. You're running me to Manchester Airport at 10 on that day!" Quick reply from me "I might have been but I am not now. I am doing the Lakeland Classic. You will have to catch the train"

Tuesday following the Memorial I then get a phone call from my eldest daughter "Following my 40th birthday party on Saturday the 27th of June. Can you have Freddie (My Grandson) to stay. We will be pretty zonked out after the party and you wont be staying late will you?. And we will pick him up Sunday afternoon". Party! What party? I had not written that on the calendar either. Lots of pleading and my sister in law agrees to stay the weekend at my house and look after grandson on the Sunday . Still going Rallying.

Saturday before the Rally and I get a phone call from work "The job on Monday to Banbury has been cancelled so can you set off on Sunday and go to Hastings instead?" the polite answer is NO but I can go Monday and come back Tuesday if that's OK (*Not what I actually said but near enough*). Half an hour later its confirmed that I am off to Hastings on Monday.

Still going Rallying.

Later on Saturday I get a NESCR0 update from Bob Hargreaves and discover that my ride (Ian Dixon) is lying in second position behind his brother-in-law in the NESCR0 Championship. No pressure then! Saturday night and off to the Daughters Party. She was born in 1975 and we have been told we have to go in '70's gear. Not much of a problem for me (other than the expanding waistline and where are my platform shoes?) I still have a wardrobe full of stuff from then.

Tell the Sister-in-Law and Grandson that we will have to get away at 10pm - I have to get up early 'cause I am going Rallying. Eventually get home at 2pm. Its going to a struggle to get up in the morning at 6am.

Get to Truckhaven in Penrith (Start Venue) for 7:15 and have breakfast with Ian Dixon. The car is well sorted and the Left hand side of the cockpit is a dream. Everything you want within easy reach with plenty of storage for maps and clipboards, pencils, pens, highlighters - you name it and its exactly where you want it. Turns out Ian used to work for Brittish Leyland Competition dept in Abingdon and had spent 2 years building the car from a shell upwards. And a very fine job he has made of it too. Goes like stink, handles well and even stops despite having original brakes, although it does have racing pads and fluid.

Scrutineering & noise done and we get the route instructions. Easy Peasy : only 32 Map References to plot and an hour and a half to do it in. 19 Tests, No Regularity and just 2 maps (90 & 91) Total Mileage 65

*Continued on Page 32*



*Photo courtesy of Keith Thomas*

*Photos below courtesy of Tony North*





## Lakeland Classic & Targa Rally

### Continued from Page 31

First test is at the Start Venue at Penrith Truckstop. A fast flowing test but its up and down the roadways between an endless amount of parked up A.W.Jenkinson Articulated trucks. Get it wrong and hit one of those and its rally over and a big bill from Jenks.

Out of Truckstop and on to the A66 to Rheghed round the roundabout and head back down the other side of the dual carriageway to Tests 2 & 3 at Penrith Auction Mart. When organisers of Classic Rallies give you Test Diagrams they always state that they are 'Not to Scale. Test 2 is certainly not. On paper it looks big and simple. In truth it is tight and far from simple with the addition that the first corner is shown as a 90° left followed by a 90° right. Both corners are hairpins not 90°s and the test area is tight making it hard to tell one cone from another. The finish Marshal (Paul Gillighan : see Inside the Industry page 59) tells me that 1/4 of the crews got a wrong test here.

Test 3 is still at the Auction Mart but a far longer and flowing test, however we dont see a cone and do a 180°R round the wrong one and get a Wrong Test.

Test 4 is round one of Paul Birds Chicken factories near Lanwathby and we almost miss going round a cone near the finish (bloody 'not to scale' again) Test 5 is another of Mr.Birds chicken factories : no problems on this one. Test 6 is yet another of Mr. Birds and Ian either isn't listening or I am not shouting loud enough but he ignores my repeated instructions, misses out a cone and another wrong test. Test 7 is a re-run of Test 4 with no problems other than the car overheating and running rough and Ian trying to add an extra cone or two to a slalem.

Test 8 is a cracker, loved it. Fast and easy to see the cones. Running rough seems to have gone away.

Test 9 and we are warned that in one corner the farmer has been moving 'muck' and to watch out its very slippy. Must have dried up a lot since they set the test up and we got there. We back off on approach and then it wont go round on the handbrake and we have to do a 3 point turn.

Tests 10 & 11 are re-runs of Tests 2 & 3 at the Auction Mart. Spot on this time : no Wrong Tests and then its back to Truckstop for a repeat of Test 1 & then Lunch. Ian tries to get extra value for money by going the wrong way and doubling up on the slaloms but I manage to stop him in time but we are slower than the morning run.

Lunch over and back to the Auction Mart for the 3rd run of Tests 2 & 3. Should know it by now! 6 secs faster on Test 13 (T3) and on Test 14 (4) we are going like a train. So much so that we slide over the Stop Astride line and incur a 10sec penalty. Bugger!

Test 15 is a rerun of Test 8 (they one I loved) Love it even more the second time around and take 4 secs off our earlier time.

Test 16 and 18 are at Waters Farm with Test 17 being a test at British steels Quarry at Shap. Good run on all three of these but once again the Farmer had been moving 'Muck' and it was very slippy through the farmyard and on the exit road up to the quarry. We were well sideways all the way up that road.

Test 17 was the final test and it was back at Truckstop. This time the route had been changed from those run earlier and was a little more taxing in both driving and calling the turns.

All in all (despite the wrong tests) a cracking good day out. A very well organised slick event with some brilliant tests and a super drive from Ian. Loved it a lot.

**Maurice Ellison : Clitheroe & DMC**  
**Photos courtesy of Tony North**





**Wigton MC**  
**Lake District Classic Rally**  
 and the  
**Lake District Targa Rally**  
 28<sup>th</sup> June 2015

The Wigton Motor Club's Lake District Classic Rally was run in bright and sunny conditions and John Bertram shone equally brightly, taking his Ford Escort MK1 to a dominant victory, the Berwick driver setting fastest time on 13 of the events 19 tests and enjoying a day long lead with the chasing pack led by the neatly driven MG Midget of Colin Rose/ Bob Shearer.

The Lake District classic has enjoyed something of a renaissance in recent years under the capable direction of the experienced David Agnew and Ron Palmer and the y were rewarded with a cracking 43 car entry turning up at the Penrith Truckstop start venue. As ever, this was the venue for the opening test, the cars hurtling around between the lines of Volvo and Scania trucks. Bertram gave early notice that he was the man to beat, quickest on this opener from Mike Dent/ Ian Lawman ( Imp) and Dave Marsden/Mike Garstang who were debuting their MK1 Escort after competing in the well known MK1 Cortina for the last 16 seasons.

Two tests at the large Penrith Auction Mart saw Bertram set the pace, although Rose and Daryl Staniforth ( Cooper S ) equalled his time on the first one. These long tests required a good deal of concentration and saw quite a number go astray, no fewer than 16 drivers getting it wrong, including Dent whose double error was to prove expensive.

Dent was back in the groove on the following test at Birds Poultry Farm, just ahead of Rose and this duo shared the honours on the first of the tests at Winskill Mill, the second one going to Marsden/ Garstang. Joe Hardy/ Doreen Sunter retired their MK1 Escort here when a blown manifold gasket ended their day and the SAAB 96 of David Heirs/ Jeremy Wickins went no further, the gearbox having cried enough.

A visit to the former WW2 tank parking lot at Highfield saw Bertram set what was to be the first of a run of 9 consecutive fastest times and he returned to the Truckstop lunch halt in the lead, albeit only 10 seconds up on Rose with Staniforth another half minute in arrears. Dent arrived complaining of fuel surge, David Scott Aiton was a worried man, his Avenger having lost all it's brake fluid, John Fenwick spent a considerable time underneath his Volvo 122S investigating a faulty steering idler arm and the hard driven Rover 2000 of Barnes/ Shelley was retired.

The afternoon session opened with a return visit to the Auction Mart for two tests where Bertram again set the pace although he was matched by Staniforth, John Sloan ( MG Midget) and Rose on the first one. Always a highlight of the Lake District event is the run through Waters Farm and this year it featured twice, with a test in the very dusty Hardondale Quarry in between. The first run saw Marsden/ Garstang blitz the entire field, a massive 40 seconds quicker than the next car, the Lancia Fulvia of Stephen & David Byrne. Staniforth was extremely lucky to survive a lurid 360 degree spin and Dent got out of phase, a visit to the scenery resulting in a radically modified rear silencer.

Dent and Rose shared the honours, somehow fining a way through the clinging dust in Hardondale but Staniforth, perhaps unsettled by his trauma on the previous test, got it all wrong and incurred a maximum. The return visit to Waters Farm saw the Ruddock/ Carruthers Viva edge out Bertram/Fish who signed off with yet another quickest time on the final test back at the Truckstop to cement a fine victory.

#### Results :-

1. John Bertram/ Andrew Fish	Ford Escort MK1	1120
2. Colin Rose/ Bob Shearer	MG Midget	1141
3. Dave Marsden / Mike Garstang	Ford Escort MK1	1213
4. Brian Hodgson/ Stuart Egglestone	Hillman Imp	1249
5=. Daryl & Nicky Staniforth	Morris Cooper S	1256
5=. Stephen & David Byrne	Lancia Fulvia	1256
7. Terry & Maureen Dixon	Austin Mini 1300	1266
8. David Alexander/ Mark Humphries	Vauxhall Viva HB	1274
9. Stephen & Callum Douglas	MGB GT	1307
10. Meil & Jamie Morrison	BMW 2002ti	1328

**Classes** : H1. John & Andrew Park ( Austin Healey Sprite) 1408, H3. Daryl& Nicky Staniforth, H4. John Fenwick/ Doug Carmichael ( Volvo 122S) 1612, H5. Hodgson/ Eggleston H6. Marsden/ Garstang, C2. David Short/ Roy Heath ( Ford Escort) 1428, Targa Rally, 1. John & Abi Ruddock 1179.



# Altratech 061 Road Rally



I thought I'd convinced Mark that it would be unwise to take a standard road car, albeit with a sump guard, down the type of Derbyshire whites usually found on the route of the 061. However, buoyed by a decent result on the Primrose, he was as keen as ever to get out again. The regs say "4 miles of un-surfaced road", which is not a vast distance and probably survivable in the Clio. A quick exchange of e-mails with the organisers, explaining that we were in a standard car, assured me that there was really only one rough bit towards the end of less than a mile long.

Every day is a school day, and now I know what a Derbyshire rally organiser defines as "not rough". It definitely doesn't match with my or Mark's definition. Neither does their definition of "4 miles" or "un-surfaced road".

In the right car, the Derbyshire whites are bags of fun, if that's your thing. We were simply in the wrong car. That said, we survived – just. The last "rough" white was barely traversable in the Clio and remarkably that's where we picked up the only puncture of the night. MJ wanted to stop and change the wheel, but we had lost so much time, partly due to brain fade and the crap eyesight of yours truly on the tricky last section, but a lot due to being slow on the whites, I wasn't sure if we would make to the final MTC within OTL and we had to limp back to the finish with a flat. I don't remember seeing anywhere that lateness at the end had been extended. This would have been helpful.

As for the route, I can't really say where it went. I usually have to refer back to the route drawn on my maps when writing these reports, but the plot and bash navigation was such that most of the time I didn't bother to get the route on the map since I was always having to simply give Mark the next junction and there was no point. Having said that I think we found most of it, some of the rougher whites aside, enjoyably challenging.

Similarly challenging was the navigation, and fair play to those at the top end of the results. There are some sharp minds sat in those left hand seats. I can't say I'm a big fan of the pre-printed, London road book type system. It's a nice idea to save the navigators buying a couple of maps, but the paper's too shiny, reflects in your head torch while your plotting and you need just the right pen to write on it – which is one reason I chose to remember the route as I went along rather than draw it on the map. Having said all that, we do it for the challenge which is why we always seem to come back for more.

Most of the time we went the right way - apart from the aforementioned tricky section towards the end. I was convinced that the navigation didn't work and it was really luck that got us on the right road in the end. Having checked it later, it turns out that my ageing eyesight (and probably tiredness) was really at fault and the instructions were fine.

It's obviously a young man's game! That said, we weren't the only ones who appeared to be struggling and I hope that no PR issues were caused by folk, including us, visiting built up areas we should have been avoiding.

Apart from the puncture and a wander around bits of Derbyshire that weren't on the route approved by the MSA, the night was largely uneventful. It was interesting to see different cars in front of us at various controls, some that should have been behind us and some that should have been way in front. At the time it was difficult to know whether to be encouraged or deflated, but we soldiered on.

We must apologise for holding several crews up on the whites, especially that last one. Whilst we were technically classed as Masters (yeah, right!) I did ask the organisers to seed us reasonably far back so we didn't significantly affect any results. On that note, the seeding was almost spot-on – Car 24, finished 23<sup>rd</sup>.

I have to say a big well done to MJ for guiding the Clio down those whites as quickly as was reasonably possible, there was a fair bit of skill involved. He tells me he enjoyed it, but it didn't sound like that as we were bouncing down one pot-hole strewn bit of Derbyshire after another!

Thanks to the organising team and everyone involved in the event. As is always the case with Stockport, the quality of the organisation and the paperwork was first class. Thanks also to all the marshals and I hope we remembered to thank you all as we went round, despite probably arriving at every control with a frazzled brain and like we'd just spent 10 minutes on a bouncy castle.

If you like your whites a bit on the rough side and plenty of 'em this is the event for you.

If it's (mostly) smooth tarmac you're after, here's my shameless plug for The Clitheronian Rally – 100% on surfaced roads, maps 98 and 103, 26/27 September. Regs will be out in July.

Thanks again to Stockport 061 for another Altratech 061 rally and I'm sure we'll be back next year – in the right car this time!

**Mark Johnson/Steve Butler – Car 24**

***Steve Butler – from the left hand seat of the bouncy Clio : (Clitheroe & DMC)***



# Memories are made of this . . . .

*The 5 Black & White Photos : Chris Ellison*

*The 2 Colour Photos :*

*Neil Johnson : Lancashire Telegraph*

Whilst Memories may be made of this, the problem is (other than the bottom left : 6) I don't know who, where, when or which events for the other 6.

I can recognise Dave Scaife (2) as the driver of the droop snout RS 2000 going through the ford and it's probably John (Dunn) Thompson (father of Russ) in No.4 but after that the old grey matter is failing me.

Anyone out there who can help?

They are all taken somewhere in the North West



**Brian O'Conner : Oulton Park 2002**



1st O/A Gavin Hutchings Nova GSI



**Myerscough  
College**  
Providing opportunities for all



## Myerscough College Open Day PCA

Every year Myerscough College runs an Open Day in June. This event attracts over 20,000 visitors. For the past three years Clitheroe & DMC have staged a PCA on the Stumble Inn Car Park at the open day. At last years event passenger rides were offered to the visitors to the show. Such was the success of the Passenger rides that it was decided to do it all again this year and 148 people took up the offer (some enjoying it so much that they kept coming back for more). In the PCA Gavin Hutchings took 1st O/A with a very controlled and tidy display. 2nd O/A was last years winner Phil Clegg in his Haynes. Phils driving style is certainly more flamboyant and he kept the crowds entertained with plenty of sideways action. Miles Gleave in his Rally Peugeot 205 came 3rd. Miles is using his 205 on next weeks G&PMCs Memorial Rally and I hope he does not regret using his car for this event. Lots of interest was shown in getting involved in motorsport and GoMotor-sport leaflets & CDMC membership forms were in danger of running out As now seems the norm for this event the weather gods smiled on us and we all enjoyed a day of glorious sunshine

More photos of Myerscough Open Day on Page 30

## Results

1.	Gavin Hutchings	Nova	10:25:2
2.	Phil Clegg	Haynes	10:33:8
3.	Miles Gleave	205	10:40:2
4.	David Moss	Corsa	10:43:4
5.	Steve Lewis	MG	11:10:3
6.	Craig Shooter	205	11:20:0
7.	Dan Fox	306	11:38:6
8.	Nathan Gower	Seat	11:40:3
9.	Martin Whittaker	Fiesta	11:41:1
10.	Conner Stapleton	Renault	11:51:2
11.	Matt Cookson	Saxo	11:53:9
12.	Daniel Barker	MG	12:00:9
13.	Dan Sedgwick	207	13:27:8
14.	Ayrton Harrison	Micra	15:36:8
15.	Robert Grimshaw	205	17:31:0
16.	Steve Cotton	306	24:04:5
17.	Dave Whittaker	Micra	24:19:9
18.	Rob Cotton	306	25:23:4
19.	Sam Ambler	Saxo	25:35:2
20.	Ryan Sweeting	Saxo	25:45:6
21.	Dan Curwen	306	30:00:0
22.	Mat Kiziuk	Clio	30:00:0





## Garth Tyres & Auto Services Mid Summer Stages Rally Caerwent

15-year-old Tommi Meadows took fifth overall of 14 junior competitors of Round 5 of the ultra-competitive Junior 1000 championship, held at Caerwent Military Base in South West Wales.

The Bowland High School pupil was feeling laid back going into this rally, which is well known for being a 'car breaker' due to unforgiving kerbs lining the narrow roads, which made up the six 10 mile stages for the day.

Meadows and co-driver Ian Oakey carried their consistent pace from the previous round where they took second overall, into round 5. The pair were sitting comfortably just outside the top five after the first 3 stages, however Tommi was just happy to still be in the event after a scare towards the end of stage one.

'The first stage was going well, although I was very weary of the notorious kerbs. Next thing, about 3 miles from the end we ran slightly wide on a tight hairpin left and smacked a kerb with the front right corner. We were very lucky to get away with nothing but a cracked wheel, as the kerbs here have been known to rip off whole wheels!' he explained.

The second half of the rally saw a big push from the crew be rewarded with a step up to take fifth overall in the event, allowing Tommi to conserve his 2nd overall position in the championship, of 23 registered competitors.

'I am just glad that we managed to finish this event,' said a chuffed Tommi Meadows, 'a top five is a good result for us in an underpowered car, but the best thing is that there is minimal damage to repair before the next rally in Scotland in August.'

'I'd like to thank all of my sponsors for their support, it really is appreciated and helps a lot. I am currently building a new car for the national forest rally championship when I turn 17, so I am unsure what we will do after the next rally. Rallying one car whilst building another one is quite extravagant!' added Tommi.

Meadows now sits second overall in the Junior 1000 Championship, behind Nottinghamshire's Charlie Barlow, who has taken a commanding lead.

**Tommi Meadows : Clitheroe & DMC**

## Daughter to Dad ...

### TEXTING Communication in today's Generation

Daddy, I am coming home to get married soon.

Get out your check book. LOL

I'm in love with a boy who is far away from me. I am in Australia, and he lives in Scotland. We met on a dating website, became friends on Facebook, had long chats on Whatsapp, he proposed to me on Skype, and now we've had two months of relationship through Viber.

My beloved and favourite Dad, I need your blessing, good wishes, and a really big wedding."

Lots of love and thanks,

Your favourite daughter,

Lilly

## Dads reply ....

### also by texting

My Dear Lilly:

Like Wow! Really? Cool!

Whatever.....,

I suggest you two get married on Twitter, have fun on Tango, buy your kids on Amazon, and pay for it all through Paypal.

And when you get fed up with this new husband, sell him on Ebay.

L.O.L. (lots of love),

Daddy



## Keith Frecker Memorial Weeton Stages

Clitheroe teenager Tommi Meadows has kick-started his Junior 1000 Rally Championship campaign this weekend, defying the odds to take his first podium finish at Weeton Barracks near Blackpool.

The 15-year-old, accompanied by regular co-driver Ian Oakey from Settle, approached this rally eager to secure a good result after having had poor luck in the ultra-competitive championship up until now.

As is becoming a regular occurrence, the pair began the 55 mile event setting some promising times which put them in 5th overall of 12 juniors. Weeton is a challenging venue, which incorporates a variety of long straights and narrow, twisty roads coupled with large kerbs to keep all drivers on their toes.

'After not achieving the results I would have liked to have done so far this year, I knew that this weekend would be important if I want to seriously challenge for a top three in the championship this season,' said the Bowland High School pupil. 'Our early pace was good, however we were dropping a couple of seconds per stage to the top 3 competitors. I always anticipated this due to the power difference between my car and theirs, but I knew that if I had a clean rally then I could move further up the leader board - Weeton is a very demanding venue so I was hoping people ahead would make mistakes'.

The afternoon stages brought great change to the top of the junior field, with 2nd overall Ed Fossey being excluded from the rally, 3rd overall Zak Hughes blowing the engine of his Citroen C1 and Gloucestershire driver Will Butler hitting a kerb causing a puncture and loss of time. Throughout these dramas, Tommi kept a cool head and managed to carry on setting a good pace whilst not making any mistakes to end the rally in second overall.

'This afternoon has been really difficult because I didn't want to make any mistakes and lose the position, but I couldn't back off and risk dropping down the leader board again. It's an awesome feeling to take my first podium finish, especially on my local rally! The only problem is that it's left me wanting even more!'

'I'd like to say a big thank you to A-Frame Engineering, Sagar Insurances, Proflex Shock Absorbers, TAROX Brakes, Cybox Exhausts, Fuchs Lubricants and my parents for all their support.'

**Tommi Meadows : Clitheroe & DMC**



**Myerscough College**  
Providing opportunities for all





## Keith Frecker Memorial Weeton Stages

16yr old co driver and Under 17mc North West club member Callum Young competed on only his 3rd event at Weeton Army Camp on Sunday the 7th June . Having only done 2 events at 3 sisters in the last 2 yrs he decided to step it up a level . With his Dad not entering the event in his Micra a chance opportunity came along in the form of Andy Hulme who asked Callum to sit in the co drivers seat in his 1.9 Peugeot 205 .

After scrutineering and documentation was complete they set off for Stage 1 which was nice and steady , Stage 2 was a lot quicker 16 seconds to be exact and a good run was expected for the rest of the day with both Driver & Co-driver getting to grips with the venue and each other .

Stage 3 started and half way through they snapped a driveshaft it was a disappointment as they had worked their way upto 25th overall . They were recovered after Stage 4 where the service crew managed to change the shaft and get them out for stage 6 but with 3 maximums they were right at the back of the field .

The plan was now to go out enjoy the venue and get some miles in the car . They had some good runs for the rest of the day and finished 30th overall . Callum was very happy with the performance and said he was now looking forward to more events .

This has now put Callum 12th overall in the ANWCC stage rally championship and 3rd Novice .



## Late Spin Costs Bird Win In Barbados

Paul Bird's incredible run of bad luck this season continued when his hopes of a third victory at Sol Rally Barbados were dashed when a spin late on cost him the win.

Driving the Frank Bird Poultry, Rubis Petroleum and Cockspur Rum-backed and Dom Buckley IRS-prepared Ford Focus WRC08 he was sharing with regular Welsh co driver Aled Davies, the former National rally champion was hoping to put the disappointment of last year's retirement behind him when he was going for a third successive victory on the Caribbean island.

The Cumbrian British Superbike team owner followed up his third place in the previous weekend's LIME King of the Hill event with a great performance throughout the three-day rally where he was dicing against not only the local Caribbean regulars, but World Rally Championship stalwarts including double European champion Simon Jean-Joseph from France and Finn Toni Gardemeister. Second to the Frenchman by 0.2 seconds after leading the rally following the opening two stages, Bird continued his charge throughout Saturday and at the end of day two, Bird held onto second place by a mere 1.5 seconds from Jamaican Jeffrey Panton with Jean-Joseph in third a slender 5.4 seconds further back.

Right up until the final stages, there was nothing to choose between Panton, Bird and Jean-Joseph and just as it looked as victory might be in sight for Bird, a spin and a stall on SS19 dropped him ten seconds which was enough to drop them to third overall. Despite not winning, the result maintained Bird's incredible run of podium finishes on the event.

Paul Bird: *"With such quality opposition, I was having to drive to the maximum but we had everything under control. There was very little in it all rally long and just one mistake would be crucial and so it proved. Whilst I'm naturally disappointed, I can't complain too much when you look at the competition which was stronger than normal this year. At some point our bad luck will desert us but thanks to Rubis and Cockspur as well as all our other sponsors, we'll be back to fight again next year. Well done to Jeffrey, the best man won and it was an honour to battle with a legend such as Simon too."*





# Lymm Autotest / Autosolo

## Family Fun at Father's Day Event.

There was a real family atmosphere at the CSMA NW Motor Club autotest and autosolo on Father's Day. The event at Lymm Services was fully subscribed and attracted competitors from clubs across England and Wales. Sons and daughters indulged their dads passion for motorsport on this special day - there was even time for a bit of friendly competition; dads were allowed to win on this occasion ! Hazel Johnson didn't get that memo and put in a valiant drive in the Mini Special, however Dad Stephen was supreme and took the honours in the National 'B' autotest class. There were class wins for Louis Baines (Peugeot 106) , David Tudor (Citroen Saxo), Kevin Hardwick (Peugeot 305) and John North (VW Passat) in the National 'B' autosolo and Jonny Baines (Renault Clio), David Moss (Vauxhall Corsa), Martin Self (Proton Coupe), David Bennett (Nissan Micra) and Zack Bond (Honda Civic) in the Clubman's autosolo. Alex Tait took the overall PCA win and James Williams took first in class (James would of course have beaten his Dads times had he not had to carry him as ballast in the PCA class ! ) And congratulations to 16 year old James Beamish who got his first PCA drive with his Dad Martin in the passenger seat, just days after sitting his last GCSE exam.

Stephen Kennell was a popular overall winner in the Reliant Scimitar. Stephen thanked the event organisers for a well-run and enjoyable day. For those who haven't entered an Autosolo before, the event consist of all forwards timed tests on a hard surface. Although there is no passenger Autosolo's are not a memory contest as numbers and markers help you find your way around.

If you fancy a try the next event is hosted by the Under 17 Motor Club (North West) at Blackburn Services, M65 J4 on 19 July. Regs are available on the ANWCC and SD34 websites.

*Tracy Smith (Accrington MSC)*



## Wigton MC Grass Autotest Tuesday 23rd June

Wigton MCs autotest on Tuesday at Chris Hunters Whins Farm Near Workinton.

Dave Agnew was in Porsche, I did it in and old Micra which was an MOT failure but was quite good to do the tests in as handbrake was good.

I had a bit of brain fade a couple of times and nearly went into wrong garage etc but recovered just in time

*Keith Thomas*



## West Cumbria Motorsport Clubs Combined A/T & PCT

Winner of West Cumbria Motorsport Clubs combined Autotest/ production car trial at Branthwaite was Steve Skelton seen here with organiser Chris Hunter.

The event was really well organised and 6 separate tests were laid out in a field belonging to M Sport boss Malcolm Wilsons family

Held on a Monday evening it attracted a fair number of spectators amongst which were 6 visiting Austin 7s from Devon and Cornwall Austin 7 club.





# My Mistress for 29 years....

I've been having an affair for the last 29 years, it's taken us all over the country and together we've found many secluded spots to indulge our passion. It's not always been a harmonious relationship, especially if the other half has forgotten to note something down but on the whole we've always got on. They've also got this clever trick of keeping youthful without the use of Botox... so to put it on record, Ordnance Survey maps I love you and always will...

I have perhaps what one would describe as an unhealthy interest in maps, to me the day when forest rallying moved from being map based to notes was really a big shame, but I'm realistic enough to realise time moves on.

However maps are still (and I hope always will be) the tools of the trade for a road rally navigator and all the better for it in my opinion.

My affair began as an 8 year old in cub scouts, being taught how to read a map by our instructor (who also happened to be my dad). I can still hear his mantra of 'along the hall and up the stairs' in regards to plotting references ringing in my ears, along with 'Never, Eat, Shredded, Wheat' for the Compass points. (I have stuck to the avoidance of Shredded Wheat I may add)

The added bonus of dad doing this instruction was that on the way home, safely ensconced in his 1600cc Sunbeam I would read the road on the map, getting a feel for distance and corner severity.

Obviously the natural progression was into navigating and indeed that's where I ended up around the age of 19...I'd never profess to be the best (far from it) but those years have no doubt helped.

But why do I love maps, well people swear by modern tools such as Google Earth as it gives '3D' views etc, but for me a map does the same thing. When I spread a map out in front of me, it comes alive in my hands. The mountains come up and out of the map at me, the valleys drop away, you can envisage that river meandering it's gurgling way through the forest at spot height 286 and then if it all gets too much you could stop for a swift drink at the Pub at 1863.5 7274.8 (if it's still in business).

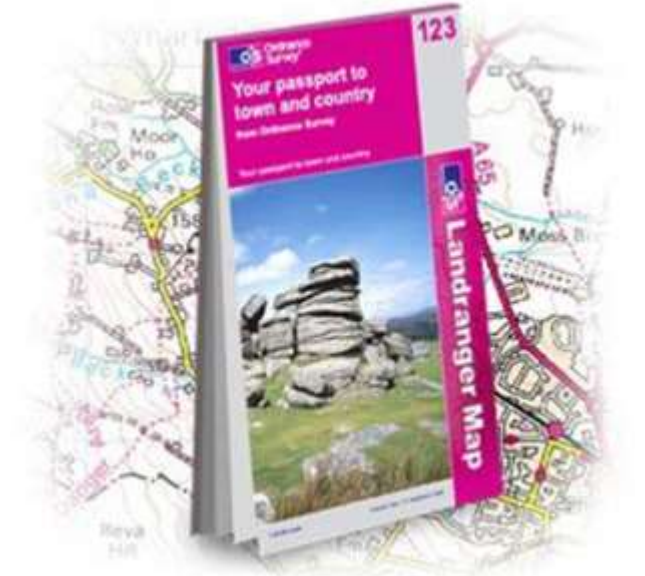
I can quite happily sit at home gazing over maps, some of the really old ones are fascinating when you see how names have changed and towns/villages have grown beyond recognition.

I suppose I could have gone orienteering, or even just walking but the ultimate expression of man (or women) and map to me is to be able to strap oneself in a rally car, look through the magnifying Poti and then describe those roads/tracks as accurately as possible to your driver whilst going at speed. There is (for me anyway) no bigger thrill than when that goes right.

Possibly the best example of that was during the Roger Albert Clark last year (the last bastion of maps on forest rallies), 10pm at night, the spot lamps blazing out front and my driver going as quick as he could based on what he was hearing (it was patchy fog, so we couldn't see a lot).

That moment of hearing the BDG engine bark, pitch black through the side windows and the Poti glowing away on my lap whilst the smell of hot mud burning on the exhaust wafted in, was the epitome of why I love rallying and especially map based rallying.

If you've never tried it please do give it a go, but it takes practice so don't be put off if it doesn't click straight away. Oh and by the way, watch the crest and downhill by the cattle grid at 386





## Rally GB 2015 .... and why you need to come along

From some sections within the rallying community it seems to have become a national pastime at this time of year to knock our round of the World Rally Championship, now known as Wales Rally GB, it's the week when the route is regularly announced, but yet one has to wonder why.

Going back some 10-15 years I'll freely admit that I wouldn't go near it, why? Well it became incredibly pigeon holed and massively lost it's way, the ideas were there but somehow there seemed no idea how to execute them. Think the super special in the docklands, the multi venue service park in Cardiff...that one was bizarre...or the indoor stages at the Millenium stadium, a brilliant concept but it was rather dull to watch.

That is not to say there weren't some great people involved, (many of them still are) but it almost became a parody of what an event should be and indeed could be. The organisers weren't helped by very rigid WRC rules on servicing and lengths of days, (hence the cloverleaf pattern and small areas covered), but from fan interaction to promotion it lost it completely.

However 2011 when they dipped their toes with a start in Llandudno, a stage in Clocaenog along with the Great Orme it was a massive boost, 2012 took a step back in many ways (being in September that year really didn't help), but 2013 it was back in primetime Rallying weather (November) and with a new base in Deeside.

That coupled with an opening up of restrictions on servicing allowed more of a spread to the stages, even some of the family friendly parkland ones were back.

Atmosphere in service overflowed and people even stood on road sections to cheer the event past, scenes not witnessed in 15+ years...

A word of note, in the current world you could NEVER run an old style RAC rally, the Police for one wouldn't tolerate the speeds crews needed to maintain on the roads and the sheer costs of competing on an all round Britain event would decimate the entry.

There is also the fact that the Welsh Assembly Government put their hand in their pocket and support the event, something no other area has offered to do to that level...

But yet people still knock it, you hear "The Orme is a waste of time", I'd counter it's a challenge for any crew PLUS the footage it generates is some of the best advertising Welsh tourism could have...it's stunning...and remember without that tourism drive there could be no backing for the event. "Chirk Castle is boring"...it's meant for families and 1<sup>st</sup> timers, £45 for the whole family, plus if they venture 24 miles away a completely FREE experience at the service park with all the fun of the fair (yes literally)...could you do that in any other top line sporting event?? I'd venture not...as a guide the cheapest British Grand prix ticket is around £155

Have you gathered yet I'm a massive fan of how it now runs? I'll admit being on my doorstep is great, but likewise I'll trek miles for a good event, (the Roger Albert Clark is a prime example). This country of ours needs to become far more glass half full, I could bemoan the loss of Clocaenog this year but realise they're building a wind farm, that's not the doing of the organisers...

So come on rallying people, approach it with the right attitude, set out to ENJOY the event and watch some of the world's best crews live in action. It's an experience you will never forget, standing in the darkness on Saturday evening, lots of voices around you, the engine note rising and lights arcing across the tree line, then suddenly a flash of pure brilliance howls past you leaving behind the smell of burning mud and lots of happy spectators...that's a magical moment right there....I know where I'll be come the 12<sup>th</sup> November (recovering from the rally forum on the 11<sup>th</sup>, shameless plug) but seriously come along and enjoy the show....

**Brynmor Pierce : Broughton & Bretton MC**  
<https://peakrevs.wordpress.com/>



# SCAMMONDEN & BARBON HILLCLIMBS

MG Car Club (North West)

## Scammonden Dam Hillclimb

Sunday May 17th

A cool and blustery day on arrival

The Paddock had a wide variety of cars and an entry list of 42 competitors

MG Car Club (North West) organise and run a very slick event . From the Drivers Briefing to the Final Results was a polished affair and very precise

After two practice runs the course is 'skimmed' and I am ready to hit the throttle for the eight timed runs and everybody is kept on their toes throughout.

My Class is the 'Roadgoing Class' and is very competitive .

I finish 2nd in Class and 20th O/A in my Subaru Impeza Sport 2 litre (backed by HDC Subaru.com) with 1.4 seconds separating the 4 class competitors

A big 'Well Done and Thank you' to MG Car Club (North West)

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Liverpool M.C. & Kirkby Lonsdale M.C.

## Barbon Hillclimb

Saturday 13th June

A superb event put on by Liverpool M.C. & Kirkby Lonsdale M.C.

As you drive up the entrance hill into the Barbon Paddock you see the variety of competing cars that range from Austin 7's to a 5000cc Pilbeam racing car, from vintage to very high Tech modern vehicles.

On this event, the 'Roadgoing' class has a good mix of eight competitors with my car (Subaru Impeza backed by HDC Subaru.com) being the only 4 wheel drive car in the class. The rest of the class being of the 'Hot Hatch' variety !

On with the action and two practice runs to warm things up sets the course up well and ready for the three timed runs to come

There is lots of grip on the course and with a close fought battle between the top four runners - nearly ending in tears for the Renault 5 Turbo of Russell Thorpe as he ran wide at the hairpin . . . . .

I was very satisfied with a fourth from eight A pleasing result and a very well run event

Special thanks to John Harden and the organising team



**Steve Price (Tigger) : Bolton-le-Moors CC**



Photos Courtesy of  
Brian Taylor  
[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)

# A view from the hill. (Barbon Hillclimb)

By Phil James

With a capacity ninety-car entry and as a qualifying round of no fewer than twelve regional championships the only potential dampener in the days leading up to the event was the weather.

Those good folk at the Met Office were forecasting rain, rain and more rain, hardly ideal in terms of drivers getting the most from their cars or organisers attracting lots of spectators. Thankfully they got it wrong (again) and whilst cloud was a prominent feature of the day, the weather stayed dry.

There was also a lack of any dazzling sunshine and whilst that may have disappointed some of those spectating it helped make for some perfect driving conditions. That helped keep pressure on the drivers with many classes not decided until all final runs had been completed. Similarly the FTD was only determined once Jim Macdiarmid had completed his final drive up the 890 yard long 1:12 incline stopping the clocks on 24.20, a hundredth of a second faster than Ben Lovell. Carnforth based Lovell had set best time on the second timed run but having put his OMS SC4CF onto the grass on the inside of the Lafone hairpin on his final run he failed to improve his earlier time. That left the way open for MacDiarmid, from Kendal, to snatch top honours after timing his run to perfection.

There were lots of close contests throughout the classes, in particular Class 3B where six hundredths of a second separated the Ford Escort Mk2 of winner Richard Hargreaves and the Peugeot 106 of runner-up Andy Larton. Records were broken too, amongst others Mark Purdham set a new benchmark in Class 3G.

For the most part the day was incident free but a spot of bale bashing at the Lafone hairpin by Dave Exton in his Toyota MR2 Mk2 gave the marshals the chance to flex their muscles! In real terms it all added to the day's entertainment, hopefully leaving the spectators wanting more and returning to the hill on July 4th.



Pro-Rally.co.uk

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## "Didn't we have a lovely time the day we went to Barbon!"

No, I'm not going to sing it, but it really was a superb day at the spectacular Barbon Hillclimb on 13<sup>th</sup> June.

Great cars, close competition, brilliant weather, tremendous atmosphere - fantastic!

We're back on the hill again on Saturday 4th July for a Nat A/B event that includes 2 rounds of The British Hillclimb Championship.

If you're quick, you may have time to enter (you can enter on-line) If you are too late then why not come and join us to either marshal or spectate

As well as the National Championship classes, we have included the usual North West classes for our regional competitors, including rally cars, so why not get across to Barbon to join in the fun.

For more details see [www.barbonhillclimb.co.uk](http://www.barbonhillclimb.co.uk).

Spectators are vital to the future success of the Barbon Hillclimbs, so even if you're not competing do come along to see the fastest cars in British Hillclimbing attempting to beat the course record.

The course is on the edge of Barbon Village near Kirkby Lonsdale in Cumbria. Adult admission is just £8, accompanied children under 14 get in free, but no dogs!

Marshals are needed too, previous experience isn't essential. Each marshal receives a £10 contribution towards their expenses. Will you join us?

## Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit [www.msauk.org/regulations](http://www.msauk.org/regulations)



# Barbon Speed Hillclimb deserves the highest accolades.

Barbon, a very picturesque village set in equally picturesque surroundings near Kirby Lonsdale on the edge of the Yorkshire dales, was the venue for a superb speed hillclimb organised jointly by Kirby Lonsdale Motor Club and Liverpool Motor Club on Saturday, June 13<sup>th</sup>.

Westmorland Motor club organised the event for many years and did a great job running two events each year for both cars and motorbikes on this short, 890yds, fast, popular course. Being a relatively small club it became increasingly difficult for them to run the events, fortunately Kirby Lonsdale stepped up as co-promoters and did a great job in continuing to run the two events per year. Various factors, bad luck with weather at times came into play, entries declined almost to breakeven point; the event really struggled but managed to keep going due to the hard work of all individuals involved and to whom we owe a great many thanks.

Liverpool Motor club came on the scene a couple of years ago, took all the factors into consideration, had a major rethink about all aspects, changed the date from May to June, again co promoted with Kirby Lonsdale and the result was a superb event with a maximum entry list and very happy competitors, spectators and marshals.

Phil Gough, the very able clerk of the course was very honest and frank. He told drivers at the briefing "we are overwhelmed by your support in having a full entry list, we realise one or two problems have arisen for instance the paddock isn't now big enough but we will sort these issues for future events". He need have had no worries, the competitors easily sorted themselves out paddock wise, everyone worked well together, the event ran faultlessly and a good crowd of spectators in vastly increased numbers really enjoyed the day. Even the weather was on the organisers side which made this very pleasant indeed.

An interesting and varied entry list had everything from small capacity standard road going saloons right through to 4wd WRC spec rally cars. Austin 7s were well represented, many of them taking part in the Bert Hadley challenge series. Some of these cars were revving to well over 7500 rpm up the straight and took off the line as if they had been catapulted. Classes for single seaters included a Scarab Formula Vee of Chris Spencer, a guy who has probably every type of VW car ever made in his ownership. Campers, cars, vans, variant, Karman Ghia, you name it he has at least one in his ownership. Probably more in some cases than VW themselves at Wolfsburg.

A fantastic selection of lovely formula junior and special hillclimb cars were competing, many of the drivers being connected to Bo'ness hillclimb, near Edinburgh, which is another fantastic event that this year takes place on September 5/6<sup>th</sup>. The reason for this group of cars and drivers was thanks to the kindness of Peter Anstiss, the Lotus 20/22 driver who will shortly be a resident of Barbon village. He put a note in the historic formula magazine inviting people to bring their cars and motorhomes to camp in his paddock just a couple of hundred yards from the startline, this they did and really enjoyed it.



***Peter Anstiss (on right) with his immaculate Lotus 20/22 chats to Gordon Wright (Stanguellini). Vernon Williamson dons helmet to drive his Ecurie Eccosse 998 Imp engined formula car***



***George Cooper from Glasgow with his Ex Stirling Moss MG Cooper prototype***



***Scarab formula Vee of Chris Spencer***



## **Barbon Hillclimb**

### **Continued from page 45**

This worked a treat, George Cooper brought the beautiful ex Stirling Moss Cooper MG, Gordon Wright brought the wonderful Stanguellini formula junior car that won best turned out car at Bo'ness last year. David Seaton/Doug Thompson had the fearsome Pilbeam MP43 BMW with its 4941cc power unit hurling it up the hill. Vernon Williamson from Lasswade brought the ex Ecurie Ecosse Imp engine formula car but unfortunately popped a driveshaft when changing down for the hairpin but up to then the car was flying.

Thanks Peter, a wonderful gesture indeed and greatly appreciated by all.

Hopefully someone else will write about the positions of various drivers as I spent a wonderful day chatting to the interesting crowd gathered in the paddock and didn't even bother to go and check other people's times against my own although I did see a personal best recorded according to the finish clock I was 0.3 secs faster than my previous best so quite happy with my day.

Barbon has moved up a league thanks to the resources of a bigger organisation, this in no way decries the efforts of those in previous years. However it is great to report that hillclimbing at Barbon is fit and well and going from strength to strength.

Thanks again to all the marshals and organisers for a great days sport.

**Keith Thomas.**



**Clerk of Course Phil Gough  
and other unsung heroes of the meeting**



**Geoff Purnell (Singer Special) chats to  
John Hunter sitting in his 1936 Riley TT  
special in top paddock at Barbon**



**Mark Purdhams MJ Hosson Boulter looks fast  
even just parked up**



**Mike Garstang of Lancaster discovers his  
head gasket is leaking in his immaculate  
1275 cc Cooper S**



**Chris Breen of Whitehaven with his Civic**

Went to the pictures with my mrs. to see the new film San Andreas, when suddenly a big hole in the ground appeared in front of the cinema and I couldn't resist pushing her in.

The police came and questioned me about it but I told them it wasn't my fault !

I saw this bloke chatting up a cheetah, I thought "he's trying to pull a fast one".



# Chateau Impney Revival.

## 11/12<sup>th</sup> July

If you missed Goodwood Festival of Speed or want to see some of the world's most unique and famous cars again where can you see them? Answer Chateau Impney Revival meeting, Droitwich Spa just south of Birmingham on 11/12<sup>th</sup> July.

Taking to the hill will be a genuine Maserati 250F Grand Prix car, no less than 9 ERAs, plus the aptly named "Beast of Turin" which has a 28.5 litre Fiat S76 aero engine. Chris William's will have his crowd pulling, tyre smoking, aero engined Bentley racer which, with its enormous power, spins its wheels even up the straights. Also taking part is another unique car, a 6.4 litre Cadillac engined Farrallac, now owned and raced by husband and wife pair Tony & Pia Bianchi, both of whom are pilots. Their company restores antique aircraft which they both fly as well as racing various cars. Sounds a great way to spend your life doesn't it? The world's last remaining Alfa Romeo Disco Volante will also be present; so much to see and do.

In addition to the cars mentioned above, other ones of historical importance such as the original Ruddspeed AC Ace, **RPO 826** which was unearthed from an overgrown Birmingham garden in 2002 will be competing. This was the development car for the AC works. **It was Ken Rudd's personal car** and was used to perfect competition modifications such as larger sumps, streamlined bodywork, disc brakes and other notable tweaks. AC Ace's evolved to become AC Cobras after Carroll Shelby planted big American V8 engines into the cars, these had such an impact on the sports car industry they still have lots of imitators in the classic car market even today.

Vineyard owner Martin Hunt who's vineyard is not in France but on the south downs has a Cobra with some of the modifications that Ken Rudd perfected but Hunt's car still has the original steering box and wire wheels and suspension of the original MK1 so it too is an important part of Cobra history. Martin will be trying his best to win his class with the big 4.7 litre motor giving the car lots of grunt, no wonder Cobras are such sought after cars and are worth fortunes in today's marketplace.

With 200 entries all selected by a panel of experts, being either cars that competed at the original events held in the 1950s and 60s or very similar cars of the type that did or could have competed there, the entry list could not be more interesting or varied anywhere in the world.

Goodwood Revival has races where grids of similar cars race against each other on the circuit and track craft comes greatly into play. Hillclimbs are against the clock, cars starting singly every 20 secs. or so and, although competition is just as fierce, the paddocks at hillclimbs are very relaxed affairs. Here you can wander about to inspect cars at close quarters, talk to drivers who normally are keen to chat and explain things about their cars.

**There is still a chance to win two tickets for Sunday at Chateau Impney, these tickets are worth £25 each (see Below)**

*Keith Thomas*



# COMPETITION

## LAST CHANCE to WIN

**2 Tickets for Chateau Impney Hill Climb For Sunday 12 July.**

**I now have just 1 set of 2 Tickets to Give away**

**Q. Whose car had the registration number RPO 826?**

**Email : [sd34news@gmail.com](mailto:sd34news@gmail.com) with your answer**

**Winner of the first pair of Tickets was Rod Brereton from Pendle & DMC**



For the fourth round of the 2015 BHRC/RAC Historic championships all roads led to the Royal Welsh Showground in Builth Wells. This is probably one of the best start/service/finish venues in the UK and as I turned up the tyre trucks were already in place and the anticipation was building as the first BDA cracked up in order to get the MK 2 Escort out of its cocoon like but very expensive trailer.....and then Hopkins arrived with his open and somewhat cheaper trailer.....although it did sport some new rubber to complement the newish ramps! A glance at the entry list showed that the reversed running order ruling continues to deter the Cat 1 crews and with another run through Kielder to come after this event I can only predict that this decline will continue until all the cars will be garaged up – which is a real shame as so many people love the variety they bring to the championship....not everyone likes Escort after Escort!!

The Sunbeam had had a full brake overhaul since the woes experienced on the Pirelli and Hopkins had gone berserk and bought four new tyres....he was determined that we were going to be on the pace this weekend.....mmm. Scrutineering passed without any incident although it was pointed out that we only had about a month's life left on the seats.....not wanting to cover ground that the BRF does, at great length but this does seem to be a non-optimum way of ensuring safety. My preference would be to log entries (at each event) in the cars MSA logbook, which would be easily done at scrutineering. Then a car seats life could be assessed on the basis of actual usage.....too simple?? A look around us in the service park showed that a couple of guys had travelled all the way from Austria with their 1850 cc Brazilian blocked Sunbeam. Having a chat to them they interestingly said that the main reason they come to the UK was the fact that they find the practice type tarmac rallies in Europe are expensive in terms of time required to travel and make notes etc. and they prefer the turn up, do the event and go home type of format currently prevalent in the UK. Nice guys and they got a finish in a lovely car. The other outfit of note was the Phil Harris/ Paul Price Mini entry (see page 44), two mini enthusiasts (medical help is available guys.....) out in a Rob Smith Rallying prepared car. Now it is no exaggeration to say I don't think I have seen a better-prepared car at any level – the standard of build and turn out of this car is truly incredible!! The service crew told us that this is standard for all of the cars turned out from RSR.....all I need is the Lotto win and I know who will be doing my cars.....oh and they also won their class!

Hopkins had managed to excel himself with a £25 a head B&B at a grand but extremely faded hotel in Llandrindod Wells where he smooth talked the lovely (but getting on a bit chain smoker.....) receptionist into a free stamp for his tax return .....I think she took a shine to Hopkins but then the workings of the female mind has always been well beyond me!! The leisurely breakfast over, we set off from Builth for the first stage in Cefn in high spirits and we both thought that this went reasonably well although the gearbox continued to provide the odd gear selection difficulty (having been checked over again prior to the event).

**Continued on Page 49**





## Severn Valley Stages

### Continued from Page 48

Then it was onto Crychan for the main stage of the rally. In Crychan we again thought we did a decent enough stage and we duly set off over the tarmac link roads of Epynt for the third stage of Halfway.....where it all went pear shaped! Arriving at the arrival control the car started to stutter and the fuel pump seemed to be very noisy indeed and it became apparent we would not be going much further without some more petrol.....now this we couldn't understand as the costly Stack gauge was saying we had plenty in the tank.....but it very much seemed as though the pump was pumping air only.....Hopkins had assured me that we had plenty of petrol in at the start !! Keeping calm we managed to push the car back to the crew of car 50 who had retired on the road section with a broken steering rack.....a bit of Blue Petering with a drinks bottle and a sharp knife and we had a funnel and with another bottle we managed to pump a bit of fuel out of the Pug 309s throttle body inlet...and the Sunbeam fired up! The course closer was now behind us as we started the stage and we only hoped he wouldn't catch us.....Hopkins drove very well but it was clear that all was not well with the car. Some more petrol was scrounged from a rescue marshal at the stage 4 start and we duly limped through this stage to start a lengthy run back to Builth for service. On the way to service the car was running badly and we took the opportunity to fill up at a petrol station en-route, however it didn't take a lot of fuel thus proving that there had been plenty of fuel in the tank all along....much to Hopkins relief!

Now service was a problem as Ian had left service to come and find us at stage 3 arrival....where we had told him we would be about an hour previously!! The welsh hills and no phone signal had precluded us letting him know that we had got going again ...so we couldn't do anything in service as he was in the Land Rover with all the tools in it.....doh. Hopkins fiddled about a bit looking for obvious issues whilst I went to talk to "Polly" ( ex MN road rally navigator of some repute) from the organizing club to ascertain our OTL status and with due credit the club allowed us to restart the second leg.....if we were able to. Having checked all the obvious electrical things and discounted the pump(which seemed to work when the tank was full) we set out for the second leg but it quickly became apparent that the misfire was getting worse so we made the joint decision to retire.....the following course closing crew good naturedly took our time cards and we limped back to Builth for our first retirement in 11 events together. A shame really as this event I feel is one of the best in the championship and with a rough Kielder coming up again plus a one off Epynt tarmac round which is extremely expensive to prep the car for, this will now mean a mid summer break for us.....the next couple of months will allow Dave to re-prepare the car thoroughly for the Trackrod and RAC events later in the year. The initial post event inspection has revealed a badly dented fuel tank(blocked pick up?) but no obvious issues with the distributor and electronic ignition pack.....with more work required to pin down the exact cause(s).

Thanks to all the people who helped us including everyone from the organizing club.....you really do meet some great people in this sport I think, although it does have the knack of depriving one of a bob or two!! A long drive back through Wales meant the ageing co-driver was again cream crackered the following day.....good job I have just retired !

Regards

**Varty**

**Tony Vart ; Clitheroe & District Motor Club**



## DMACK Carlisle Stages

### Burton claims WWRS R.A.C. Rally Championship round 5

Phil Burton and Mal Capstick won again in the fifth round of the West Wales Rally Spares R.A.C. Rally Championship, the **DMACK Carlisle Stages** (Saturday 13 June). Burton overcame rear suspension dramas and catching the dust of another car in the final 14-mile stage to be top R.A.C. finisher once more in his Open Category Ford Escort Mk2, while brothers Leigh and Chris Armstrong were leading historic finishers in their Ford Escort Mk2 after a strong performance.

Tim Mason and Graham Wild had a good run despite a late steering scare in their Porsche 911 to pip James Potter and Bob Duck (Ford Escort Mk2) for second place among the historic contenders, while Barry Stevenson-Wheeler and John Pickavance (Escort Mk2) were close behind in place second in the Open Category.

On a day of tough conditions and high attrition, Grahame Standen/Jane Edgington (Escort Mk2) headed the 1600cc historic crews from Stuart and Linda Cariss in their Escort Mk1.

#### Category winners were:

Category 1: no starters

Category 2: Tim Mason/Graham Wild (Porsche 911)

Category 3: Leigh Armstrong/Chris Armstrong (Ford Escort Mk2)

Category O: Phil Burton/Mal Capstick (Ford Escort Mk2)

The DMACK Carlisle Stages was organised by the Roger Albert Clark Rally Motor Club.



## HILL TRIUMPHS AS RIVALS HIT TROUBLE

**While early front runners Nick Elliott and Matthew Robinson both hit trouble late on, Richard Hill and Iwan Jones judged their pace to perfection to take the Severn Valley spoils.**

Round 4 of the British Historic Rally Championship saw the crews head to Mid Wales for the Builth Wells based Severn Valley Stages, with the 97 car field facing 8 classic stages within the Crychan and Halfway forest complex.

Pleasant Spring sunshine greeted the cars as they headed for the morning loop of stages and it was Nick Elliott and Dave Price who picked up where they left on the Pirelli, stealing 4 seconds from their rivals over the relatively short Cefn opener. As was the case in Kielder, Matthew Robinson and Sam Collis would again face the tough challenge of chasing down the traditionally fast starting Cheltenham crew.

Indeed, while Robinson was able to fight back in Crychan to half the deficit, Elliott went on to take three seconds back in Halfway. The Ford duo then tied the final stage of the morning loop, leaving the lead battle poised at 5 seconds in favour of the current RAC champions by the mid rally service halt.

Behind the leading two, Ben Llewellyn and Ross Whittock had had a very good morning and were lying just 5 seconds behind Robinson in third. Meanwhile, Pirelli giant killers, Paul Barrett and Dai Roberts were at it again, defying the odds to sit fourth; 1 second up on Hill and Jones and 8 in front of Pritchard and Clarke courtesy of some very impressive stage times.

Other leading contenders coming into the Severn Valley did not fare so well however. Joe Price and Chris Brooks had been expected to feature but unfortunately fell foul of the infamous 'Bell Hairpin' in Crychan, while Meirion and Steffan Evans were again out of luck, retiring with Engine problems in Halfway.

The afternoon loop was an exact replica of the morning with a further 22 competitive stage miles providing ample opportunity for the aforementioned top 6 to shuffle positions. With no interim service, and potentially rougher stage conditions on the second pass, the podium positions were far from settled.

By stage 6, it was clear that the afternoon tests were suiting both Hill and Pritchard as each recorded a fastest time to move up to third and fourth respectively. This in part due to Ben Llewellyn's unfortunate demise in Crychan; the young Welshman forced to retire having bent a steering arm at junction 12. Whilst not quickest Historic, Elliott was getting the better of Robinson; he and Price managing to increase the lead gap to 12 seconds. With just two stages remaining the championship leaders appeared on course for a third straight victory ...

Nothing is certain in rallying though and the second running of Halfway was where it all began to unravel for the 3 time Severn Valley victors; the glorious red, white and blue Escort developing a clutch problem which caused them to lose four seconds and make a rolling start to the Gwibedog finale ...

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# Severn Valley Stages

## Continued from page 50

But cruelly, just as Robinson and Collis could sense their maiden 2015 BHRC victory the pendulum had swung back in favour of Elliott and Price as the chasing Escort was forced to retire with alternator failure just three miles from the finish. Thoughts of Elliott making it three in a row were over less than a mile later however as the pre event championship leaders joined them on the retirements list courtesy of a heavy roll after clipping a bank. In one stage the shape of the event had changed completely! Lying fifth at the halfway point, Hill was much quicker over the afternoon loop of stages but couldn't ever have imagined that 3 of the cars in front would all fail to make it to the finish. As the old adage goes, "to finish first, first you have to finish" but it was not as though Hill was taking it steady as he and Jones fought off the fast charging Jason Pritchard to take BHRC victory by 10 clear seconds.

## CATEGORY 3

Second place in the National A Historic Rally for Jason Pritchard and Phil Clarke was rewarded with class F2 honours; the Red Kite winners finishing 48 seconds clear of Tomas and Eurig Davies in their similar MK2 Escort.

Paul Barrett and Dai Roberts were yet again in a class of their own. For the second rally in succession they were amongst the BDA machines, finishing the National A Historic event in a fantastic third position overall to claim class D3 by an enormous 1 minute and 40 seconds! The mind wonders what could be achieved in a D5 specification machine ...

Chris Skill and Captain Colin Thompson may have been the only crew to complete the event in class D2, however, 21st National A Historic home represented a good result for the 1600 MK2 pairing.

## CATEGORY 2

David Stokes and Guy Weaver went into the Severn Valley Stages looking for their fourth straight category victory and leapt into an early 9 second lead after the first 2 stages of the event. John Perrott and Keaton Williams however, having run Stokes close on the Pirelli, were soon up to speed and had cut the gap to 5 seconds by the Builth Wells service halt.

Whilst the morning belonged to Stokes and Weaver, the afternoon sunshine was certainly shining on Perrott and Williams; Crychan being the pivotal stage as the orange MK1 Escort turned a 5 second deficit into a 5 second lead. A gap which turned out to be the winning margin for the Hereford man, bringing an end to Stokes' and Weaver's fantastic run of class C5 victories.

James Slaughter and Keegan Rees were again dominant in class C3, ending up just 1 win short of a second successive clean sweep of class stage victories. The MK1 Escort crew finished the National A Historic event in a very creditable 16th position overall to record a 55 second class victory.

Class C2 turned out to be a duel between the MK1 Escort crews of Dave Watkins and Tom Jordan and Robin Shuttleworth and Ronnie Roughead. And while Watkins jumped into a 5 second lead on the opening Cefn stage it was Shuttleworth who seemed to have the greater pace throughout the day; taking the class lead on the opening stage of the afternoon loop and ultimately taking class victory by 18 seconds.



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## Severn Valley Stages

*Continued on Page 51*

### CATEGORY 1

The MSA's running order regulations seem to be having more of a negative impact on the category 1 machines with each passing event, with just 6 cars appearing on the Severn Valley Historic Stages entry list.

Bob and Dale Gibbons in their MK2 Cortina GT had been quickest on stage 1, but Paul Mankin and Malcolm Rich in their respective MK1 Cortina and Ford Anglia were the front runners by the halfway point; Gibbons forced to retire with a blown engine at the start of stage 4.

Paul Mankin and Desmond Bell held the category lead in the early part of the afternoon, but the Halfway stage proved decisive as Malcolm Rich and Jonathan Hawkins registered a time which was 20 seconds quicker. The Anglia pairing were then fastest again on the final stage to claim category honours by 21 seconds, taking class B3 in the process.

Class B4 victory the consolation prize for Mankin and Bell ...

Meanwhile Phil Harris, this time aided by Paul Price, was the third category 1 car home; the Morris Mini Cooper crew ending the day 33rd overall in the National A Historic event and top of class B2.

### RAC CHAMPIONSHIP

Phil Burton and Mal Capstick were again amongst the National A front runners before losing over four minutes on the second running of Crychan. Thus paving the way for James Potter and Bob Duck to claim class BD2 and the overall National B Historic victory; themselves setting a strong pace to defeat the stunning Lotus Sunbeam of Gary Cooper and Jon Riley by over 1 minute. Graeme Standen and Jane Edgington were the third crew home in the National B event, taking class BD1 in the process; a great result in their 1600cc Escort.

Elsewhere, Vince Bristow and Tim Sayer made up for their off on the Pirelli to record victory in class BC1 while ex Volvo Amazon pilot Graham Waite, with Mike Reynolds on the notes, took the BH1 win in his Toyota Corolla.

Following Burton's time loss, Barry Stevenson-Wheeler and John Pickavance looked odds on for BH2 victory, however they too suffered a significant time loss on the very next stage which put them back behind the Lancastrian crew.

Meanwhile Robert Rook and Miles Cartwright claimed class BC2 with 8th position overall in the National B Historic event.

### MODERN

Whilst on paper Bob Ceen and Andy Bull may have had the faster machinery, many would have expected the rapid pairing of Luke Francis and John H Roberts to bring home the bacon in their B13 specification Evo 9. However Ceen and Bull put in a stellar performance in the aging WRC Subaru to register overall rally victory by 24 seconds and claim maximum points in the Welsh Championship. Meanwhile Dylan Davies and Llion Williams rounded out the podium positions in their Subaru Impreza.

*Continued on Page 53*





## COMBINED RESULTS

- Bob Ceen / Andy Bull | Subaru Impreza WRC (M6) | 0:47:35
2. Luke Francis / John H Roberts | Mitsubishi Evo 9 (M5) | +00:24
3. Dylan Davies / Llion Williams | Subaru Impreza (M5) | +01:10
4. Roland Llewellyn / Jamie Edwards | Mitsubishi Evo 9 (M6) | +01:45
5. Paul Davy / Roger Allan | Subaru Impreza (M6) | +01:55
6. Andy Davies / Dale Bowen | Subaru Impreza (M6) | +02:30
7. Richard Hill / Iwan Jones | Ford Escort MK2 (D5) | +02:42
8. Jason Pritchard / Phil Clarke | Ford Escort MK2 (F2) | +02:52
9. Paul Barrett / Dai Roberts | Ford Escort MK2 (D3) | +03:00
10. Rudi Lancaster / George Gwynn | Escort MK2 (D5) | +03:22

## FULL RESULTS

### TALKING POINT

#### Leading BHRC Championship Contenders after Round 4

- Stokes / Weaver – 225
- Pritchard / Clarke – 203
- Elliott / Price – 188
- Robinson / Collis – 182
- Perrott / Williams – 170
- Barrett / Roberts – 168
- Hill / Jones – 145

Will Elliott and Price live to regret that off on the final stage? With six scores from the eight BHRC rounds counting towards the end of year standings, the Cheltenham duo now have two scores that they would prefer to dispense with, meaning another non finish would seriously hamper their title challenge.

With 3 of the remaining 4 rounds being fought out on the black stuff, arguably asphalt expert Jason Pritchard may now be favourite for the title. The cancellation of the Neath Valley Stages combined with Elliott's lack of tarmac experience potentially swinging the pendulum away from the current RAC champions. Pre dropped scores, it is David Stokes and Guy Weaver who now lead the championship chase and they cannot be ruled out. Nor should Robinson, Barrett or Hill, although the Severn Valley Stages winner will need to approach the remaining events with caution having effectively already registered two non scores. It is therefore with much anticipation that we look forward to round 5, The Harry Flatters Rally, on the undulating and unforgiving tarmac military roads of Epynt.



**Report & Images**

**Paul Commons**

[www.paulcommonsmotorsport.com](http://www.paulcommonsmotorsport.com)

A woman took her very limp parrot to the vet.

As she lay her pet on the table, the vet pulled out his stethoscope and listened to the bird's chest.

After a moment or two, the Vet shook his head sadly and said, "I'm so sorry, Polly has passed away"

The distressed owner wailed, "Are you sure? I mean, you haven't done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, shrugged, turned and left the room returning a few moments later with black Labrador.

As the bird's owner looked on in amazement, the dog stood on his hind legs, put his front paws on the examination table and sniffed the dead parrot from top to bottom.

He then looked at the vet with sad eyes and shook his head.

The vet led the dog out but returned a few moments later with a cat. The cat jumped up and also sniffed delicately at the ex-bird. The cat sat back, shook its head, meowed and ran out of the room.

The vet looked at the woman and said, "I'm sorry; but like I said, your parrot is most definitely, 100% certifiably ...dead."

He then turned to his computer terminal, hit a few keys and produced a bill which he handed to the woman.

The parrot's owner, still in shock, took the bill. "£500!" she cried. "£500 just to tell me my bird is dead?!"

The vet shrugged. "If you'd taken my word for it, the bill would only have been £100, but you've had a Lab Report and Cat Scan too."

# NORTH WEST RACERS

*With Dave Williams,  
Rachel Bourne & John Leck*

## SPORTS/SALOON RACERS RETURN TO MALLORY

It was a pleasure for the CNC Heads Sports/Saloon Championship to return to Mallory Park during May's second the Bank Holiday weekend following the recent troubles that the popular race track has endured. Garry Watson chose this meeting for the first outing of his season and would line-up on the outside of the front row for the first race of the weekend having lapped just under a second slower than Joe Spencer's Locosaki. This deficit wasn't a great surprise as Watson was bedding in a new differential on his Westfield. Watson was victorious in the race however as Spencer suffered a broken propshaft as he powered away from the grid. The errant component came through the floorpan of his car and hurt Spencer's leg although he was more concerned about being injured financially had his race-suit been torn.

It was a Westfield 1-2 as Philip Duncan came out on top after a battle with Luke Armiger's Vauxhall Tigra which swung one way and then the other as they encountered back-markers. The latter had never raced at the compact Leicestershire venue before. A new power unit had been fitted to the Tigra and so Armiger was keeping a little back while his motor settled down.

Spencer made the short trip home to repair his car in time for Sunday morning's qualifying session. He put

in a quick time early on when much of the track was clear – before the 24 other cars had become spread-out around the circuit. Armiger was now happy that his engine was ready to handle maximum power and would occupy second on the grid later in the day with Watson and Duncan occupying the next row.

When race 2 got underway, Spencer was adjudged to have left the line too early although as he headed round the first corner attention immediately switched further down the order as many cars were involved in an incident which had been triggered when the bonnet on Paul Rotheroe's Citroen Xsara flew open and obscured his vision. The chaos that ensued required the contest to be halted.

The officials applied Spencer's penalty when the field formed up for the restart. This did little to spoil his day as he was up to second at Gerards from seventh on the grid and harried the leader, Watson, for the next few laps. He then found excellent traction exiting The Hairpin and moved ahead at the end of the start/finish straight.

Watson was planning to bide his time hoping to retaliate in the closing stages but the red flags were soon being waved again after Danny Bird became stuck on the kerbs at the Esses. This brought the race to a premature conclusion with Spencer ahead of Watson while Armiger occupied the final place on the podium.

## THE NIGHTMARE CONTINUES FOR JARDINE

While the Sports/Saloon cars were at Mallory, the Avon Tyres Northern Formula Ford 1600 Championship returned to its home circuit of Oulton Park having ventured to Donington Park earlier in May.

After being blighted by mechanical failures and accidents during the first part of the season, multiple 2014 Pre90 title winner, Jamie Jardine, appeared to be back on track at Donington where he took two dominant victories but Lady Luck deserted him once more during qualifying at Oulton Park when he collected another car that had spun at Lodge. The damage ended his session there and then. Despite this, his fastest lap was quick enough to claim pole from Calum McHale. The latter took advantage of Jardine's troubles to take a brace of wins the last time the series visited Cheshire.

These pair were in a class of their own when the reds lights went out as they tackled Old Hall and headed down The Avenue pretty much neck and neck. Having hung on round the outside through the first corner McHale had the favourable inside line into Cascades but Jardine decisively closed the door.

© John Leck



*Joe Spencer was joined in his cockpit  
by his propshaft*



*Garry Watson was thwarted by red flags*



## NORTH WEST RACERS

Dave Williams, Rachel Bourne & John Leck

Continued from Page 54



### *Hat-Trick of wins for Calum McHale*

Having had to lift to avoid contact, McHale lost momentum down Lakeside Straight which meant Jardine completed the opening lap 1 second ahead.

With third placed Jaap Blijleven suffering from brake problems, McHale was able to focus on closing down the leader. He set fastest lap but the next time through Jardine went even quicker. Although they weren't racing wheel to wheel, this was still a thrilling contest as they traded fastest times. Everyone else was left behind by their pace. McHale was driving at his limit although he modestly later admitted the Van Diemen RF89 that he purchased from Chris Hodgen during the off-season probably could have gone faster in the right hands.

Then, with just a few laps to go, the misfortune that Jardine has experienced so regularly recently returned once more as he began to slow. It sounded as though his motor wasn't firing on all cylinders. Post-race, engine-builder Neil Bold advised that damage to a piston or piston ring may have occurred during the incident in qualifying.

As McHale cruised onwards to make it 3 wins out of 3 in the Champion of Oulton series, Jardine took the chequered flag a disconsolate tenth. With McHale not contesting the rounds at Donington, consistent finishing means Matthew Cowley leads the Pre90 Northern standings.

## TOM ON TOP

Meanwhile the Post89 field was bolstered by contenders from the National Championship who were taking in a Double Header at the Cheshire venue. This attracted a high quality international field with Canadian Patrick Dussault taking two victories. The Oulton Park regulars had mixed fortunes in the first race which was the one that also counted towards the Northern Championship.

David McArthur, who was driving his father Neil's Van Diemen LA10 after suffering engine failure in his own car during testing on Friday, finished well down the order after contact with Chris Middlehurst at Island Bend in the early laps – the duo had another coming together at the same corner in the National-only encounter later in the day. Josh Fisher ran into the back of Jake Byrne at Hislops and was penalised after the race for the incident which meant he was classified ninth. These trials and tribulations meant Tom McArthur moved to the top of the Post89 Northern standings having taken the flag in fourth.

*Dave Williams*

# Motorsport Training

*(Thanks to BMSTT)*

Accrington MSC & Under 17 Motor Club (NW)  
On behalf on ANWCC

## Friday 14th August 2015 Fire Training

Accrington Cricket Club  
Thorneyholme Road  
Accrington, Lancashire,  
BB5 5BD

01254 233495

**All marshals and motor club  
members welcome**

(under 18 bring Mum or Dad!)

It will be 1st come, 1st served

**For any more information  
please contact**

**Tracey Smith 07768904914**

- |             |                                                                |
|-------------|----------------------------------------------------------------|
| 18:15       | Sign-On in Club House                                          |
| 18:30-19:00 | Practical only<br>(for those wishing a refresher), (20 places) |
| 18:30-19:30 | Theory then Practical,<br>(20 places)                          |
| 19:15       | Sign-On in Club House                                          |
| 19:30-20:30 | Theory then Practical.<br>(20 places)                          |
| 19:30-20:00 | Practical only<br>(for those wishing a refresher), (20 places) |
|             | Food available<br>(pie & pea supper or vegetarian) from 20:30. |
|             | <b>LIMITED TO 80 PLACES</b>                                    |

**Book your place online at**

[www.jotformeui.com/janb/fire](http://www.jotformeui.com/janb/fire)

[www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

*Photos Courtesy of  
Rachel Bourne & John Jeck*

BOURNE PHOTOGRAPHIC  
*Creative Imaging*

[www.bournephoto.co.uk](http://www.bournephoto.co.uk)

# Liverpool Motor Club

## Jack Neal Memorial Sprint

### Aintree : 27th June 2015

4 Class Records crushed on a near perfect day

Liverpool Motor Club provided the 138 entrants with 2 practice and 4 timed runs which amounted to an incredible 788 starts during the day, with a crew of just 2 on the start-line! LMC have become synonymous with slick organisation and this coupled to excellent marshalling made for a great day's motor sport.

So how did everyone do?

In the Standard classes there were wins for Colin Duncalf (MG ZR) and Paul Gorge (Clio) who also broke the up to 2 litre record.

In Roadgoing Saloons David Taylor (Morris Mini Cooper S) lowered his 1400 class record en route to the win, Russell Thorpe (Renault 5GT Turbo) won the up to 2 litre division despite only taking one run due to mechanical problems and Aaron Perrott took the over two litre class in his first competitive event in his awesome sounding Aston Martin Vantage.

In the up to 2000cc Sports car class Roger Fish led home a Honda S2000 clean sweep and in the Over 2 litre class Scott Hughes took his Porsche Boxster to the win ahead of the 2-ton Ford Mustang of Alex Peters.

The 'new' Elise class went to Keith Rogers before we moved into the kit car classes. John Loudon (Westfield SE) shattered his own class record en route to the 1700 win whilst Stephen Herbert kept Nigel Fox at bay in the over 1700s.

Then it was the turn of the Mod Prod cars – with no 1400s it was the up to 2 litre cars that led the way. Richard Hargreaves (Escort Mk2) and Andy Larton (LED Peugeot 106) had a ding-dong battle for the win with the Escort driver taking the win by 0.08 second. Tim Carter's fire breathing Impreza took the over 2 litre class win by over 2 seconds from Steve Bussey similar car. Garry Bunn (Westfield SEi) was the top car derived engine kit car based on his second best time as his class winning time looked suspect give his splits. In the motorcycle derived engined class Jonathan Woolfit broke the 4 year old record for his unopposed win in his MK Indy. In the Up to 1700 Sports Libre class Robbie Birrell demolished the class record breaking it on each successive run as the Radicals completed a clean sweep of the top 4 places. In the Over 1700 class Paul Woolfitt took the win in the impressive zCars Mini Busa with Derek Martlew's 1979 Tiga Sports 2000 in second despite a slight top end misfire.

Jonathan Townsley dominated the Formula Ford 1600 class whilst Phil Perks brought his venerable Royale RP26 home in second spot. Bradley Dickerson (Jedi) took the 1100 single seater class from Eve Whitehead (RBS8) whilst James Wilkinson (Reynard Vauxhall Lotus) and John Graham (Gould GR55) took the other two classes. Graham's FTD in the Gould was a new PB and got him to within a whisker of the class record.

The two Classic Classes which use Target Times to work out the winners saw Simon Cooper (Anglia) and Tim Child (TCR S2000) take the wins whilst Peter Brogden (March 733) was the fastest overall.

In the Lotus 7 Club Speed Championship classes there were wins for Robert Jacobs, Andrew Willoughby, Richard Price, Phil Cook and Shaun Elwell – the latter being the 'only' driver to break a record.

Paul Geering took the Austin 7 Bert Hadley Memorial Championship class in the Pigsty Special from Ian Bennett and Gordon Tasker. In the Morgan Speed Championship class Simon Ashby was making his return to sprinting after a 10 year absence finishing fourth in his recently acquired 4/4 with the class winner was Clive Hall in a similar machine.

Craig Hughes took the Sabre & Scimitar class from Trevor Shortt whose elderly Scimitar GT was very impressive. The final class was for the MGCC Luffield contenders. Steve Collier, who was making his Aintree debut in his Midget, took the win from local man Paul Drake (BGT) and Yorkshire hot-shot David Coulthard (ZR160).

It was a thoroughly enjoyable day for all concerned and if the September meeting is blessed with good weather expect more records to tumble



*Report by Steve Wilkinson*



# Cholmondeley Pageant Of Power

## 12th-14th June 2015



CHOLMONDELEY  
PAGEANT OF POWER

12TH, 13TH & 14TH JUNE 2015

Cholmondeley Castle played host to the eighth running of The Pageant Of Power from 12th-14th June 2015 which attracted record numbers to the event. The stunning setting offered a unique combination of speed and power across land, water and in the air. It's fair to say the event gave the 65,000+ visitors in attendance over the weekend unrivalled access to some of the most iconic vehicle's and motorcycle's ever produced in a more relaxed environment than events of similar celebration.

As ever track activities on the 1.3 mile sprint course played host to some 7 classes of cars and 3 classes of motorcycles. Pre war cars from 1913 all the way up to the state of the art supercars of today slipped and skidded around the tiny 3.5 metre wide track. Some star entrants within the car classes were the Lola T70 MK3B seen for the first time in public for 40 years, an ex Raymond Mays hillclimb ERA D Type, a 1975 VW Beetle Super Saloon with a whopping 5 litre Chevrolet engine, iconic Rally cars including the Lancia Delta S4 & Audi Quattro S1, Tony Worswick's Jordan 194 F1 ex Barrichello and Irvine car and the now familiar Aero Engine beasts

Motorcycle enthusiasts were treated to some stunning bike control from the crowd pleasing SuperMoto rider's and sights, sounds & smells from the 1924 Brough Superior to Barry Sheene's Suzuki XR14 to today latest offering from manufacturer Ariel the Ace. Some seriously quick sidecars from the 60's 70's and 80's also offered a rare chance to see the bravery needed to be a sidecar passenger. If close and action packed racing is what flicks your switch then the classic scramblers again put on a great show as they raced around their purpose built track.

Marine displays taking place on the "Mere" included the 3rd round of the 2015 JRSA Jet Ski Racing Championship with rider's on machines which can reach speeds in excess of 85mph and 0-60mph in less than 2 seconds left the public in awe. Freestyle Jet Ski riders had a competition to see who could do the most back flips & twist to become the victor as well as Flyboard and Hoverboard demonstrations taking place. The paying public also had the chance to experience the high speed thrills of offshore Ribs powered by V6 250HP Suzuki outboard engine for a small charge. An integral part of the Pageant are the air displays and this year saw one of the last chances to witness the delta winged Bomber the Avro Vulcan B.2 before her retirement. The RAF's Eurofighter Typhoon gave an ear shattering display which brought applause from the crowd with the Red Bull Matador's Aerobatic display team and the BAC Strikemaster also putting on great shows.

Evening entertainment on the Friday and Saturday evening named "CPOP Rocks" included the RPJ Band and the Tenors of Rock headlining who had the "Petrolheads" of all ages out of the seats singing along to some classic Rock tunes.

Undoubtedly the biggest name at this year event was the debut of Multiple World Trial Champion, Dougie Lampkin MBE who thrilled the crowds with his bike control with wheelies, jumps over a commentator and a trial Demonstration on a pontoon in the middle of the Mere. Other notable demos included the Drag Cars and Bikes and displays from the Concours section hosted by Cheshire Classic Cars showcasing Lotus on Friday, American Muscle Cars on Saturday and 1980's poster cars on the Sunday.

Fun for all the family to enjoy included Helicopter Pleasure flights over the show, a Land Rover Off Road Experience, E-Scape electric off road and trials bikes riding sessions, Sporting Bears rides in Super Cars, a Fair-ground as well as Military Displays. Add to this the number of Car and Bike Clubs on display and a much greater number this year of Exhibitors and Stalls the event is an action packed weekend with something on offer for everyone. It's an event not to be missed and we look forward to what's in store for next year's gathering. You can keep up to date with all the latest news on and announcements on their website at [www.cpop.co.uk](http://www.cpop.co.uk)



Continued on Page 58





**CHOLMONDELEY  
PAGEANT OF POWER**

12TH, 13TH & 14TH JUNE 2015

*Continued from Page 57*



*Report & Images James Redman 2015*

## ***Gemini Communications Team***

**MOTORSPORT MANAGEMENT  
SAFETY SYSTEMS**

***Serving Motorsport for 45 Years***

***www.geminicommunications.org.uk***

***Bill Wilmer 07973-830705***

***or w.wilmer@btinternet.com***



# Chelmsford M.C.

## East Anglian Classic Rally

### 20<sup>th</sup> June

"Round 6 of the HRCR Clubmans Rally Championship was Chelmsford Motor Clubs East Anglian historic rally based at Elsenham near Stansted airport. We were seeded car 4 this time with my navigator Andy Ballantyne from Totnes in Devon, this our first event together. From a 9.00 start on Saturday 20th June It was straight into a long one hour long regularity were we dropped a total of 33 seconds, Andy, in his words 'slightly rusty'. From here we headed to Wethersfield airfield for eight tests, four of them, all run twice.

These tests were superb long tests using every manner of road and were very fast. We recorded two fastest and two second fastest times, with us improving on our second runs on all four. After this we went into the second regularity of over an hour were we dropped a costly 95 seconds. This led to the lunch halt which showed us 9th overall. From lunch we went into another regularity slightly shorter but still 45 minutes long, Andy had got back into the groove and we dropped just 10 seconds, a short neutral took us to Wethersfield again for 8 more tests which were the morning ones run in reverse. We went well again, improving our times on the second runs through, by 20 seconds on one! Anyway we had 1 fastest time and in the top 5 on five of them and never lower than 8th.

From here we had two long regularities which went well with just 8 seconds dropped on the last one which led back to the start/finish venue. Fourth overall and a class win and best Mini was a good result, just one second behind 3rd!! The Mini Sport engine hadn't missed a beat and the car was 'flying', we were second fastest overall on the tests over half a minute ahead of the very quick John Ruddock in the RS2000. Next round is the Ross on Wye based Ross Traders in July with Matt Fowle back on the maps with me."

A great result from Steve and another success for [Mini Sport](#). Be sure to check out the [Mini Sport Facebook](#) and follow the [HRCR](#) for more exclusive photos and details of the Clubman Championship.

Next round: **Ross Traders Historic Tour on the 18th July.**



A couple made a deal that whoever died first would come back and inform the other if there is sex after death. Their biggest fear was that there was no after life at all. After a long life together, the husband was the first to die.

True to his word, he made the first contact:

"Marion ... Marion "

"Is that you, Bob?"

"Yes, I've come back like we agreed."

"That's wonderful! What's it like?"

"Well, I get up in the morning, I have sex. I have breakfast and then it's off to the golf course.

I have sex again, bathe in the warm sun and then have sex a couple of more times.

Then I have lunch (you'd be proud - lots of greens). Another romp around the golf course, then pretty much have sex the rest of the afternoon. After supper, it's back to the golf course again. Then it's more sex until late at night.

I catch some much needed sleep and then the next day it starts all over again"

"Oh, Bob, are you in Heaven?"

"No... I'm a rabbit in Shropshire.

A mother is driving her little girl to her friend's house for a play date. 'Mummy', the little girl asks, 'how old are you?'

'Honey, you are not supposed to ask a lady her age', the mother replied. 'It's not polite'.

'OK', the little girl says, 'What colour was your hair 2 years ago?'

'Now really', the mother says, 'those are personal questions and are really none of your business'.

Undaunted, the little girl asks, 'Why did you and Daddy get a divorce?'

'That's enough questions, young lady! Honestly!'

The exasperated mother walks away as the two friends begin to play.

'My Mum won't tell me anything about her,' the little girl says to her friend. 'Well,' says the friend, 'all you need to do is look at her driver's license. It's like a report card, it has everything on it.'

Later that night the little girl says to her mother, 'I know how old you are. You are 32.'

The mother is surprised and asks, 'How did you find that out?'

'I also know that you used to have brown hair.'

The mother is past surprised and shocked now.

'How in Heaven's name did you find that out?'

And, the little girl says triumphantly, 'I know why you and daddy got a divorce.'

'Oh really?' the mother asks. 'Why?'

'Because on your driving licence it says you got an "F" in sex'

# G&PMC: Memorial Rally and 'How to cock it up'

I could or should be telling you about our marvellous outing on G&PMCs Memorial Rally.

We almost had a good run. 99% of our outing was marvellous. It's the other 1% that wasn't, that screwed it all up.

I was sat in with Matt Broadbent in his Proton. I honestly did not know what to expect. On other events we (me sat in with other drivers) have been seeded close to Matt. We have chased him up Barbon. We have had him up our chuff going down Kingsdale. We have seen him and Joe Cruttenden trying to get his old Volvo out of a wall on Stock-a-Bank. I have seen him disappear through a gate on the Roman Rad near Casterton. He has passed us, stuck in a ditch on our side, on Dandy Birks, and also beached on a berm in the Car Park on Gisburn Forest. My instructions before the Memorial was 'Under no circumstance are you to put it off anywhere, I don't know if I can do another month with more back pain'.

Well, he didn't stuff it off anywhere and I had a very enjoyable run round with only a few 'Oh Sh1t moments!' that Matt dealt with calmly and extremely well (all due to my ineptitude - The 'Oh Shit moments, that is)

The first section was up Pedders Wood and I was a little surprised that the end control was before the ford at Sykes Farm. Thankfully it was because as we plodded along the road to the ford we were met by several cars coming the other way. It was then a Neutral to TC3 (by Forton Services). TC3 to TC4 took in Five Lane End and Kitt Brow ford. As we were going down the white to the ford, the nearside front tyre exploded and we had to limp to the end of the white before changing the wheel. 5 minutes dropped at TC4 (we punctured the tyre on the same bloody rock that Pete Tyson hit & bent his steering arm). Neutral through Caton & Brookhouse to TC5 then over Haylotts. Neutral past Wray. TC6 was just outside Wennington.

Out of TC5 and we were on the same minute as the Mitchells in their Renault. We chased them up to the staggered crossroads. They turned left and we turned right. I did a quick check of my map and thought that I had cocked up and told Matt to turn around. Back to the crossroads and slot right. Wrong. Back out and go back the way I had first called. Lucky for us we still got to the control on time. Then it was a run round Cragg Hall, White Moss, Ringstones to Mewith cross roads (Oh I do love that section) then Buffet Hill, Nutgill Farm and the long straights over Bentham Moor, Scaleber and Melling White. We only had the one spare tyre, already used at Kitt Brow Ford, so we took it very steady down Melling White and dropped a little more time. Out of the control at Wrayton and off to Petrol at Crooklands.

On our way up the A683 we came across an accident. At first I thought it involved a rally car and a member of the public but it turned out that the rally cars had stopped to help. It seems that the driver of an Astra that had gone off had had a few too many sherberts and had lost control and gone through the hedge. Whilst we were there he staggered out of the drivers seat and reached into the back seat, collected his spare cans and legged it across the field.

Out of Petrol and back along the A65 through Kirkby and Ingleton to MTC3 at the yellow opposite Goat Gap. We are surprised to see Simon Harrison taking the same minute as us out of MTC3.

We chase Simon down through Clapham Station and then turn left at Mewith Cross roads before tackling Gisburn Forest. Again we are setting off on the same minute as Simon. He easily pulls away from us on the uphill section and gives us an easy spot of the first, second and third of several NAMs on this section. On the forth NAM we are close to hitting him as he exits it. The 5th NAM is the Car Park (the one that I was beached on, on a previous event) and the 5th is at Cocklet Hill. We exit Cocklet Hill and Simon is parked up at the side of the road. Carry on to the time control just before Slaidburn.

Neutral from Slaidburn through Newton to the Trough. Parked up waiting for our minute and up pops Simon again and wanting the same minute. So we let him past and set off behind him. This time we don't drop far behind him until we start the uphill section after the farm but on the downhill we start to catch him and just as we get to the turning for Marshaw he pulls over and lets us past. This is one I am going to tell for years I was thinking. Turns out that Simon was suffering from 'Mal de Driver' and had pulled up to be sick. Bugger! That story now has no legs. Round the hairpins, in and out of the NAM then slot right at Stonehead and get the '3 metre control. Quick check of the NAM diagrams and that the last one (or so I thought at the time)

Out of the control and not far to the finish now. A quick blast up Harris End Fell and no more NAMs to worry about but I was wrong. The last NAM was on Harris End Fell but we (or I should say I) missed it. I know how and why but that's my fault and no excuses. So we picked up a fail (that's the 1% that screwed up what would have been a good run).

Out of Control before Oakenclough and quiet to next TC. Round Higher Brock Mill, Lickhurst, Brock Mill then down Dandy Birks (gently, didn't want another stuck in ditch) and it's all over.

Without the fail and the puncture (which, with only having the one spare tyre caused us to drop time on the whites) we had had a good night and would have finished 10th O/A or thereabouts. But, as they say 'That's Rallying'.

Got to say thanks to G&PMC for a cracking good night and for all the Marshals for letting us have our fun. Really enjoyed it (other than my 'cock up - still kicking myself) And another enormous thank you to Matt Broadbent for putting up with me all night. Bloody good drive spoilt by an inept navigator. Sorry

## Grumpy Old Git





# Out & About with Gemini

**Sunday**

**12th July**

Westmorland MC

**Greystoke Stages**

Greystoke

**Sunday**

**16th August**

Bala & DMC

**Gareth Hall Stages**

Trawsfynydd Ranges

**Sunday**

**27th September**

G&PMC + PDMC

**Heroes Stages**

Weeton

**Saturday**

**17th October**

North Wales CC

**Cambrian Rally**

Cloceanog & Penmachno

**Saturday & Sunday**

**31st Oct & 1st Nov**

C&AMC

**Glyn Stages**

Ty Groes

**Saturday 7th November**

Bolton-le-Moors CC

**Neil Howard Stages**

Oulton Park

**10th to 15th November**

**WRCGB**

**Sunday**

**15th November**

**Cadwell Park**

**Saturday**

**21st November**

Clitheroe & DMC

**Hall Trophy Stages**

Blyton

## Bike Ride Events



**Manchester to Blackpool**

**Sunday**

**12th July**

60 mile Route

Manchester to Blackpool

**Manchester to Nantwich**

**Sunday**

**13th September**

Manchester to Nantwich & Return 100 Mile Ride

**Leeds**

**Big Wheel**

**Sunday**

**20th September**

Leeds, Figure 8, 50 & 100 Mile Route

**Marshals Needed**

**Up To**

**£120 each**



# Gemini

*Communications Team*

**2015**

**Golden Microphone Trophy**

**RESULTS AFTER 9 ROUNDS**

*The Last Rally was the*

*JRT Enville Stages*

**Current Scores**

G 23	Ian Davies	50 points
G 37	Lee Skilling	45 points
G 12	Chris Jarvis	45 points
G 33	John Ellis	45 points
G 14	Adrian Lloyd	45 points
G 39	Alan and Les	40 points
G 48	Peter Langtree	40 points
G 56	Tony Jones	35 points
G 09	Keith Lamb	35 points
G 25	Chris Woodcock	30 points
G 13	Stuart Dickenson	30 points
G 07	Tony & Avril Lee	30 points
G 21	Derek Bedson	30 points
G 01	Bill Wilmer	30 points
G 03	Les Fragle	25 points
G 06	Dave Crosby	20 points
G 11	Mark Wilkinson	20 points
G 31	Duncan Stock	20 points
G 04	Ian Winterburn	20 points
G 24	Paul Henry	15 points
G 18	Eve & Graham	15 points
G 17	Robin Mortiboys	10 points
G 02	Graham Cookson	10 points
G 55	Steve Broadbent	10 points
G 62	Colin Evans	10 points
G 20	Peter Donnellan	10 points
G 41	Jerry Lucas	10 points
G 50	Michael Dodd	5 points
G 59	Maurice Ellison	5 points

This year it will be 10 points for safety radio or organiser and 5 points for just marshalling or if crew get a payment on a team event - 5 points for any Bike Ride.

Members on all events organized by an ANWCC club will be entered into the monthly cash prize draw and will score points into the marshal's championship, however you must claim your points by emailing

**[ANWCC@talktalk.net](mailto:ANWCC@talktalk.net)**

**within 14 days of the event.**

Thank you to all who kindly supported the team on our events

# A Bit More Gemini

## How to Marshal on Wales Rally GB 2015

The volunteers of Rally Stage Team are, for another year, an official partner to the rally and are working with the organising committee, regional organisers and stage commanders to provide the marshals' registration system and assist in managing the communication process with all the marshals.

In the first instance, please register for the event on [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk); you will also be directed to register with the MSA. Remember to check and confirm that all of your personal details are updated. Incomplete registration could result in your personal profile being marked as inactive or your registration documents and stage passes not reaching you on time before the event.

When registering, if you are part of a group, you will be asked to confirm all of the members of your group. It is essential that the Event Staffing Officers know all the marshals within a marshalling group.

### Thursday 12 November

- 08.00 Shakedown, Clocaenog
- 18.30 Ceremonial Start, Llandudno

### Friday 13 November

- 06.30 Start Deeside Service Park
- 09.24 SS 1 Hafren 1 (32.14 km)
- 10.07 SS 2 Sweet Lamb 1 (2.90 km)
- 10.24 SS 3 Myherin 1 (31.80 km)
- 11.54 Newtown Regroup & Tyre Change Zone
- 13.32 SS 4 Hafren 2 (32.14 km)
- 14.15 SS 5 Sweet Lamb 2 (2.90 km)
- 14.32 SS 6 Myherin 2 (31.80 km)
- 15.05 TC Tarenig
- 17.54 Service Deeside Service Park

### Saturday 14 November

- 05.00 Re-start Deeside Service Park
- 07.29 SS 7 Gartheiniog 1 (11.34 km)
- 07.58 SS 8 Dyfi 1 (25.86 km)
- 08.40 Regroup Corris
- 09.38 SS 9 Gartheiniog 2 (11.34 km)
- 10.07 SS 10 Dyfi 2 (25.86 km)
- 11.50 SS 11 Dyfnant 1 (19.02 km)
- 12.48 SS 12 Aberhirnant 1 (13.91 km)
- 14.26 SS 13 Chirk Castle (2.06 km)
- 15.27 Regroup & Service, Deeside Service Park
- 18.18 SS 14 Dyfnant 2 (19.02 km)
- 19.16 SS 15 Aberhirnant 2 (13.91 km)
- 20.59 Service Deeside Service Park

### Sunday 15 November

- 07.00 Re-start Deeside Service Park
- 08.26 SS 16 Brenig 1 (10.55 km)
- 08.53 SS 17 Alwen (10.41 km)
- 10.11 SS 18 Great Orme (4.74 km)
- 10.23 Regroup Llandudno
- 12.08 SS 19 Brenig 2 (10.55 km)
- 13.31 Service Deeside Service Park
- 14.00 Finish Deeside Service Park



**Bala and District Motor Club Ltd**

**PRESENTS THE**

**THE MINAFON GARAGE**



**GARETH HALL MEMORIAL RALLY**  
**SUNDAY 16<sup>th</sup> AUGUST 2015**

**At The Ranges Motor Sport Centre**



Last Year's Winners: Geoff Jones / Paul Jenkins  
Photo Courtesy of Duncan Littler: Speedsports Photography

**A ROUND OF THE 2015 ANWCC STAGE RALLY CHAMPIONSHIP, THE  
TRAWSFYNYDD RALLY CHALLENGE, THE ANWCC KII CHAMPIONSHIP AND  
THE GLYNNE EDWARDS MEMORIAL CHAMPIONSHIP**

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Displays & Demos | Track Sessions & Parades  
Lunchtime Cruise | Charity Rides | Trade Village





# June Radio Mutterings...Gemini 23.

Ah... summer is nearly upon us and this month it's time to meander across to Anglesey for the JRT Motor Services **Enville Stages** run by our friends in **Warrington Motor Club**. With 'signing on' required by 07:30 it's an early start and to avoid the road works surrounding the Runcorn Bridge instead I head through the Mersey Tunnel and down the M53 towards North Wales. The run down is for once fine and clear with little traffic apart from the huge Irish lorries making their way back to Hollyhead for the Irish ferry.

Arriving at the circuit I make my way as usual to the pit complex and the control tower and find a number of my colleagues on the stairs apparently 'locked out' of the second floor of the control tower the usual location for radio control ?. After some confusion club members inform us that the second floor is now out of bounds and we must make do with the lower first floor. On the face of it this shouldn't be a big problem, however the first floor does not have the height above the circuit to locate the necessary aerials and fairly soon it becomes obvious that this lower floor in effect to a degree compromises the safety radio coverage across what is a fairly undulating circuit landscape. The radio check confirms that the radio coverage has a number of 'dead' or poor reception areas. I do hope that this issue can be properly resolved for future events at the venue as effective radio coverage across such a large venue is essential and we should avoid the need for some radio points to have to relay calls via others or not have full reception across the whole circuit.

Anyway I am placed in my 'usual' lap counting location by one of the chicane, merge and split complexes in front of the racing school buildings parked safely behind the barriers. Warrington have attracted a sizeable and strong field with 62 starters for Stage One that starts at 09:06, after Course Car 0. It's not long unfortunately before my role as Judge of Fact is brought into action as on the very first stage one of the crews is enjoying themselves so much that three laps isn't apparently enough and they squeeze an extra lap in, amazingly only to repeat the mistake on the very next stage, although this time they manage to completely jumble the order of the laps, a bit like 'playing the right notes but not necessarily in the right order'. Overall we loose only one car on Stage 1 and another on Stage 2.

The issue of making sure you follow the correct route is brought starkly home as one car makes a mistake at the split and suddenly decides to then cut back through the line of cones right in front of another car on the correct stage route. My heart at the time was in my mouth and the radio mike at my lips to make the certain 'Safety' call when by some miracle the two cars manage to avoid what would have been a high speed and very nasty side on collision.

The turnaround between stages is very slick and the Warrington team in their by now 'infamous' pink/purple/grape dayglo tabards switch the stages around in record time. Well done indeed to these crews who often go unnoticed at most events yet play a vital role in the organisation and delivery of the full stage mileage on an event such as this.

Through the second pair of stages the mechanical gremlins begin to creep in and several more cars fall by the wayside so by the end of Stage Four we are down to 55 runners but still a very respectable total. The weather for once is beautiful and bright blue skies mean suncream is the wise choice for marshals and radio crews alike, although it's anything but what you could call warm. After four stages we change direction and for some crews the confusion of circulating in a different direction is certainly a challenge as it would seem at times is the simple act of counting the correct number of laps !.

I can't go any further without describing the pure pleasure from watching the antics of Car 26 a rather fetching Mark I Ford Escort driven by Mark Campbell with Wayne Allman alongside. The car appears to have all the stability of a bucking bronco or sinking yacht and flies into the bends and chicanes rolling at ever more alarming angles, truly great to watch but it must be like being on board a lifeboat in a Force 10 the way it rocks and rolls.

The second half of the event passes off with little drama with a couple of straight forward recoveries for Gemini Recovery and thankfully a day in the sun for the crew of RAF Rescue and paramedic Dave Stubbs. At the end of day a satisfying 46 cars manage to complete all ten stages of what was a well run and enjoyable event.

Finally being serious again for a minute I do hope that for the future the organising clubs and circuit team can resolve access to the second floor of the control tower or alternatively Radio Control is going to have to go the trouble and hassle of using a mast to ensure proper safe radios coverage across the venue.

*Ian Davies : Gemini 23.*



*"Just resting my eyes !"*

**Warrington & District Motor Club**  
**JRT ENVILLE STAGES RALLY**

# ***Inside the Industry with Paul Gilligan***

## **How Low Can They Go?**

I have no doubt that new cars are currently cheaper in real terms than they've ever been. And they're getting cheaper. As I write we're nearing the end of June, end of a quarter and the half year and the special offers are flying into my inbox as manufacturers and dealers strive to reach targets.

Best one I think is a basic Citroen C1 which has a retail price of about £9600 on a 12 month deal with 12 monthly payments of £79 + VAT. That's right you get to drive a brand new car which is supposedly worth almost £10,000 for a year for just over £1100 including the VAT. Or about £3 per day. I know people who spend more than that on bus fares. How this makes sense to Citroen goodness knows. Once they've given the VAT to Mr. Osborne they are left with about £950 for providing the car for a year. What they'll do with the cars when they are returned this time next year is a problem they will have to face, because if a new one is £79 a month then a year old one has to be less somehow.

Citroen did something similar on the van side also with a brand new Berlingo for under £4 a day. Not a basic van either, the Enterprise model with air conditioning, rear park sensors, metallic paint etc. We supplied one to a local self-employed heating engineer. When we told him just what he was getting for £3.94 a day he was in fact worried. "Metallic paint and air conditioning!" he said. "I've never had a new van, now I'll be getting begging letters because everyone will think I've won the Lottery!"

I was discussing these offers with a friend in the same business, and he speculated on just how far we are away from £49 a month for a new car! Of course with a £400 deposit that Citroen could be done for £49 a month (all + VAT), and that deposit is within the reach of most people, or at least within the reach of their credit cards.

Inevitably new cars at this sort of price reduce demand for used models. Why buy used when new is in fact cheaper? I know contract hire and rental companies are suffering from this, with depreciation rates significantly higher than expected. One of my customers had his Mercedes collected last week at the end of its contract. He chatted to the delivery driver while the paperwork was being done, and to make conversation asked which auction the car was going to. "There's no room in the auctions" was the reply. "It'll go to a storage compound then to an auction when its turn comes, maybe about 3 months the way things are."

I can't help wondering when this particular train will come off the tracks. Of course making new cars this cheap keeps the factories going, but how big are the losses to be faced when the cars come to the end of the contracts? Sooner or later reality has to dawn surely?

## **Who's Missing From Motorsport?**

This came to mind whilst watching Le Mans a couple of weeks ago. What a great race that is these days! No nursing the car to the finish, just flat out for 24 hours. Two representatives of the VW empire, Porsche and Audi, slugged it out for victory with Toyota not far behind. Nissan were there too, in the GT classes were Ferrari, Aston Martin, Chevrolet, and more Porsches. Bill Ford was there to start the race, but more important to announce that Ford will be officially back at Le Mans next year with the new Ford GT. In the GT class to start but who knows what the future holds.

In WRC VW dominate but Ford, Citroen and Hyundai aren't far behind, and Toyota are joining in soon. Mercedes of course spend zillions on F1, with Renault spending only millions, and Merc spend heavily on DTM also. Other manufacturers with smaller budgets compete at regional or national level, e.g. Bentley.

One manufacturer with extremely ambitious growth targets doesn't compete at all. Yet that manufacturer has a very rich heritage in motorsport, particularly at Le Mans. Jaguar of course. Goodness knows why they're not in there somewhere. They want to treble their sales volumes over the next few years which means they'll have to win a lot of new customers. Who are currently buying Porsches, Audis, Mercedes etc. If the Aston Martin DB9 and the Chevrolet Corvette can be made into an effective Le Mans GT car surely the 5 litre F Type can? Certainly the engineering talent exists in the UK to make it happen. Meanwhile Jaguar confine themselves to spending what I believe were considerable sums on getting C List celebrities to drive their Heritage Collection cars on the Mille Miglia Retrospective.

When Jaguar returned to (and won!) Le Mans in the 1980s with the TWR cars it gave the brand a much needed boost when it was at a low point. Now it needs a boost to win over those new customers, hopefully they'll realise soon they are missing out on one very effective marketing tool.

### **Used Car Buyers Still Unhappy**

An RAC survey recently reported that 40% of used car buyers found mechanical faults after collecting their used car purchase, and more than half of those said the dealers refused to address the problem properly. Of course the RAC is in the process of launching its "Buy Sure" service where it gives (for a fee!) approval to dealers who undertake to adhere to certain standards. So the cynic in me would suggest that neither the timing of the survey or its conclusions is a coincidence?

***Continued on Page 65***



## **Dealer Sales Up, Profits Down, Pre-Reg To Blame**

Another survey, but a more credible one produced by the leading UK motor trade accountants showed that record new car sales are in fact resulting in falling profits for dealers. In April the average UK new car dealer made a profit of just £3000, a third of the figure for April last year. The report showed new car dealer sales down by 5% while registrations were UP by over 5%. How can that be? Pre-registrations of course. The accountants reported "The profitable disposal of these pre-registered cars is absolutely vital, particularly as this is a trend which shows no signs of stopping". It seems the bigger dealers with the financial muscle to pre-register literally thousands of cars at a time are doing well, the smaller players having a hard time.

As the end of June approaches pre-reg activity is building. One of our Vauxhall dealers called me yesterday to offer a selection of pre-registered cars. I asked when they had been registered. "Next week, last day of the month" was the reply. However it's even worse in Germany. Citroen are now splitting the DS brand away from other Citroens in terms of sales reporting. So we now know that so far this year almost 8% of DS UK sales were pre-reg. In Germany its 48% pre-reg, but then almost a third of German new car sales are pre-registered! In France 24% of DS models are pre-reg against market average of 16%. Citroen say they are not pre-registering, merely increasing the number of demonstrators so that prospective customers can "better appreciate DS's premium-ness by driving one of our cars". I believe the Citroen spokesman kept a straight face whilst spouting this rubbish, so there's the first Oscar nomination of the year.

Citroen Again

I started writing this about 3 hours ago. I've just received an email from Citroen expanding the list of C1 models available at £79 a month + VAT. It now even includes the convertible Aircscape model which retails at £11000! Still a week until month end so they could get cheaper yet!

*Paul Gilligan*

**GVC**

pg@gvcontracts.co.uk

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An Emergency Call Centre worker in London has been dismissed from her job, much to the dismay of colleagues who are reportedly unhappy with her treatment.

It seems a male caller dialled 999 from a mobile phone stating, "I am depressed and lying here on a railway track. I am waiting for the train to come so I can finally meet my God."

Apparently "remain calm and stay on the line" was not considered to be an appropriate or correct

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The phone was ringing so I picked it up, and said 'Who's speaking please?' And a voice said 'You are.'

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Two Aerials meet on a roof - fall in love - get married.  
The ceremony was rubbish but the reception was brilliant.

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Answer phone message "....If you want to buy marijuana, press the hash key...."



**The Cars the Star Show**

**Sunday 19<sup>th</sup> July 2015**

**Heaves Hotel**

**just off the A590**

**www.klmc.org.uk**

Welcome to the Cars the Star Show  
at Heaves Hotel Levens, near Kendal  
on Sunday 19<sup>th</sup> July.

Classic Cars of all decades  
will be on display as well as  
Classic Motorbikes,  
Motor Club Stands,  
Owners Club Displays  
and Demonstrations by  
South Lakeland Model Car Club.

With so many cars there is always  
something entertaining to see  
including Saloons, Sports Cars,  
Military and Kit Cars,  
all motoring tastes will be catered for.

Awards for each class will be judged  
by the entrants themselves,  
with the Best in Show being  
chosen by the event sponsors  
from the Class Winners.



# Lynch flies flag for British Rallycross at Coventry Motofest

Wigan racer Tony Lynch enjoyed the opportunity to showcase British Rallycross to a new audience after taking up a starring role in the second running of the Coventry Motofest.

The event, which took place on the final weekend of May, saw a range of cars from different championships take part in demonstration runs on a special 1.5-mile circuit created on Coventry's Ring Road as part of a larger festival of motorsport.

Invited to represent the BTRDA Rallycross series – where he secured championship silverware last year – Westhoughton-based Tony featured in a static display within the event paddock with his Lucas Oil Team Geriatric MINI Cooper S; with motorsport fans and the general public able to get up close and personal with the car throughout the weekend.

Tony was then able to help wow those fans watching on with two demonstration runs on the final day of the event, which attracted an impressive audience of almost 100,000.

British Touring Car Championship race winner Rob Austin and current Renault Clio Cup UK points leader Ant Whorton-Eales were amongst the other drivers to demonstrate their cars for the huge crowds.

"This year was the first time we have been involved with the Coventry Motofest and it was a real success for us as a team," Tony said. "It provided a fantastic opportunity for us to showcase both the British Rallycross Championship and all of our sponsors in front of a bumper audience of motorsport fans, and also those who were just keen to see what the event was all about."

"We didn't expect to actually take part in the 'on-track' activities so it was an unexpected surprise to get chance to show what the MINI can do the final day of the festival. Hopefully we'll have chance to return next year when there is due to be a more competitive element to the event!"

**Tony Lynch : Wigan & DMC**



## A TESTING ROUND 4 AT OULTON PARK 10 June 2015



Adam Morgan and his WIX Racing team endured a difficult weekend during Round 4 of the MSA British Touring Car Championship hosted by his home circuit Oulton Park in Cheshire. Adam's immaculately prepared Ciceley Motorsport Mercedes-Benz A Class suffered with a minor brake problem in free practice one. Once his engineers managed to resolve the issue he was back with the front of the pack in free practice two and the WIX Racing Mercedes was set up ready for qualifying.

Adam was really up against it in qualifying as his fantastic early season form and championship position has earned him an extra 33kg of success ballast. With threatening rain clouds above, Adam was immediately on the pace and spent most of the 30 minute session within the top six. Many of Adam's championship rivals have not enjoyed the same level of consistency or success as Adam and were qualifying with no added weight at all. Adam was still able to place his WIX Racing Mercedes-Benz A-Class on the 5th row in a very respectable 10th.

Adam was unfortunately baulked going in to the first couple of corners and found himself in 13th place in the early part of the race however a typical controlled aggressive, intelligent drive saw him bring the Ciceley Motorsport prepared A-Class home in 11th.

In race two Adam forced and was presented with a couple of opportunities to improve his position, as expected he didn't need asking twice and a masterful driving display saw him bring the WIX Racing A-Class home in 6th position. Adam started race 3 from Pole, the grid seemed to take forever to form up and just before the lights went out the WIX Racing Mercedes moved forward no more than a couple of inches! Adam stopped the car and started the race brilliantly holding off the rear wheel drive works BMW of Sam Tordoff into the first corner, Adam got the hammer down and was at least a second and a half in the lead when the race stewards adjudged him to have had a jump start and gave him a drive through penalty. Adam rejoined the field dead last in 28th place but as usual gave his absolute all and brought the Ciceley Motorsport prepared Mercedes-Benz A Class home in a respectable and hard fought 17th place still collecting a point for leading the race for a lap.



## Clarification of facts regarding Coventry MotoFest

The MSA wishes to clarify for the record that it had no involvement in the organisation of the 2015 Coventry MotoFest and the event was not run under an MSA Permit.

Contrary to some media reports, the Coventry MotoFest was not the first event to take advantage of new legislation facilitating closed road motor sport on mainland Britain.

As stated previously, new primary legislation was passed ahead of the General Election but will not be available to organisers until secondary legislation, in the form of a statutory instrument detailing the enabling powers, is in place. The MSA is currently working with the Department for Transport (DfT) to achieve this.

As the DfT confirmed recently it was never stated or even anticipated that the secondary legislation would be in place by May 2015, when the Coventry MotoFest took place.

Ahead of the Coventry MotoFest, the MSA Chief Executive wrote to his opposite number at Coventry City Council, expressing a number of concerns while offering guidance and support for any future closedroad motor sport events in the city.

Any organisers planning closedroad motor sport events are strongly recommended to liaise with the MSA from the outset.

## Entries open for club and volunteer awards

Applications are invited for the 2015 JLT MSA Club and Volunteer of the Year awards.

The awards – sponsored by JLT Sport, the MSA's insurance broker – are designed to recognise excellence among the MSA's 750 registered motor clubs and 9,500 volunteers, such as Stewards, Technical Officials, Marshals, Medical Personnel and Rescue & Recovery Crews.

For further details go to the msa website. Nomination forms can be found via the links on the MSA website. Completed forms must be submitted to the MSA by 1 October 2015, and forms for the club award must be endorsed by a Regional Association.

Both awards will be presented during the MSA Night of Champions (pictured) at the Royal Automobile Club in January 2016.

Entries close 17 July



## MSA confirms Motor Sports Council decisions regarding Frontal Head Restraints

Motor Sports Council, the MSA's rule-making body, has voted to mandate the use of Frontal Head Restraints in Stage Rallying, Hill Climb and Sprint – with certain exceptions in each – from 2016 onward.

The decisions were taken at the second of Council's three meetings in 2015, held at Motor Sports House on 9 June. After a very lengthy debate, it was decided that from 1 January 2016 an FIA-approved FHR will be mandatory for all Stage Rally competitors, except for those in Historic Category One vehicles, for whom it will be a recommendation in 2016 and mandatory from 2017.

It was also decided that from 1 January 2016 an FIA-approved FHR will be mandatory for all Hill Climb and Sprint competitors, except for those in Period Defined Vehicles, Road-going Series Production Cars and Roadgoing Specialist Production Cars.

Nonetheless, it will be recommended for those excepted competitors.

The relevant new regulations – along with all others approved by Motor Sports Council yesterday – will be published in due course.

Tony Scott Andrews, Chairman of Motor Sports Council, said: "I think this is an important decision, which I appreciate will not be universally popular; I understand that it will place an additional financial burden on competitors and I empathise with those affected. I do however believe that the governing body has a responsibility to ensure so far as possible the safety of

its competitors and the decision has been taken in pursuit of that aim.

"We believe that an FHR has become as much a part of a competitor's safety equipment as a seat, belts, protective clothing and helmet. We were very keen to announce this particular regulation change immediately in order to give competitors as much notice as possible."

FHRs are already mandatory for circuit racing competitors in post-2000 single-seat cars and will be mandatory across circuit racing, except for Period Defined vehicles, from 2016

# Grant aid extended to assist rally organisers

## The British Motor Sports Training Trust

(BMSTT) has extended grant aid availability to assist organisers of multivenue stage rallies. For 2015, the BMSTT Rescue Development Fund will accept applications for grant aid funding from MSA-registered clubs who organise multi-venue stage rallies, for the purchase of:

MSA-specified red and white safety tape, as typically used for route definition or to identify no-go or prohibited areas

Additional Spectator Warning Notices (2015 MSA Yearbook p87, Notices A to D only) obtained to satisfy the latest multi-venue stage rally safety requirements.

Eligible clubs can claim grant aid worth up to 60 per cent of additional expenditure, subject to a maximum of £750 per organising club for 2015. Applications must be made using the MSA Club Development Fund form, which should be completed and returned for the attention of Allan Dean-Lewis at the MSA. Clubs are reminded to include copies of invoices to validate the appropriate purchases.

## 2015 MSA Licenced Officials Seminars

Between 31 January and 28 March, the MSA delivered a total of 14 seminars to licensed Club Officials (Clerks and Stewards) at venues across mainland UK, the Channel Islands and the Isle of Man, to a total audience of 685 people.

In keeping with the revised format introduced in 2014, this year's seminars were more interactive than in the past. For a second year, MSA Training Instructors Neil Fuller and Brian Hemmings helped deliver the seminars. Neil is an MSA Steward, Clerk of Course, Timekeeper and event organiser, while Brian is the Secretary for the Association of Eastern Motor Clubs (AEMC) and an event organiser. The presentation team also comprised Allan Dean-Lewis, MSA Director of Training and Education, and Alan Page, MSA Training Officer.

The sessions running throughout the days were: Overcoming difficulties and Working Together – led by Alan Page

Incident Management – led by Brian Hemmings  
Judicial – led by Neil Fuller.

At seven of the venues there was a specific Karting Judicial session led by Cheryl Lynch, MSA Race, Speed and Kart Executive, assisted by Nigel Edwards and Rod Taylor.

At the end of the training each delegate received a memory stick containing the afternoon presentations and additional documentation for future referral.

# WRGB tickets now on sale

Wales Rally GB tickets are now on sale, with a new-for-2015 policy including electronic tickets, reduced advance prices and a simplified buying process.

The premium four-day World Rally Pass – providing access to all 19 special stages as well as Thursday's pre-event Shakedown – has been held at £99 for the sixth year. Forest Passes have been reduced by 25 per cent, from £33 in 2014 to just £25 – these give access to all the stages on the selected day (except Saturday's RallyFest at Chirk Castle).

Chirk Castle is the only RallyFest stage this year and tickets have been held at last year's price of £25 for an adult ticket, but a family ticket allows entry for two adults and up to three children for just £45.

All adult tickets include free parking and a programme worth £9. Children aged eight and under go free, while those aged 9-15 can view the action for just £1 under the on-going 'kids for a quid' scheme.

Fans can still turn up on the day of the event, but entry to any single stage will be priced at £30 on the gate, making a significant discount for the advance booking offer. The new electronic system enables fans to print out their own tickets at home, which allows advance tickets to be available for purchase until the day before the event.

**Full details of all 2015 Wales Rally GB tickets – including terms and conditions – can be found on the official website**

## Exciting new route confirmed for WRGB

An exciting new route has been unveiled for this year's Wales Rally GB, the final round of the FIA World Rally Championship (WRC). The three-day schedule includes 19 Special Stages totalling 191 miles, including the welcome return of the Myherin and Great Orme stages last

seen in 2013. The route features the family-friendly RallyFest at Chirk Castle, as well as the unique challenge of two stages run in darkness on Saturday evening.

After two years of hosting the Ceremonial Finish, the seaside town of Llandudno in Conwy County will this year play host to the Ceremonial Start, while the Finish will switch to Deeside. Once again, access to the Deeside Service Park, as well as to the Start, Finish and the regroupings in Newtown on Friday and Llandudno on Sunday morning will be free of charge.

Managing Director Ben Taylor said: "The event has received many plaudits and awards since it moved to its new base in north Wales, but we are far from resting on our laurels. We are always looking at ways to improve the rally for both competitors and spectators and this year's revised route combines the best bits from the past two years for drivers and fans – Myherin is a real favourite with the drivers and the Great Orme provides one of the sport's most dramatic settings.

"I'm particularly pleased to see the return of Myherin. It's one of those stages that epitomises Welsh rallying and is a real pleasure to drive. For a driver, there really is no better feeling than competing on your home event and this year's route has all the makings of a real classic"

Elfyn Evans, M-Sport Fiesta RS  
WRC driverFull





### Roll Over Protection Systems

The image shows the mounting of a ROPS A-post hoop. Regulations require that the reinforcement plate must be at least 3mm thick and of at least 120cm<sup>2</sup>; this is in order to spread the imposed load over a reasonable area. In this case it is doubtful that the folded plate is 3mm thick and in reality the bearing area of the mounting onto the vehicle structure is probably around 60cm<sup>2</sup>. If the ends of the mounting were boxed-in and the material 3mm thick then it would be acceptable, although not with cables running through – they would need to be re-routed.

### Stage Rally towing points

Towing points for Stage Rally cars are defined in (R) 48.1.13 and are required to be of "adequate strength and size". The MSA Technical Department has heard from recovery crews that this is not always being followed; on one occasion, where a suitable tow point could not be accessed, a crew has refused to have its car recovered by other means.

Competitors are kindly requested to comply with the relevant regulation and are advised that scrutineers have been alerted.

### Helmets

It was reported from a recent kart meeting that a competitor produced a helmet equipped with a camera mount.

This is not acceptable, not only in karting but in all forms of MSA motor sports. Although there was no camera, in the event of an incident the mount provides a potential concentrated impact site and it would also invalidate the helmet approval/homologation.

### Seat Squab Height

A member of the Cross Country community asked the MSA Technical Department to clarify regulation (J) 5.3.4. regarding the measurement of seat cushions. As the regulation states, the measurement relates to that part of the seat squab that the competitor sits on. For complete clarity, that is that part of the body that is secured in position by the lap strap, whether a lap belt or part of a three- or fourpoint belt or harness. The height of the forward part of the squab, i.e. beneath the knee, is less important for the purpose of the regulation, which is to ensure that the person is properly seated and satisfactorily restrained inside the confines of the vehicle.

## LB Electrical Contractors Twyford Wood Stages Rally has been postponed after ravers left debris and litter on the site.



Dozens of people were arrested after the rave at Twyford Woods near Bourne in Lincolnshire on 23 May.

The Forestry Commission said it would take several more days to complete a £4,000 clean-up, Mid-Derbyshire Motor Club said a rally planned for 6-7 June will be delayed until a later date.

About 1,000 people attended the rave and litter, smashed glass and other items were left on the site.

A Forestry Commission spokesman said: "We are confident that our specialist contractors will carry out this work as quickly as possible, but it has been impossible for us or them to set a definite finish time, due to the nature and scale of the waste area."

A total of 48 people were arrested by police at the illegal rave which left three Lincolnshire police officers needing hospital treatment.

Of those arrested, 13 were charged, with 26 released on bail, while the rest were released without charge or cautioned.

### NEW DATE 19<sup>th</sup> July

She was outside pulling weeds on a hot summer day when her husband walked up and asked her what they were having for dinner.

Irritated by the thought of him sitting in the air conditioned house while she laboured away on the weeds, she snapped, "I can't believe you're asking me about supper right now! Pretend I'm out of town, go inside and make dinner yourself!"

So he went back in the house and fixed himself a big steak, potatoes, garlic bread, and a tall beer.

His wife walked in just about the time he was finishing up and asked, "Where's my dinner?"

"Huh? I thought you were out of town."

Two fish in a tank, one says to the other - you drive I'll man the guns

Bloke goes in to the doctor's and says 'Doctor I can't stop mentioning the names of Scandinavian capital cities when I talk'

"That's worrying" says the quack 'Are you under a lot of pressure at work at the moment?'

'No' says the bloke 'I used to work in a warehouse for Ikea, but I got sacked for taking Stockholm' ...

# Sébastien Ogier claimed maximum points from Rally Italia Sardegna after winning both his fourth WRC event of the season and the final live TV Power Stage.

After a fierce fight with Hayden Paddon, Ogier eventually enjoyed a comfortable 3min 05.3sec victory in his Volkswagen Polo R over the New Zealander, who produced the surprise of the rally by heading the world champion for almost two days.

After problems late on Saturday, Paddon's consolation was a career-best second in a Hyundai i20. Belgium's Thierry Neuville finished 4min 22.5sec off the lead in third, ensuring two podium places for the Korean manufacturer.

Ogier was the only frontrunner to avoid major problems as the rocky roads took a heavy toll. He leads the championship by 66 points from Citroën's Mads Østberg, with seven of the 13 rounds remaining.

The Frenchman overcame the handicap of sweeping gravel from the roads for the opening two days, and only demoted Paddon, in his first full WRC season, when the Kiwi spun and later hit a rock and damaged his gearbox.

Paddon became the first New Zealand driver to lead a WRC round outside his home country. But with victory gone after Saturday's problems, he eased through the final day, hiding the fact he was nursing his car.

Neuville climbed to third this morning after Østberg went off the road in the opening stage and damaged his DS 3's brakes. He limped through the final three tests, falling behind both Neuville and Elfyn Evans but holding off Jari-Matti Latvala.

After driveshaft problems on the opening day, Evans recovered to finish fourth in a Ford Fiesta RS, 1min 12.3sec behind Neuville and more than two minutes clear of Østberg.

Latvala threw everything at his attempt to overhaul Østberg, but fell 16.6sec short and settled for sixth in another Polo R. The leaderboard was completed by WRC 2 trio Yurii Protasov, Paolo Andreucci and Jan Kopecky, and Khalid Al Qassimi.

Among those to finish down the order were Andreas Mikkelsen (suspension / fuel pressure), Kris Meeke (accident), Dani Sordo (wheel off / fuel pressure), Ott Tänak (gearbox) and Robert Kubica (gearbox).

Round seven of the series is the all-gravel LOTOS 72nd Rally Poland which is based in Mikolajki on 2 - 5 July.

## M-Sport boss Malcolm Wilson is confident his team will find a solution to the transmission problem that led to the retirement of two 2015-spec Fiesta RS world rally cars at Rally Italia Sardegna.

Ott Tänak and Robert Kubica both stopped in Italy after impact with rocks on the stages left their cars stuck in gear. Wilson said that both cars had suffered the same problem - and that they weren't alone.

*"In Ott's case the problem was caused by a huge impact at the same place where Hayden Paddon broke his gearbox mount," he said. "It looks like our mountings are stronger than the Hyundai's, but this put extra pressure on the gear selection mechanism. "It's nothing to do with gearbox itself. We just need to find a way of preventing the sump guard from deforming and putting pressure on that part."*

Wilson does not expect the stages in the rest of the season to be as rocky as those in Sardinia, but hopes modified components will cure the problem once and for all.

*"Rough stages have been a feature of Sardinia for many years, and probably the rest of the rallies this year it'll be fine, but we can't take that risk so we've got to do something about it. We have some new parts being done now so hopefully won't happen again," he said.*





# Austrian Grand Prix: Nico Rosberg overtakes Lewis Hamilton to win

**Nico Rosberg took a dominant victory in the Austrian Grand Prix to reduce Mercedes team-mate Lewis Hamilton's lead in the World Championship.**

Rosberg passed Hamilton at the start and controlled the race to the end.

Hamilton's attempt to re-pass on lap one was thwarted by the safety car, triggered by a heavy crash between Ferrari's Kimi Raikkonen and McLaren's Fernando Alonso. The McLaren ended up on top of the Ferrari, but both drivers were unhurt.

Alonso, who had slid along the top of the barrier before the cars came to a halt, described the incident as "scary". The crash, which appeared to be caused by Raikkonen losing control of his car under power while Alonso was alongside on his outside, is to be investigated by stewards.

When the race re-started, Hamilton tracked Rosberg to their only pit stops.

Both drivers walked away from the incident, although Alonso visited the medical centre afterwards. He rejoined still in second but incurred a five-second penalty for edging over the white line which separates the pit exit from the race track - effectively putting the race out of his reach shortly after half distance.

Rosberg's third victory of the season reduces his deficit to Hamilton to 10 points, after the world champion extended it by winning the previous race in Canada.

Mercedes had expected a challenge from Ferrari, but the apparent advantage in pace the Italian cars had in practice had evaporated and Rosberg and Hamilton left Sebastian Vettel well behind during the first part of the race. Rosberg made his quick reactions off the start line pay, maintaining a gap from Hamilton throughout. Behind the dominant front two, the race was entertaining, packed with incident and featured plenty of overtaking moves as drivers battled for position.

Vettel was comfortably clear of Felipe Massa's Williams but lost third place because of a problem fitting his right rear wheel at his pit stop.

That promoted Massa into third place, with a four-second lead over the Ferrari with 34 laps to go.

Vettel edged closer at a 10th of a second or so a lap and was on the Brazilian's tail with 10 to go, but Massa drove with calmness and maturity to hold off the four-time world champion.

Felipe Massa took the 40th podium of his career after holding off Vettel in the latter stages.

Behind them, Massa's team-mate Valtteri Bottas won a battle with Force India's Nico Hulkenberg for fifth that lasted for half the race.

Lotus's Pastor Maldonado took seventh, passing Toro Rosso's Max Verstappen after a wild moment on the pit straight with two laps to go.

Maldonado jinked to the outside of the Dutchman as he attempted to line up a passing move but the car got into a frantic side-to-side snap, the Venezuelan just managing to hold on.

Verstappen then ran off the track on the exit of Turn One, gifting the place to Maldonado on a disappointing afternoon for Red Bull on the track they own.

Daniel Ricciardo was the leading finisher for the main Red Bull team in 10th place, behind Force India's Sergio Perez.



If you get an email telling you that you can catch Swine Flu from tins of ham, delete it.  
It's Spam.

Police - "What's your emergency?"  
Me - "Two girls are fighting over me."  
Police - "OK, so what's the problem?"  
Me - "The fat one's winning."

Just watched an over 80's tennis match between Sepp Blatter and Bernie Ecclestone a slow game - but some of the backhands were unbelievable !

# Lewis Hamilton eases to Canadian GP win over Nico Rosberg

**Lewis Hamilton took a controlled victory in the Canadian Grand Prix, fending off team-mate Nico Rosberg.**

The Mercedes drivers circulated at the front throughout an unusually uneventful race as Williams's Valtteri Bottas beat Ferrari's Kimi Raikkonen to third. After Hamilton led comfortably through the first part of the race, Rosberg came at him after their sole pit stops, but the world champion was never under threat.

Hamilton's fourth win in seven races extends his drivers' championship points advantage to 17. The win helps to make up for Hamilton's disappointment in the last race in Monaco, where he lost a dominant victory as a result of a strategic error by the team.

Hamilton led into the first corner from pole position and built a four-second lead before his pit stop and then controlled the gap at little over a second for the rest of the race as the drivers of the two silver cars managed fuel, brakes and tyres to the finish.

Behind them, Raikkonen was on course for a comfortable third place until a spin at the hairpin on lap 27, caused by the hybrid system kicking in unexpectedly. That cost him position to Bottas and, although Ferrari chose to pit Raikkonen to fit a set of fresh super-soft tyres with 30 laps to go so he could attack to the end of the race, Bottas was able to do enough to hold him off.

Raikkonen finished ahead of team-mate Sebastian Vettel, who drove an attacking race from the back of the grid following an engine problem in qualifying and a five-place grid penalty for passing illegally in practice. Vettel rode his luck at times, especially at the last chicane, where he was involved in two near-miss incidents.

He bounced over the kerbs trying an over-optimistic move on McLaren's Fernando Alonso early in the race, and then did the same with a better-judged move on Force India's Nico Hulkenberg, but still needed his fellow German to spin to avoid contact.

Vettel would have had to race Lotus's Romain Grosjean for fifth, but the Frenchman put himself out of the reckoning by misjudging a lapping move on Manor's Will Stevens and getting a puncture. Grosjean finished 10th, which he held on to despite a five-second penalty for causing the incident was applied. His mistake handed sixth to Williams's Felipe Massa, from 15th on the grid. It was a dire race for Red Bull and McLaren, both struggling with a lack of power, although much more so in McLaren's case. The best-placed Red Bull was Daniil Kvyat in ninth, behind Lotus's Pastor Maldonado and Hulkenberg. Both McLarens retired after running close to the back of the field.

## **Renault could quit next year, says Red Bull boss Christian Horner**

Renault could quit Formula 1 if the sport does not allow in-season engine development next year, Red Bull team boss Christian Horner says. Renault, which supplies engines to Red Bull and Toro Rosso, admits it cannot catch Mercedes and Ferrari this year. Limited in-season development is permitted in 2015, but has been closed off again for next year. Horner said a failure to open it up would be "almost waving goodbye to" Renault. Renault has a contract with Red Bull and Toro Rosso until the end of 2016. Renault Sport boss Cyril Abiteboul said: "There will not be a future for Renault in F1 if we do not have a competitive engine." Red Bull and Renault have worked together since 2007, when David Coulthard and Mark Webber were behind the wheel. When the current turbo hybrid rules were composed, the intention was that in-season engine development would be banned to keep costs under control. Ferrari spotted a loophole that meant limited development has been allowed this season but governing body the FIA has closed it off by rewriting the 2016 rules. Manufacturers must submit all their performance improvements by 28 February next year. To change this position would require unanimous agreement from the other teams and for now Mercedes are reluctant to agree. Asked if he thought Mercedes would change this position, Horner said: "They don't have to obviously but it is at a precarious point in terms of Renault's commitment to the future. "If F1 can afford to lose an engine manufacturer, stick to 28 February." Abiteboul said the company was debating whether and in what form it should stay in F1 beyond the end of its contract with Red Bull in 2016. Renault has the option to buy a team - with Lotus the favourite - stick with Red Bull as its works partner, or pull out all together. Abiteboul said no decision had been made and "everything is open".





# VSCC Hawthorn Memorial Trophies race meeting; Oulton Park, July 18-19 2015

I'm one of very many enthusiasts for vintage and classic cars who has special memories of what then was the VSCC Seaman Trophies race meeting at Oulton Park. This event was the one totally unmissable date in every north-western old car enthusiast's calendar. Nothing, but nothing, was allowed to stand in the way of 'VSCC Oulton': you simply had to be there.

The VSCC last came to Oulton Park five years ago. As with some preceding visits, that race meeting returned an unacceptable loss. Whilst attendance was satisfactory, all the gate receipts went to the circuit owners. The racing grids were thin, with too many Southern drivers / owners opting out due to full diaries and a reluctance to spend Friday afternoon battling up the M1 or M5 and then M6. The disappointing number of entry fees plus poor programme sales receipts fell well short of the circuit hire cost and associated expenses.

Looking back to the golden years of VSCC Oulton, there are so many great memories. It would be marvellous if this 2015 race meeting were to be sufficiently well-supported to deliver a result for all parties to the organisation of the meeting. An outcome that would ensure that VSCC Oulton would regain its former top-level place in the calendar for years to come and sustain a growth of interest in our types of car here in the north of England. Circuit owners, Motor Sport Vision, are making every effort and appreciable concessions to ensure this year's VSCC Oulton is a success. MSV really do want us back. If you have not visited the circuit for some years, then you will be amazed at the vast improvement that has been made to its facilities. Today it is a manicured top quality venue, set in the finest Cheshire countryside.

## ***In brief:***

**Saturday July 18** – practice from 9am, racing from 1pm; full programme including three races for the Hawthorn Trophies (pre-1961 racing cars; VSCC's 'Set 4' cars, and 1950s sports-racing cars), plus a relay race (always fun to watch), and scratch and handicap races. Fuller details from [www.vsc.co.uk](http://www.vsc.co.uk)

**Saturday evening** – Chequers food outlet / restaurant (paddock – infield location) will be open, (Friday evening also, plus for breakfasts from 7.15am both on Saturday and Sunday); large outdoor screen showing VSCC and other themed films; live cool jazz band. Club BBQ at £10 per head, tickets available during the day. Camping / caravans / mobile homes – free places for the first 200 applicants can be booked, first come first served, but once those have been taken, additional camping etc. can be accommodated (details from VSCC office). Local hotel and B&B accommodation is listed on the MSV website [www.motorsportvision.co.uk](http://www.motorsportvision.co.uk)

**Sunday July 19** – no noisy activity is permitted under environmental restrictions, but there will be much for all the family and every enthusiast to enjoy, short of actual circuit racing. The Club's Concours d'Elegance will make a welcome return and entrants will parade round the track; cycle races are being planned, including some for children and younger cyclists and for veteran cycles. Other attractions include 2 hours of 'Autosolo' timed competitive tests for VSCC cars on the rally circuit; supervised circuits of the track for club groups in appropriate cars (some already booked); demonstrations by VSCC trials cars on the circuit's 4X4 test track; bus rides in period single deck vehicles round the full circuit; children's attractions including period fairground and a treasure hunt within the in-field area. Autojumble, vintage parts traders and charity stalls. An air display is booked. The programme is scheduled to finish between 2 and 3pm

**Admission charges** – a bargain. Car clubs (and of course VSCC Members) can book discounted tickets for the 2 days for £15 per person (otherwise £25) through the Club Office [www.vsc.co.uk](http://www.vsc.co.uk). 'Sunday only' entry remains to be finalised, but there will be free entry for cyclists and 'pay at the gate' of a modest figure, with extra concessions for those arriving in vintage / pre-war or other 'interesting' cars.

**Motor Club enquiries (for further details, offers of vehicles for display etc) to:**

**John Warburton 01942 67177 (answerphone) or email : [warburton.brookwood@virgin.net](mailto:warburton.brookwood@virgin.net)**



# 2015 NESCR0 Classic Challenge

[www.nescro.co.uk](http://www.nescro.co.uk)

**The Challenge.....** are based on an Index of Performance. The Challenges are not Championships; it is just for fun, see how you can perform against your class rivals. There is a Challenge for Drivers, Navigators, and one specifically for the Targa class. Scores from 7 of the events will be used in the calculations.

## 2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification.

The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Scores from 5 of the events will be used in the calculations.

**18th July**

### Summer Lanes Rally

Queens University (Belfast) MC  
www.motor.club.qub.ac.uk  
Barnscourt, Northern Ireland  
Clifford Auld 07713855692.  
hungryauld@btinternet.com

**9th August**

### St Wilfrid's Classic Rally

#### Ripon Motorsport Club

www.riponmotorsportclub.co.uk  
Sam Wainright  
info@riponmotorsportclub.co.uk

**6th Sept**

### Wearside Classic

#### Durham Automobile Club

www.durhamautoclub.org.uk  
Nissan, County Durham  
Lindsay Burnip  
poshbirdincontrol@sky.com

**20th Sept**

### Doonhamer Classic Rally

#### South of Scotland CC

www.soscc.co.uk  
Roland Proudlock 07824 847383  
rolandproud-  
lock@annandalefinancial.co.uk

**4th October**

### Devils Own

#### Kirkby Lonsdale MC

www.klmc.org.uk  
Kirkby Lonsdale, Cumbria  
Mike Kirk 01539 728832  
MIKEKIRKRALLYING@aol.com

**18th October**

### Solway Classic Weekend

#### Wigton Motor Club Ltd

www.wigtonmc.co.uk  
Graeme Forrester 01900 825642  
graeme@gtforrester.freemove.co.uk

## TARGA CHALLENGE

### The Targa Challenge Rounds

#### Devils Own

#### Summer Lanes Rally

#### Durham Dales Classic

#### Doonhammer Classic Rally

#### Solway Classic Weekend



### Classic Driver's Challenge

1	John Bertram	369.2
2	Darell Staniforth	326.8
3	Ian Dixon	278.9
4	David Short	271.7
5	Colin Rose	242.5
6	Howard Warren	203.3
7	Jon Huffer	201.2
8	Ross Butterworth	197.1
9	Mike Dent	179.2
10	Matt Warren	174.7
11	Roger Powley	172.4

### Classic Navigator's Challenge

1	Andrew Fish	298.4
2	Ali Proctor	294
3	Roy Heath	271.7
4	Bob Shearer	242.5
5	Les McGuffog	228.8
6	<b>Joe O'Leary</b>	201.2
7	Andrew Pullen	174.7
8	Leigh Powley	172.4
9	Peter Dignan	166
10	Nick Cooper	165

### Targa Driver's Challenge

1	Joe Harwood	166.5
2	David Lewis	156.9
3	Liam Charlton	114.8
4 =	Stephen Hudson	102.3
4 =	Nick Pullan	102.3
6	Steven Place	100.9
7	Sandy Horne Jrn.	95.7
8 =	Grainger Robertson	94.6
8 =	Ron Roughhead	94.6
10	Andrew Roughhead	93.3

### Targa Navigators Challenge

1	Daniel Lewis	156.9
2 =	Richard Crozier	102.3
2 =	Andy Pullan	102.3
4	Daniel Place	100.9
5	Kirsty Horne	95.7
6 =	David Robertson	94.6
6 =	Ian Canavan	94.6
8	Ollie Curry	93.3
9	Dionne Taylor	91.8
10	Tom Wells	90

**Results up to & Including  
Lakeland Classic Rally  
28th June**





# Wigton Motor Club Ltd

## Cumbria Classic & Motorsport Show

Sunday, August 23rd



at  
**Dalemain House**  
Near Ullswater  
On the A592

The twenty seventh **Cumbria Classic Weekend** which this year takes place over the weekend of August 22<sup>nd</sup>/23rd. We are repeating our successful format with a package of two events, which we hope will encourage you to stay in the Lake District and in the beautiful district of Eden in particular.

**The Rose and Thistle Tour** takes place on Saturday and visits some of the most interesting roads in England and Scotland. Sunday sees the **Cumbria Classic Car Show** staged in the spectacular setting of Dalemain House by Ullswater. Dalemain has featured in a number of TV series and films in recent years.

We are again on a much larger area of the parkland which will allow us more room for displays and better movement around the show as it continues to expand. As well as the usual club stands, autojumble, and hundreds of cars we will have arena action, autotests, motorsport display, children's rides, a trade area, craft stalls, entertainment and toy and produce stalls.

We continue to expand the number of classes and we cover modified modern cars as well as the classics. This year we are also having a **"Cars For Sale"** area. This will cost £10 per car and include the occupant's admission. During the afternoon the sale cars will be invited into the arena to promote the sale.

**This year we are having a number of feature displays: Mercedes, MGA and Bentley**

You can enter either as part of a Club display, or on one of the special classes. During the afternoon the featured cars will be invited into the arena for a special display.

The £3 entry fee will give you two admissions to the show, the Dalemain grounds, gardens and exhibitions, a superb limited edition attendance award to a total worth of £24!! **This year Wigton MC members will be able to enter their car free of charge as long as they quote their membership number.**

Club entries are made on the Club entry form which is on the website. [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)



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**Friday**

**February the 12th**

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**More Details Nearer the Date**

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**No excuses for not being there !**

# MG Cumbria Reivers' Raid



## Sunday, July 12th 2015

### A scenic tour for MGs and other fine cars

For our summer run we are exploring the lower Eden Valley and the Solway Coast for a gentle and slightly shorter tour which will include stops at places of interest where you can stretch your legs.

We have some new areas to explore and a new lunch halt plus some popular places revisited.

The start is at the Rheged Discovery Centre, near J40 of the M6 at Penrith and the finish will be near Carlisle.

Like all our events, they are run under an MSA Certificate of Exemption and the route has been cleared with the Route Liaison Officers for the counties we are visiting.

The entry fee includes coffee and biscuits at the start and a light lunch halfway through the event plus a full rally pack, rally plate and finishers awards. There will be a comfort halt in the afternoon.

Unlike some MG clubs our events are open to all types of car and age. Modern MGs and other classic cars are most welcome.

Due to the nature of the roads we are limiting the number of entries to 50 so do get your entry in early to ensure a place.

[info@wigtonmotorclub.co.uk](mailto:info@wigtonmotorclub.co.uk)

## The Wearside Classic 6th September 2015

Following the successful running of the last four Durham Dales/Wearside Classic, at the Nissan factory in Sunderland, Durham AC are pleased to confirm that were are back for the 5th year.

The event will retain the successful formula of the last four years using one of the car parks and the test track, with the Sports and Social Club being the centre for the day, where refreshments will be available all day. Note spectators will not be permitted at the test track.

As with previous Dales this is a tests only rally with a class for modern cars, and as there will be no road mileage tax and insurance is not required, the plan is to run 16 tests.

**Regs :** [poshbirdincontrol@btinternet.com](mailto:poshbirdincontrol@btinternet.com)

## Ross and District MSL Ross Traders Historic Rally & Targa Rally Saturday 18th July

Ross and District MSL announce the availability of Regulations and that entries are open for the Ross Traders Historic Rally and Targa Rally. The event is on Saturday 18th July 2015 in the Welsh Marches.

The total route will be about 165 miles, which includes 10 miles of tests on private land and about 135 miles of regularities. First car starts at 0845 in the Forest of Dean and finishes in Ross at about 1715. The entry fee is £124 which includes lunch and supper for the crew.

The Targa entries (Targa compliant cars up to 1400cc) will share exactly the same route, tests and navigation as the historic crews.

Regs and Entry form are available on our Club website

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

with a webentry system available at

<http://www.grassrootclicks.com>

## St Wilfrids Classic Rally 9<sup>th</sup> August

[www.riponmotorsportclub.co.uk/im ... 15regs.pdf](http://www.riponmotorsportclub.co.uk/im...15regs.pdf)

[www.rallies.info/webentry/2015/ ... bentry.php](http://www.rallies.info/webentry/2015/...bentry.php)

The event will once again be a scoring round of the HRCR Clubmans Road Rally Championship and the new HRCR Premier Series, along with being a round of the NESCR Summer Series.

The event is provisionally scheduled to start on Ripon Market place and will be based on OS Landranger maps 99 and 100. It will comprise of a scenic route of approximately 150 miles through the Vale of York and the North York Moors. The route will comprise of several special tests on mixed surfaces linked with regularity and transport sections. As always it takes a large amount of people to marshal these events and to make it a success. No experience is necessary so if you or anyone you know wants an enjoyable day out please contact our Chief Marshal. David Wainwright on either:

01765 640546 (no later than 9pm please) or email him at

[StWilfsCM@riponmotorsportclub.co.uk](mailto:StWilfsCM@riponmotorsportclub.co.uk).

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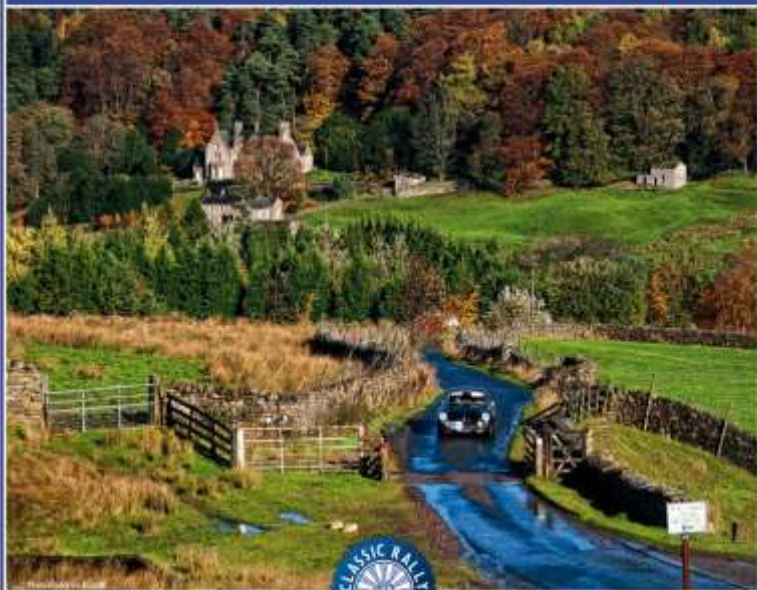
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Tel:01248 430015, Mob:07740 179619

e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)

## Druidale Motor Club Limited (DMC) and Manx Auto Sport Limited (MAS)

will promote a series of Clubman status 'Navigational Rallies' through 2015. Additional information to comply with these Common Supplementary Regulations including Permit will appear in each Event's 'Final Instructions' document.

Date	Organising Club	Event Title	Entries Close at 8pm
3/10/15	MAS	Bridge Rally	Wed 23/9/15
24/10/15	MAS	Cushag Rally	Wed 14/10/15
21/11/15	DMC	Ed Inston Memorial Rally	Wed 11/11/15



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Email: [paulgardnerrs@btinternet.com](mailto:paulgardnerrs@btinternet.com)

## Beverley & District Motor Club Maple Garage Beaver Rally 4/5<sup>th</sup> July

Beverley & District Motor Club Ltd is once again running the Maple Garage Beaver Rally.

It will be a round of the ANCC, EMAMC, ANEMMC & SD34 Road Rally Championships, and new for 2015 it is a round of the HRCR Premier Rally Championship.

The organising team are planning an event on OS Maps 101 and 106, covering approximately 135 miles and starting from The White Horse Inn, Hutton Cranswick, nr Driffield in East Yorkshire.

There will be less than 10 miles of 'white' roads, virtually all of which will be incorporated in the 6 Special Tests we are providing. As usual, these have all been traversed in a standard car and are not particularly rough, but would still strongly recommend sump guards.

As is becoming increasingly necessary on Road Rallies, the organisers will take care to ensure that competitors are not required to drive at excessive speeds on the public highway.

Route Checks will also be used for safety, at SGW's as we have done previously, as well as at some particular points of danger. (i.e. uneven road surface, bad bend, long straight) That is our intention; hopefully we will come close to achieving this.

For more information go to Beverley & DMC's website : [www.bdmc.org.uk/](http://www.bdmc.org.uk/)

## Alnwick and District Motor Club, and Berwick and District Motor Club Tyneside Stages Rally 2<sup>nd</sup> August

We are very pleased to welcome Motoscope, Northallerton as our new sponsor, and would also like to thank RalliTrak for their continued support.

This year the event is a round of;

2015 REIS MSA Asphalt Championship

2015 AS Performance North of England Tarmac Championship

2015 Blackwood Plant Hire Scottish Tarmac Championship

2015 BTRDA Mixed Surface Championship

Regulations will be available to download from

[www.alnwickmotorclub.co.uk/tyneside-stages-rally](http://www.alnwickmotorclub.co.uk/tyneside-stages-rally) on

Monday 15th June, with entries opening Wednesday 17th June.

The route will comprise of over 80 stage miles over Otterburn Ranges. Entries are limited to 90.

Pre-event enquiries, (competitor, trade, media) should be directed to:

**Lindsay Burnip**

Deputy Clerk of the Course

[poshbirdincontrol@btinternet.com](mailto:poshbirdincontrol@btinternet.com)

07727 098 450

I went to the record shop and I said "What have you got by The Doors?"

He said: "A bucket of sand and a fire blanket!"



# Liverpool MC 2015 Sprints

Liverpool MC are now taking entries for our September 2015 Aintree Sprints.

You can enter on-line with our quick & secure booking service. It's now the same price to enter online or by post. You'll avoid the risk of postal loss or delays, you will receive immediate confirmation that we've received your entry, & you don't need a stamp or envelope! Why not join LMC too?

If you enter any three LMC events (sprints, hillclimbs or trackdays), your total discount almost pays for your membership. Enter a fourth event and you are in profit. And membership entitles you to join our popular Speed Championship that takes in up to 23 rounds at 9 of the most popular Sprint and Hillclimb venues in the North, North Wales, and Midlands.

So what are you waiting for? Join LMC today!

[www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)

## Kirkby Lonsdale MC **Devils Own** Classic & Targa Rally 4th of October

## Morecambe Car Club

**25/26th July 2015,**

**The Morecambe Rally,**

contact Derek Shepherd  
[derekshpherd12@btinternet.com](mailto:derekshpherd12@btinternet.com)

[www.morecambecarclub.org.uk](http://www.morecambecarclub.org.uk)

**COLMAN TYRES RALLY 2015**

Ilkley and District Motor Club  
are delighted to be able to announce the resurrection of  
a great name in Rallying and are giving advanced notification of The Coleman Tyres Rally

Starting at approximately 22.00 on

**29<sup>th</sup>/30<sup>th</sup> August 2015**

From Otley Rugby Club

Navigational permit, open to most Cars.

120 + Miles of some of Yorkshires finest Lanes many of  
which have not been used for some time.

**Maps 98, 99 and 104**

**90 % Pre-plot route Instructions.**



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## FOR SALE A5 SPIRAL BOUND SPEED TABLES

These are very manageable and useful in the smaller cockpit!! They cover the 20 - 60mph range. There are only a small number left from the most recent print run and the original price has been held for the 4th successive year at £12 inc P & P please send cheque to

**P. Mellor,**  
**21, Warren Croft, HANDSACRE,**  
**Rugeley, Staffs. WS15 4TB**  
**Telephone: 01543 492722**



[www.retro-speed.co.uk](http://www.retro-speed.co.uk)

**Classic car and classic motorsport  
magazine on-line.**

Daily updates and images from the world of historic motorsport, classic rally news, motor racing, hill climbs, car trials, classic car shows and major classic car and automobilia auctions.

# Acknowledgements

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Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	Marshals
Les Fragle	Individual
Dave Barratt	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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& if I have left you out,  
Sorry and PLEASE tell me

## SD34MSG

**Wednesday 15th July**

(3rd Wednesday of every other month)

**8-00pm,**

Hartwood Hall Hotel, Chorley. PR6 7AX

Just off M61 at J8 : 109 / 583 181

# ANCC



**Monday 6th July 2015**

**8.00pm**

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 August 10th 2015**

**8.00pm**

Tofts Cricket Club, Booths Hall, Chelford Rd.,  
Knutsford, Cheshire, WA16 8OP

**www.anwcc.org**



**07973-816965**

email : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)

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 August edition is Wednesday the 29th July which is due out on Friday 31st of July**

**PLEASE Email Reports etc. to**

**Maurice Ellison at :  
[sd34news@gmail.com](mailto: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

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