

August spotlight

2015



**Avon Tyres Northern Formula Ford 1600
Oulton Park : July 4th**

www.sd34msg.org.uk

Chairman's Chat

I'm sure all readers of 'spotlight' would want to express their condolences to the family of Jules Bianchi who passed away a few days before last Sunday's Hungarian Grand Prix. He was obviously a fast rising star and the motorsport world will miss his talents. **#JB17**

As for the grand prix itself it was one of the most exciting for a good while but once again the safety car upset the positions for many, some better than others particularly Lewis Hamilton, but thankfully the best man won. In most cases the safety car is justified but it's a shame it can ruin all the hard work put in by drivers up until that point.

Talking of exciting racing I watched the closing laps of the final Formula E Championship in Battersea Park but it was sadly lacking any excitement. The track was too narrow making passing impossible without a likely crash and having to run a second car when the first one runs out of puff then sorry but it's got a long way to go. I had more excitement with my Scalextric set 50 years ago and I will not be rushing to buy an electric car just yet !

I'm pleased that three of our member clubs are running two of the eight rounds of the newly established Motorsport News Circuit Rally Championship partnered by Michelin using Oulton Park and the Anglesey Circuit as well as other circuits around the country, well done.

Best regards,
Les Fragle,

Chairman/Secretary,SD(34) Motor Sport Group

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SD34MSG - Member Clubs & contact details

Accrington MSC

Contact : David Barratt
Email : davidpbarratt@gmail.com
Tel. : 01254-384127
Website : www.accrington-msc.org

Blackpool South Shore MC

Contact : Adrian Atkinson
Email : adrian.atkinson@bssmc.com
Tel. : 07919 694903
Website : www.bssmc.com



Bolton-le-Moors MC

Contact : Peter Sharples
Email : p.sharples650@btinternet.com
Tel. : 01772-626116
Website : www.blmc.co.uk



Bury AC

Contact : Matthew Field
Email : matthew@buryautoclub.co.uk
Tel. : 01772-465716

CSMA (NW)

Contact : Steve Johnson
Email : steve.johnson@csmaclub.org
Tel. : 01254-392663
Mob. : 07718 051 882



Clitheroe & DMC

Contact : Maurice Ellison
Email : sd34news@gmail.com
Tel. : 01524-735488
Mob. : 07788-723721
Website : www.cdmconline.com



Garstang & Preston MC

Contact : Margaret Duckworth
Email : margaret.duckworth42@btinternet.com
Tel. : 01772-700823
Website : www.gpmc.co.uk



High Moor MC

Contact : Gary Heslop
Email : gary.heslop@btinternet.com
Tel. : 0161-6430151
Mob. : 07973-816965
Website : www.hmmc.co.uk



Hexham & DMC

Contact : Ed Graham
Email : edgraham01@sky.com
Tel. : 0161-2919065
Website : www.hexhammotorclub.co.uk



Knowldale CC

Contact : Tim Cruttenden
Email : cruttsdad@gmail.com
Tel. : 07977-140315
Website : www.knowldale.co.uk



Lightning MSC

Contact : Andy Rhodes
Email : andy.rhodes@btinternet.com
Tel. : 01772-632820

Lancashire A.C.

Contact : Chris Lee
Email : info@lancsautoclub.com
Tel. : 07831-124417
Website : www.lancsautoclub.com



Liverpool MC

Contact : John Harden
Tel. : 0161-9697137
Email : lmc-chairman@liverpoolmotorclub.com
Website : www.liverpoolmotorclub.com



Larne MC

Contact : Rod Brereton
Email : pdmc@clara.co.uk
Tel. :
Website : www.larnemotorclub.co.uk



Manx AS

Contact : Mark Quayle
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.manxautosport.org



Motorsport (NW) Ltd

Contact : Mark Wilkinson
Email : secretary@nwstages.co.uk
Tel. : 07878-657580
Website : www.nwstages.co.uk



Mull CC

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.mullcarclub.co.uk



Pendle & DMC

Contact : Ray Duckworth
Email : raymond.duckworth@btinternet.com
Tel. : 01282-812551
Website : www.pendledistrictmc.co.uk



U17MC-NW

Contact : Steve Johnson
Email : steve.johnson@csmaclub.org
Tel. : 07718 051 882
Website : www.u17mc-northwest.org.uk



Stockport061MC

Contact : Mark Wilkinson
Email : mark@stockport061.co.uk
Tel. : 07879-657580
Website : www.stockport061.co.uk



Wallasey MC

Contact : Tony King
Email : tony_king@msn.com
Tel. : 07989-616546
Website : www.wallaseymc.com



Warrington & DMC

Contact : George Jennings
Email : gajennings@sky.com
Tel. :
Website : www.warringtondmc.org



Wigan & DMC

Contact : Tony Lynch
Email : rallycrosser790@aol.com
Tel. :
Website : www.wiganmotorclub.org.uk



2300 Club

Contact : Neil Molyneux
Email : 2300@fcs-uk.com
Website : www.2300club.org



Airedale & Pennine MCC

Contact : John Rhodes
Email : rhodesj3@sky.com
Tel. :
Website : <http://lgi165.wix.com/apmcc>



Matlock MC

Contact : Frances Banning
Email : frannybee66@yahoo.com
Tel. :
Website : www.matlockmotorclub.co.uk



Preston MC

Contact : Louis Baines
Email : louisbaines@hotmail.co.uk
Tel. : 07792 903166
Website : coming soon



Contacts

President : Alan Shaw
U18 Championship : shawalan.555@btinternet.com
Marshals Compiler : 01282-602195
C.P.O.
Chairman : Les Fragle
Secretary : les.fragle@gmail.com
League Compiler : 01995-672230
Individual Compiler:
Vice Chairman : Bill Wilmer
Radios : Approved MSA Radio
Co-ordinator
Gemini Communications
07973-830705
w.wilmer@btinternet.com
Treasurer : Steve Butler
Road Rally : steven.butler9@btinternet.com
Website : www.sd34msg.org
Stage Rally : Chris Woodcock
pdschris@aol.com
01254-681350
None Race/Rally : David Barratt
davidpbarratt@gmail.com
01254-384127
Registrations : Margaret Duckworth
margaret.duckworth42@btinternet.com
01772-700823
Newsletter : Maurice Ellison
sd34news@gmail.com
07788-723721
01524-735488



Comprising the following Clubs



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www.bssmc.co.uk



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

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Les Fragle

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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:-

•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**



Do you know of a Liverpool/Sefton school that would like to take part in the Greenpower Electric Car Races?

We have a chance that a local car dealer in Liverpool is interested in putting around £1000 into a high school to part fund them starting a Greenpower team.

The average spend, say if a new team were to buy a kit car, is around £2.5k, so it's a sizeable piece of sponsorship.

If you know of a school that may be interested, please get in touch with LMC Chairman, John Harden via <http://www.liverpoolmotorclub.com/about/contact-us> - but don't take too long as it's a one off opportunity!
<https://www.facebook.com/GreenpowerRacing>

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.



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

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 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

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 competitions are run at various times through-



WALLASEY MC



**The Club Meets at
9-00pm
Every Monday at
Port Sunlight Village Social Club,
Bridge St, Port Sunlight CH62 4UP**



WMC WAGs Do Race4Life in Birkenhead Park

Following the sad loss of member Karen Watson, a team of WMC WAGs this year participated in the local Race For Life in Birkenhead Park on Sunday 28th June. The team raised over £300 for Cancer Research UK!! The course was a gentle 5km Run / Jog / Walk around the park, of which all completed.

Well done girls, and thank you!



Continued on Page 7

WMC Marshalling – Neil Evans

I would like ask for help this year on all the following events marshaling and socializing Here is a list events which i will being though the year please come and join in and see it from another side...

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 or on phone 07546413814

Promenade Stages Rally 5th Sept

We can now announce we have set the date of the 5th 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.

Right people, we need you help / input / comments!!!

As you know the Prom Rally is once again running the Friday night stages this year - this is a lot of work for the organisers and is usually done by the same handful every year.

As there is so little help, it starts on Weds and finishes Sunday afternoon. We put out a help request email a few months back and got zero response.

It's now got to the point where, like Road Rallying, we will need to enforce help is given, many hands make light work and if every crew donated one helper before / after the event we'd be set up and packed up in minutes, not days. So, we need your comments and suggestions as to how we could fairly enforce this?

WMC Social – BBQ 'Down the Prom'

Its always hard to organize this sort of event due to our unpredictable weather, but last weekend WMC social secretary, Neil Philpotts, and his assistant, Stephen Turner, made the call that the weather looked good enough to have an evening out down the prom. Due to the power of social media, word was quickly put out, and all were invited – Neil and Steve supplied the BBQ, all you had to do was bring some food to put on it, and something to sup on for refreshment.

Proceedings kicked off at 7pm, and we had a great family turnout, with the last leaving the prom at 11pm.



Wallasey MC

Continued from Page 6

Warrington and District Motorclub JRT Enville Stages

Sunday 21st June saw the annual trip to Anglesey for the JRT Enville Stages Rally. The weather can be hit and miss on Anglesey, but the date this year brought glorious sunshine. We had a couple of WMC crew out on the event, Neill Cousins and Graham McDougall in their Escort Cosworth, and Dave Farrer and Jackson Willet in their BMW E36 325i.

Neill and Graham finished 7th Overall (7th in class) and Dave and Jackson sadly set no time on SS9 and retired. It was also a little disappointing to see the lack of WMC marshals out at the event, with only 2 signed on and manning the start.

Warrington supply plenty of bodies for the prom, and it's nice to reciprocate when we can.



Classic Touring Cars Donnington Park 6-7th June

Now its been a while since Neil Philpotts drove a car in anger! He had a customers rally car in for some work, and it required some testing to make sure everything worked alright, and to see how some new tires would work on the car. The car in question was a narrow body Starion, more used to a rally stage than a race circuit and fully road legal! What better way to test, than enter a double headed race and have a nice steady drive. The championship he entered was the Pre93 race of the Classic Touring Cars Championship, with usual front runner consisting of E36 M3s and Sierra Cosworths. To his surprise, he put the car 2nd on the grid for the first race, 2nd race grid position would be decided by the 1st race result.

Even more surprising was his start, the lights changed and he set off in to a lead he would hold though out the entire race coming home to win!!! Although a moment of sideways show boating coming out of the final hairpin cost him sometime and his lead was only 0.15secs when he crossed the line.

Second race an M3 past him going up in to Macleans. He held 2nd and had a close battle with the BMW, with the possibility of passing for the win, however before he could make a move, the race was cut short due to an earlier accident which had shortened the race by 2 laps.





With the Open Golf dominating the TV in mid-July, Preston Motorsport Club members decided to have a go, with a club night based around the driving range at Euxton, where the owners have created a nine-hole course with giant holes. Instead of a golf ball, participants try to kick a football into the hole. The worst score on foot golf went to Symon Evand and the top score to Grant Smith, who organised the event.

Apparently Kris Coombes mastered the driving range, so maybe he should be having a matchplay tussle with Terry Martin of CDMC! There was also a chance for members to use real golf clubs on the driving range and with 18 members turning up, it was judged to be a big success, with another one planned for next year. A big thank you goes to Grant Smith for organising the night.

Members have been busy on motorsport events in July and Preston Motorsport Club is now gaining a name for autosolos, with members taking four out of the top five places on a recent clubman competition organised at Blackburn with Darwen Services.

David Moss showed what a tidy car handler he is by winning from Jonny Baines, with Robert Grimshaw third and Craig Shooter taking fifth spot. All in all an excellent effort and good to see members getting out on events and doing well.

Talking of motorsport activity, Alan Barnes is continuing his busy season both on road and stage events and since the last Spotlight has competed on two further SD34 and ANCC-qualifying road rallies, the Beaver, and closer to home, the Morecambe Road Rally.

He has written reports for both events, featured in the bulletin, so you can sit back, get a cuppa and have a laugh reading of his exploits elsewhere in the mag. On the stage rallying front, at the time this edition was going out, Alan was preparing to make the long journey north to Elgin for the Speyside Stages, the sixth round of the Scottish Championship. Sitting in the MK 2 Escort of Colin Grant, Alan will file a report on what went on next month.

Also in July Preston Motorsport Club had a general club night with DVDs and a chance for members to get up and just say a few words about where they are with their motorsport.

Jonny Baines and Louis Baines both spoke of their successes on autosolos at Lymm, as did David Moss. David and Daniel Gillibrand spoke briefly about their plans for the ex-Simon Boardman Proto Satria that they have purchased for both road and stage rallying.

In the coming weeks members are looking forward to a 10-pin bowling night at Bolton and another 12-car event, which is in the early stages of being planned.



David Moss, Jonny Baines and Robert Grimshaw with their trophies at the autosolo

19th July 2015

Results PROVISIONAL AT 15:00

No.	Entrant	Club	Car	CC	Total	Position	Class	FTD
						O/A		
F3	David Moss	Preston MC	Vauxhall Corsa	1600	371.2	1		FTD
F3	Jonny Baines	Preston MC	Renault Clio	2000	379.1	2	1	
H4	Robert Grimshaw	Preston MC	Peugeot 205	1900	385.7	3	1	
E2	Anthony Sheriff	BLMCC	Ford Fiesta	1400	392.3	4	1	
H3	Craig Shooter	Preston MC	Peugeot 205	1900	392.8	5	2	
E4	James Simpson	BLMCC	Ford Fiesta	1300	393.0	6	2	
F1	Eric Thornley	BLMCC	VW Lupo G5	1600	397.6	7	2	
E3	David Taylor	BLMCC	Ford Fiesta	1300	402.7	8	3	
H2	Heather Johnson	CSMA Club	Nissan Micra	998	409.7	9	3	
E1	Chris MacMahon	U17 MC (NW)	Nissan Micra	998	413.7	10	4	
H1	Chris Lowrey	U17 MC NW	Nissan Micra	998	414.4	11	4	

U17MC-NW AutoSOLO
19th July 2015

National B

Results PROVISIONAL AT 15:15

No.	Entrant	Club	Car	CC	Total	Position	Class	FTD
						O/A		
B3	Stephen Marlow	-	Renault Clio	0	404.9	1		FTD
D1	Progo Clegg	-	Haynes K2 Car	0	405.4	2	1	
B1	Stephen Kennell	-	Reliant Scimitar B	0	410.0	3	1	
B4	David Tudor	-	Citroen Saxo VTS	0	419.6	4	2	
A3	Andrew Williams	-	Nissan Micra	0	424.7	5	1	
B5	Gary Sheriff	-	Ford Fiesta	0	430.0	6	2	
A1	Maria Livakata	-	Ford Sport Ka	0	438.0	7	3	
A4	David Dunlop	-	Peugeot 205	0	442.9	8	3	
C1	Steve Lewis	-	Ford Fiesta	0	444.8	9	4	
B2	Roger Barfield	-	MG ZR	0	445.7	10	1	
C2	Daniel Barber	-	Citroen Saxo vts	0	446.0	11	4	
		-	MG ZR	0	473.9	12	2	



In late August Alan Barnes will be tackling the revamped Colman Tyres Rally, with Simon Boardman, in the Black Colt, and in September will be also competing on the Clithronian Road Rally, as will Louis Baines, before heading off to Mull to tackle the Best Rally In The World. On Mull the car Alan will be co-driving in, for Neil McCarthy, and will be serviced by club members Chris Grimes, of ADE Tuning, and Richard Steele

Not masses to report on this month but we will be back with more info next month!

A man was riding a bus, minding his own business, when the gorgeous woman next to him started to breast-feed her baby. The baby wouldn't take it, so she said, "Come on sweetie, eat it all up or I'll have to give it to this nice man next to us."

Five minutes later, the baby was still not feeding, so she said, "Come on, honey. Take it or I'll give it to this nice man here."

A few minutes later, the anxious man blurted out, "Come on kid. Make up your mind! I was supposed to get off four stops ago!"

An old Italian man in Brooklyn is dying. He calls his grandson to his bedside, "Guido, I wan' you lissina me. I wan' you to take-a my chrome plated ...38 revolver so you will always remember me."

"But grandpa, I really don't like guns.. How about you leave me your Rolex watch instead?"

"You lissina me, boy! Somma day you gonna be runna da business, you gonna have a beautiful wife, lotsa money, a big-a home and maybe a couple of bambinos. Somma day you gonna come-a home and maybe finda you wife inna bed with another man.

Whatta you gonna do then – point at your watch and say times up?"

Duncan Littler

2 Pendref, Dwyran, Anglesey,
Gwynedd. LL61 6YL

Tel:01248 430015,

Mob:07740 179619

e-mail: postmaster@dtlittler.f9.co.uk

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E-Mail : gazzard.accts@btinternet.com

Bolton-le-Moors MC

The Club Meets at 9-00pm
every Thursday

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



Michelin joins the Motorsport News Circuit Rally Championship

Top tyre manufacturer Michelin will partner with the Motorsport News Circuit Rally Championship when it kicks off at Oulton Park's Neil Howard Stage Rally this November. The MN Rally Championship, run in association with MSVR, will be contested across eight rounds at many of the UK's top circuits, including all four MotorSport Vision venues (Brands Hatch, Cadwell Park, and Snetterton, in addition to Oulton).

This new partnership will allow all of the championship entries the opportunity to run on top-class rubber from Michelin, and compete for the Michelin Cup, where competitors have the opportunity to win a set of 4 Michelin Tarmac Competition Tyres on each round of the championship, further details of which will be revealed in due course. Michelin's involvement comes as a huge boost to the championship, the French company bringing with it years of top-level motorsport experience from the World Rally Championship, in addition to Formula One and the Le Mans 24-Hours race.

Another part of this new deal is a comprehensive television package, which will see each round of the championship broadcast by the Special Stage TV team on a dedicated Motors TV show.

Tim Hoare, Michelin Motorsport Manager UK/ROI, commented: "We are delighted to be associated with this innovative Circuit Rally Championship.

"The varied conditions and surfaces will help reinforce the message of total performance of Michelin tyres in all conditions. One of the great strengths of rallying has always been that the cars look similar to road cars and it helps to link the motorsport arena to the car driving on the road. The continued research and development that Michelin puts into the performance of tyres at the highest level of motorsport should feed down to a strong performance in the National Rally Championship arena.

"It is great to work with experienced and passionate partners and we look forward to a great championship."

Darren Spann, Championship Co-Ordinator said: "We are delighted to confirm this partnership with Michelin. This is a significant step for the championship, which enables us to be able to offer much more to our competitors. Partnering with a tyre manufacturer synonymous with rallying will help significantly in ensuring this new championship will be at the forefront of rallying in the United Kingdom. We are really excited for the future of the Motorsport News Circuit Rally Championship in association with MSVR."

David Willey, MSVR Motorsport Events Manager, added: "Michelin's involvement with the MN Circuit Rally Championship is terrific news. Michelin is a tyre manufacturer with a fantastic motorsport pedigree, and it adds further weight to the growing momentum behind this exciting new rally championship. I can't wait for the season to start at Oulton Park in November!"

The Motorsport News Circuit Rally Championship kicks off at Oulton Park on 7 November.

Visit www.oultontpark.co.uk for more information.

For further details about MSVR, please visit www.msvracing.com.



Hexham & DMC

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



Knowldale Car Club

Knowldale Car Club meet at
Milnrow Cricket Club



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**

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

Clubnight :Tuesday 14th July

It wasn't looking good weather wise for Gymkhana/
barbecue on Tue night . However the big man above
was looking down on us and the forecasted rain kept
off all day to leave a lovely summers evening.

Jason Bleakley and Sharon turned up early to find Dave
Nolan with the barbecue already fired up . Ian Farn-
worth arrived shortly after ourselves and we devised a
simple course of gates and slaloms (very tight), a re-
verse into a garage, drive around the bonfire and back
over the finish line. Simples ! If your not blindfolded .
The night went fantastic and everyone had a great
night.

Andrew Dewhurst and Phil Myerscough won ! Again!!
And a welcome to another couple of new members.
Looking forward to a fun packed calendar of club nights
in the next few months. Thanks for everyone involved
and a special thanks to Dave Nolan for barbecuing and
Rick Chef John Submariner Woods for lending the bar-
becue also Mathew Harwood and Gav Irvine for prepar-
ing and bringing the GPMC Ka that did us proud once
again .



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

What's On at CDMC

Tuesday 4th August
Junior Night
Tommi Meadows & Jack Hartley

Tuesday 11th August
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 18th August
Bring Your Car Night

Bring your Pride & Joy to Waddington Club for us all to admire

Tuesday 25th August
BBQ & Technical Evening

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



Last Years
'Technical & BBQ' Night

Tuesday 1st September
Gordon Birtwistle : Proflex

Tuesday 15th September
Road Rally Marshals
Training Night

July 2015 Clubnights

Tuesday 7th July : Annual Golf Competition



Two Wins in a Row for Terry Martin !!!!

The fact that no one else bothered to turn up for this years Golf Competition, because of the terrible weather conditions, is by the way. Terry Martin turned up and therefor won by default making it two wins in a row for El Tel.

Tuesday 21st July : John Hargreaves BBQ



Chief Cook & Bottleswasher & host for the night John Hargreaves takes on the BBQ whilst Chris Woodcock consults the Blue Book for guidance on the eligibility of the BBQ. The starving masses (right) wait in eager anticipation for the decision



Tuesday 30th July : The Month in Review



The Grass Autotest planned for this night was cancelled following the torrential rain and the field being waterlogged, so instead the meeting was moved to Waddy Club where we heard the exploits of members on various events (see reports elsewhere in this mag) Tales of 'Daring Do' and where it all went wrong (and occasionally right) abounded. Lots of CDMC crews out on the Morecambe Rally both competing & Marshalling. Terry Martin had a brilliant result on the Harry Flatters coming second O/A to Damian Cole after leading on the 1st two stages





The St George's Day Tour

The St George's Day Tour is now under our belt, and what a day it was, a little nippy but wall to wall blue, you can read more about this popular event in the LAC magazine (All Torque).

Members are now coming out of hibernation preparing for the season to come, with racers, rallyers and classic car owners readying their cars and looking forward to some great sport.

It is with great regret I have to report the passing of **Jean Clarke**, whose late husband Ray, was custodian of club funds for many years. Jean passed away peacefully on 17th April aged 89 and a celebration of her life was held at Wesley Hall Methodist Church on 27th April and was attended by many members. Our sympathies are extended to family and friends

The Fellsman also took place again in May, with twenty seven entrants pitting their wits against a devious John Hartley.

Motorists should be aware of some recent changes, with the removal of tax discs from the windscreen, and changes to the driving licence, make yourself aware, and stay ahead of the game,

Oh how things have changed, no MOT for pre '59 cars, no tax disc, and plastic driving licences that allegedly are not up to the job that the old paper version was, when will it all end. It is also eighty years since the Driving Test was introduced, anybody out there who took a test in 1935? let me know if it was YOU !

Many of you have made remarks about the state of the roads on the events we have had, this, I would like to point out is not the responsibility of the club, but Lancashire County Council, perhaps members should take up the pen and write a few letters to them, you never know it might jolt them into action, but somehow I doubt it !

The 113th Annual Dinner Prize Presentation Mitton Hall

Guests were welcomed to the establishment with a glass of fizz, to get straight into the party mood on this annual excuse for the ladies to buy another party frock, (ooh there's nothing in my wardrobe dear).

After the guests had been dragged out of the bar, and sat down at the tables, Reverend Barry Whitehead assisted by daughter Eve said Grace, before the grub was served. An excellent meal of Asparagus Soup, Confit of Chicken Supreme, Ginger Pineapple Upside Down Cake, followed by coffee and mints, All good stuff, they do know how to do it here.

Then Chris Lee took over his MC duties as the presentation of trophies and awards began with the Speed Championship

1st Eve Whitehead,
2nd John Moxham,
3rd Barry Whitehead,
4th Phil Perks. The Wood Trophy – Mike Wood,
The Jaguar Trophy- David Cuff,
The Presidents Award – Eileen Dyson
The Peter Collins Trophy – John Wadsworth.

The ear bashing, sorry dancing, then began to the melodies provided by the Soul Convicts and around midnight the evening wound up, with some going home, and some staying overnight.

As many of you are aware we always try and donate a proportion of the surplus from the raffle to a charity or deserving cause, this year £200 was given to a family whose eleven year old daughter is seriously ill with leukaemia, her father had been made redundant, and many trips were needed to the Christie Hospital in Manchester, the money helped with petrol costs for the family to visit. We are now pleased to hear that a bone marrow donor has been found and the operation is to go ahead. Needless to say our best wishes are extended to the family at what must be a very difficult time.

Another successful dinner, thanks to the organisers for all the hard work that goes into preparing it.



We are now at that time of year when subs become due. Please settle up promptly

2015 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 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

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current MSA Bluebook. As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal championships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

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

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

Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their 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 2nd Overall and third highest score 3rd Overall.

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (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

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.

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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	689	1	1
Bolton-le-Moors CC	498	2	2
U17MC-NW	382	3	4
Garstang & Preston MC	282	4	5
Warrington & DMC	269	5	6
Stockport061 MC	266	6	7
Wigan & DMC	226	7	9
Pendle & DMC	105	8	15

Division B

Club	Points	Div	O/A
Manx AS	148	1	11
Accrington MSC	135	2	13
Wallasey MC	115	3	14
High Moor MC	55	4	17
CSMA (NW)	52	5	18
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	394	1	3
Blackpool South Shore MC	259	2	8
Knowl Dale CC	165	3	10
Matlock MC	144	4	12
Preston MC	80	5	16
Hexham & DMC	49	6	19
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 28th July 2015

SD34 MSG 2015 Stage Rally Championship Rounds

Date	Club	Event
5 Sept	Wallasey MC	Prom 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
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

SD34 MSG 2015 Non Race/Rally Championship Rounds

16-Aug	Pendle & Dist MC	August Hillclimb
23-Aug	Under 17 MC NW	Summer Autosolo
23-Aug	Under 17 MC NW	Summer Autotest
23-Aug	Under 17 MC NW	Summer PCA
5-Sep	Liverpool MC	Aintree Autumn Sprint
13-Sep	Bolton-le-Moors CC	Bolton Autosolo
13-Sep	Bolton-le-Moors CC	Bolton Autotest
13-Sep	Bolton-le-Moors CC	Bolton PCA
11-Oct	Bolton-le-Moors CC	Bolton Autosolo
11-Oct	Bolton-le-Moors CC	Bolton Autotest
11-Oct	Bolton-le-Moors CC	Bolton PCA
6-Dec	Accrington MSC	Winter Autosolo
6-Dec	Accrington MSC	Winter Autotest
6-Dec	Accrington MSC	Winter PCA

2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 6th July 2015

Airedale & Pennine MMC

Accrington MSC

Tracey Smith	70	Steve Smith	50
Steve Johnson	10		

Total Club Marshalling Points : 130

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
Katie 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
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Total Club Marshalling Points : 40

Hexham & DMC

Knowldale CC

Larne CC

Lightning MSC

Matlock MC

Manx AC

Mull CC

Liverpool MC

John Harden	70	David Hunt	70
Bill Gray	60	Andy Fell	60
Phil Gough	60	Kevin Jessop	40
Ron Hunt	30	Ron Huntriss	30
Geoff Ashworth	30	Kevin Jessop	20
Paul Wilkinson	20	Lee Hayes	20
Phil Howarth	20	Don Robinson	20
Mike Cadwallader	20	Geoff Maine	10
Ron Hunt	10	Jon Hunter	10

Total Club Marshalling Points : 590

Lancashire A.C.

David Bell	20
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Total Club Marshalling Points : 20

Pendle & DMC

Les Eltringham	60	Alan Shaw	60
Peter Wright	30	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
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Total Club Marshalling Points : 10

Warrington & DMC

Robert O'Brien	70	William O'Brien	70
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	Tony Harrison	48	E	CDMC	6
2	Mark Standen	43	E	G&PMC	7
= 3	Richard Hunter	40	E	AMSC	4
= 3	Pete Jagger	40	E	BLMCC	6
= 5	James Taylor	39	E	CDMC	5
= 5	Simon Boardman	39	E	CDMC	5
7	Steve Mitchell	34	E	CDMC	5
8	Myles Gleaves	33	E	G&PMC	4
= 9	Mark Johnson	22	E	CDMC	3
= 9	Paul Buckel	22	E	CDMC	3
11	Martin Lloyd	20	E	S061MC	2
= 12	Matthew Broadbent	19	E	KMC	4
= 12	Dave Whittaker	19	E	CDMC	3
= 12	Pete Tyson	19	E	CDMC	3
= 15	Ayrton Harrison	18	E	CDMC	3
= 15	Ian Bruce	18	E	BLMCC	3
17	Louis Baines	14	N	PMC	2
18	Paul Gray	12	S/E	CDMC	3
= 19	Mark Warburton	9	N	CDMC	1
= 19	Jason McTear	9	E	CDMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	59	E	AMSC	6
2	Alan Barnes	51	E	GPMC	7
3	Ian Mitchell	35	E	CDMC	6
= 4	Steve Butler	34	E	CDMC	5
= 4	Paul Taylor	34	E	CDMC	5
= 6	Steve Frost	33	E	GPMC	5
= 6	Ian Graham	33	E	CDMC	5
8	Jason Crook	23	E	U17MC	3
9	Maurice Ellison	22	E	CDMC	4
10	Rob Lloyd	20	E	S061MC	2
= 11	Richard Crozier	19	E	ManxAS	2
= 11	Neil Harrison	19	E	CDMC	3
13	Andrew Long	16	E	BLMCC	3
14	Kris Coombes	10	N	PMC	2
15	Sasha Heriot	9	E	AMSC	1

Last updated 29h July 2015 : Best 8 score to count

Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Steve Price	58.14	BLMCC
2	Stephen Kennell	52.16	CDMC
3	Andy Williams	51.78	U17MC
4	Steve Lewis	50.62	CDMC
5	Phil Clegg	49.06	BLMCC
6	Steve Johnson	41.61	U17MC
7	Alec Tonbridge	38.98	BLMCC
8	Duncan Woodcock	30.02	LivMC
9	David Goodlad	30.00	BLMCC
10	Roger Barfield	29.41	U17MC
11	Daniel Barker	28.47	AMSC
12	Steve Butler	19.97	CDMC
13	David Barratt	10.00	AMSC
14	Ian Bruce	9.39	BLMCC
15	Simon Nicholson	9.23	PDMC
16	Michael Tomlinson	9.22	PDMC

Last updated 8th July 2015

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Gary Jakeman	Y	105	B	HMMC
2	Dave Riley	Y	81	D	BSSMC
3	Brandon Smith	Y	78	D	CDMC
4	Antony Dixon		79	C	CDMC
5	Adrian Atkinson		55	D	BSSMC
6	Jack Darbyshire		28	C	GPMC
7	Graham Chesters		27	B	GPMC
= 8	Steve Johnson		26	A	CDMC
= 8	Simon Bowen		26	D	BSSMC

O/A	Co-Driver	Q	pts	Class	Club
= 1	Terry Martin	Y	105	D	CDMC
= 1	Matthew Jakeman	Y	105	B	HMMC
3	Dave Riley	Y	55	D	BSSMC
4	Steve Butler		53	A	CDMC
5	Matthew Kendal		28	C	GPMC
= 6	Richard Robinson		27	D	BSSMC
= 6	David Barratt		27	A	AMSC
= 8	Ryan Moyler		26	C	CDMC
= 8	Matthew Broadbent		26	All	KMC

Last updated 30th July 2015

Individual Championship

O/A	Competitor	Q	pts	Club
1	Steve Johnson	Y	58	U17MC
2	Steve Price	Y	50	BLMCC
3	Steve Lewis	Y	49	CDMC
4	Gary Jakeman	Y	38	HMMC
5	Matthew Jakeman	Y	37	HMMC
6	Duncan Woodcock	Y	31	Liv MC
7	Steve Butler	Y	30	CDMC
8	Jason Crook	Y	26	U17MC
= 9	Louis Baines	Y	23	PMC
= 9	Anthony Dixon	Y	23	CDMC
11	Roger Barfield	Y	21	U17MC
12	Maurice Ellison	Y	18	CDMC
13	Ian Bruce	Y	16	BLMCC
14	David Barratt	Y	12	AMSC
15	Ian Farnworth	Y	5	G&PMC
16	Stephen Kennell	N	58	CDMC
17	Andy Williams	N	53	U17MC
18	Alexander Tait	N	47	U17MC
19	Phil Clegg	N	40	BLMCC
20	James Williams	N	39	U17MC
21	Scott MacMahom	N	36	U17MC

Last updated 28th July 2015

U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	47	U17MC
2	James Williams	29	U17MC
3	Scott MacMahon	27	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

Last Updated 13th July 2015

SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
16-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
22/23Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event
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
26/27Sep	Road Rally	Yes	Clitheroe & Dist MC	Hayhursts Clitheronian Rally	Lancashire-Yorkshire
27-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04Oct	Road Rally	No	Sheff & Hallam MC	Jackson Trophy Rally	South Yorkshire
09-11Oct	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
07/08Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
21/22Nov	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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S

Non Champ. Events

HEXHAM & DMC

THE SUMMER SOLSTICE



It's an oft heard quote at the end of a rally, you enquire of a competitor, "*Where have you been*" and the answer, almost certainly is "*Haven't a clue*". This is hardly surprising given that the event will have run in pitch dark with the driver spending the night wrestling with the steering wheel while the navigator has his head down, poring over a map, trying to keep them both on a route which vaguely resembles that which the organisers intended.

It's a paradox that while most rallies run through some of the loveliest parts of our countryside, very few people get to see or appreciate it. The Answer ?, hold an event during the daytime. Now obviously this can't be the sort of full on, hard charging epic that night rallies are so the remedy..... A Scenic Run, the type of event so beloved of the historic and one make fraternity..

Hexham & DMC's first foray into this sort of caper, the Summer Solstice, attracted a field of some 14 entries, well actually it was 13½ as the sole Mini crew wrong slotted on the way to the start venue, after some frantic phone calls and a big "Domestic" they eventually caught up at the lunch halt. As is normal with this type of event, members brought along wives, girlfriends and assorted family members with them, and spent the day falling out with every damned one of them !!!

The competitors were blessed with a glorious, red hot day , as they set off from (Inevitably) from the Dr. Syntax Inn for a meander through the byways of Northumberland. To make things a it more interesting, they were given a sheet of "Treasure Hunt" questions, landmarks to spot on the way, this produced some extremely interesting, not to mention extremely mind boggling answers !. One that stumped most people was the plaque "*Erected 1858*" on the disused chapel in the tiny hamlet of Ninebanks, located right up in the gable end of the building and somewhat weatherworn, it proved extremely difficult to decipher. The simple way to find out would have been to knock on the door and enquire of the resident, "*Excuse me Sir, could you tell me the date of your erection*" but nobody seemed to take this course of action.

Lunch was taken in Alston, England's highest market town and, of course, the start venue for this year's John Robson/ Hexham Historic Rallies. Indeed, it was the proprietor of our start venue who had suggested a visit to the Hub Museum, a cute little collection of automobilia housed in the towns former railway goods shed and adjacent to the preserved South Tyne Railway, a 7 mile stretch of which regularly runs steam engines.

This proved a fascinating "Aladdins Cave" with a collection of early cars, motor cycles, pedal bicycles, and huge jumble of old tools, accessories and advertising signs from local garages long since gone. There is also a lot of relics from the towns former ironworks, lead mining industry and the areas farming community, indeed you could have pored over the contents for hours.

The afternoon leg took the competitors, now up to a full 14 with the Mini having joined in... at last, up into the High Pennines where the views were simply stunning, although a wary eye had to be kept out for the gangs of cyclists who formed mobile chicanes at numerous points on the route. Some of these *lycra louts* getting quite annoyed when the cars negotiated their way past them, stopped just down the road to pick up one of the clues, then repeated this procedure several times in the next few miles, passing and re-passing the same bunch, much to their annoyance.

The Scenic Run finished, again inevitably, back at the Dr. Syntax , where the proceedings were rounded off, as indeed all Hexham events seem to be, with the traditional "Apre Event" buffet which was enjoyed by all, even those crews who weren't exactly on speaking terms following several differences of opinion over the correct, or otherwise, answer to the questions. Despite all this, the event was voted an extraordinary success, a lighthearted and very enjoyable day, made all the better by the superb weather, and it is something the club will be repeating in the future.

***NB. If any clubs or organisations, thinking of organising a similar event, would like details of the Hub Museum, please contact Ed Graham .
edgraham01@sky.com***

A woman and her twelve-year-old son were riding in a taxi in Detroit . It was raining and all the prostitutes were standing under awnings.

Said the boy, "what are all those women doing?"

"They're waiting for their husbands to get off work," she replied.

The taxi driver turns around and says, "Geez lady, why don't you tell him the Truth? They're hookers, boy! They have sex with men for money."

The little boy's eyes get wide and he says, "Is that true Mom?"

His mother, glaring hard at the driver, answers "Yes."

After a few minutes, the kid asks, "Mom, if those women have babies, what happens to them?"

She said, "Most of them become taxi drivers."

The MORECAMBE Rally



Simon Boardman / Alan Barnes



Simon Harrison / Dave Pedley : 1st O/A

Mr Cowell's Got The X-Factor The Morecambe Rally 2015

I won't forget the Morecambe Rally 2015 in a hurry – not after losing my dentures, a glass eye and having my colostomy bag come unattached, all in the space of three miles on one of the roughest whites I have ever traversed in a rally car!

That's how it felt when we went down a white I had never used before at Over Leck, GS 97/65 77 to GS 97/65 75, on the extreme eastern edge of map 97. By 'eck it was a rough 'un.

Notwithstanding that, the event was a cracker, and, with dogged determination and a Never Say Die attitude displayed on both sides of the car, Simon Boardman and myself clocked up what we felt was a good result with sixth overall and fifth in the expert class.

Clerk of the Course Danny Cowell set the 32 crews off from Burton Services and the run-out took competitors down to just east of Over Kellett where the organisers made sure navigators were wide awake with a testing, slotty opening section down to the end of Halton Park. Here we faced, back-to-back sections involving no fewer than six code boards either on the roadside or situated in three separate NAMs.

Next up was the first timed-to-the-second dropper down the Moorside White, running parallel with the M6 and past the naughty boys' house and the old Lancaster Moor Hospital. That white is certainly rougher than I recall it being this time last year!

Then came Quernmore Park Hall, a section through the grounds of this prestigious old pile, a test that had not been used on a road rally for a good 30 years.

Next was the one they call Wray White, an overgrown grassy track that, if you did not know it was used, you would think was definitely a no-no on a rally. Melling White followed, then the grass track white at Cantsfield, and then Over Leck, before a final slotty little tester over the Lancaster Canal at Moss End (GS 97/53 81), thrown in to make sure navigators were not mentally switching off before the petrol halt.

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John Leckie / Sion Mathews : 3rd O/A



Pete Tyson / Neil Harrison : 4th O/A

Photos Courtesy of Chris Ellison

The

MORECAMBE

Rally

Continued From Page 21

Petrol was at Crooklands and already one or two cars had bitten the dust. With a 30-minute breather, there was time to check the results of the first two time cards and we were running 12th on times, having been seeded at start position 10. I told Stig Boardman he needed to pull his finger out in the second half and he duly obliged.

The start of the second half of the route took us virtually due north to the very top of map 97. The first test after petrol, taking in Hellgill Plantation saw Matlock crew Richard Hunter and Gary Evans succumb to a bout of over-ambition on a crest and 90 right. They somehow managed to jam their Escort in between two stone gateposts and for them it was game over. Unlucky chaps.

Then there was another very fast test up The Helm at Oxenholme, all the way up to Laverock Bridge.

One of the trickiest sections of the route, where navigators had to earn their corn, came between TC23 outside Garth Row and TC27 at the bottom of Owshaw Hill. This section comprised four time controls and six codeboards on slotty, tricky roads that could easily see crews wrong-slotting.

I remembered this sequence from the 2014 edition and had been up for a 'picnic' at Easter, taking my time to go sight-seeing and making a mental note for this year's rally. The hard-to-see slot at Selside Hall and the white at Steel Croft were used, plus the tricky little yellow joiner at The Borrans. All classic roads.

I can remember watching the seconds ticking away as we approached TC26, manned by the Flynn family. We were just about hanging on to our scheduled minute on this exhilarating combination of lanes and it had been touch and go, with Simon driving his socks off at this stage.

Evil genius Danny Cowell wasn't finished with us navigators yet though! Next up was another tester and by this time it was almost four in the morning – just when the human body is at its lowest psychological ebb.

Mr Cowell sent crews on a loop around Killington and into Old Park Forrest for a run in the woods, the Stig thoroughly enjoying himself in this particular section, throwing in a few Scandinavian flicks while I gave Dan Willan the Royal Wave as we passed his stricken Proton (too much enthusiasm just before sweeping 60 right had sadly caught the Crown Prince of Road Rallying out on this occasion).

We had lost a little time prior to Killington going up and down the road looking for a marshal where TC29 should have been sited. There was a small board saying 'Control' there but no official. Morecambe had obviously run out of willing volunteers to marshal and I reckon it cost us a minimum of two minutes.

We had also lost around three minutes a little earlier when we decided to go looking for a codeboard that we 'missed' first time on the fast yellow that runs alongside the M6 near Foxes Pulpit. We got it in the end but it was scrubbed as only four crews out of the entire field managed to find it. Hey ho, in another scenario we might have won the rally as none of the crews in front of us had found it so we may well have been crowned winners, but it would have been by default so best not to make a song and dance about it.

Not to worry. Back to the route and the final section took in Mansergh White and a series of slotty loops via Tosca, Carlingwha and down towards Fowlstone.

And that was the rally done and dusted. An enjoyable night, a testing route and a well done to all at Morecambe for a proper night's rallying. I particularly thought the idea of not allowing crews into controls to book in 59 seconds before their due time was a good idea as it meant crews were eating into their penalty time before leaving controls, making the job of taking time out of crews and getting results much easier all round.

The results were produced inside 45 minutes back at Burton Services and we were more than happy with sixth overall and no fails. We were not the fastest, granted, some crews behind us were faster, but not clean, accruing fails.

It was a test of a crew in every respect and all I can say is that I wish there were more rallies of this ilk going on. A proper event and here's to next year!

A few of the those that fell by the wayside



Car 6, Richard Hunter/Gary Evans



Car 1, Dan Willan/Martyn Taylor



Car 3, The Lloyds

Alan Barnes : Preston Motorsport Club

The Morecambe Road Rally

Paul Buckel/Steve Butler Car 11

Well there's one thing that this rally wasn't, and that's boring. It was obvious that Danny and his team had put an awful lot of effort into running this year's Morecambe and from our point of view, and every other competitor we've spoken to, it was worth it. What a belter! This event seemed to have everything. The car, driver and navigator needed to be on their game all night or you were in trouble.

You were on it pretty much from the start and it wasn't long before we were getting a taste of the whites that lay in wait for us throughout the night – some rougher than others. The first one was familiar to me since we'd used it on the Primrose, running down from Halton, over the M6 and past the Young Offenders Institution. I do hope we woke the little buggers up. Made my first mistake of the night by forgetting to change time cards and wasted time sorting that out at the first PC. It wouldn't be my last! Dropped way too much time. Straight after we were off to a brilliant little off road section through Quernmore Park Hall, which was more like a stage with a double loop and then a blast through the grounds (how do you get these, Danny?). We would have cleaned it, I reckon, had we not been caught in the dust from the car in front (Messrs Boardman and Barnes) on their second loop when we were on our first, and then caught in the dust of the car behind (Mr Hudson) on his first loop when we were on our second. Typical. Well, that's the first excuse out of the way.

Next was a transport over to Wray white and an uneventful section including an unexpected trip through a field – yes we were supposed to go there. Then over to Melling white and time for the next cock-up/excuse. We ended up behind Martin and Rob Lloyd (car 3) who must have had a problem and had tried to make up time by overtaking us. Before I'd worked out that they would have wanted the minute after us, I booked us in on our due minute. Big mistake. We should have dropped a couple of minutes in the neutral and waited for the Lloyds to go. Long story short, we were 45 seconds late actually setting off, and then to make matters worse the BMW caught us in no time. Distracted, Paul overshot a board and then had to pull in to let them pass. Disaster, and at least a minute dropped needlessly. Next up was Cantsfield. There are two slots into there and guess who took us down the wrong one. Still, it was neutral so no penalty and we managed to reverse back before anyone spotted us approaching WD. What a balls-up. And that was before we'd even started. Neither of us had been in here before and I'd no idea of the scale of the diagram we'd been given, so it was a case of let's see what happens. What happened was Paul had the misfortune of being sat next to someone with no sense of direction and who couldn't decipher a simple line drawing. Arrived at the final RC, from behind it and the conversation goes - Paul: "I can see it, but how do we get to the front of it"; Me: "I don't know"; Paul: "you've got the ***** diagram! There's a marshal over there waving at us, let's ask him"; Me: "Ah, yes, go around this bush..... oh, you have done..." . I was glad to get out of there.



Paul Buckel / Steve Butler : 8th O/A



Tony Harrison/ Paul Taylor : 5th O/A



Carl Hawkins/ Ian Tullie : 2nd O/A

Chris Ellison Photography

07572 - 449625

Also see us at 'Chris Ellison Photo' on Facebook
www.facebook.com/pages/Chris-Ellison-Photo/551030501674309

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The Morecambe Rally

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Then it was over to probably the roughest white I've ever been down, with the possible exception of Fountains Earth. For future reference it runs down to Ireby, North of Burton in Lonsdale. I thought we'd lost a wheel at one point. Derbyshire whites? Nowt compared to this. Off to Petrol. We needed a break.

After Petrol was a few miles of actual tarmac. Bliss. All seemed to be going reasonably well until we slotted down a white right at the top of map 97, after a few yards of which I'd convinced myself that we'd slotted too early and asked Paul to reverse back. Belts off and much chunnering later I realised we were on the right road after all and, well, you can guess the colour of the language that came next. Not wanting to waste any more time putting his belts back on, Paul had forgotten about it until we hit an almighty pot-hole and the only reason the car didn't have a Paul shaped dent in the roof is because he was holding the steering wheel. Surprisingly, we only dropped 58 seconds on that section.

There was yet another spot of reversing to do on the next section, but I'm claiming that minor cock-up as a joint effort, so saying no more about it. Looking at the results at the finish, I wondered where we'd dropped 2 minutes where most others had cleaned it. Ah well.

Heading South now towards Old Park forest near Killington and Paul was commenting that the car didn't feel right and hadn't really been okay since the rough white before petrol. Still, that didn't seem to stop him driving through the forest like he meant it. Great fun.

The fun, however, was not going to last.

Not far after the forest was a NAM triangle. Not a problem. But within about 200 yards of the triangle was another NAM which I just managed to call before we overshot it since I was still writing down the first NAM. Crucially, I hadn't had chance to look at the diagram before we see a car just leaving it and Paul pulls in to get the board. The next TC was a matter of yards away, at which point I realise that I've got an empty space where a code should be. Aargh! By this time the marshal's signed us up and that's that. Now with plenty of time to look at the NAM diagram, yep, there were 2 boards in it. Sod it.

After that we'd pretty much accepted our fate and just potted off to the finish to get some breakfast. Not one of my best nights. Time lost by the bucket load and a fail to boot.

However, as these things tend to happen, it turns out that many other crews had an even worse night than us, many of them not finishing at all. Now I don't like to wish ill will on our fellow competitors, but if it means 8th instead of 18th, I'll take it.

Thanks again to Danny and his team for a top notch night's entertainment and thanks to all the marshals who give their time so we can have our fun. Also, thanks to Paul for a faultless drive and a decent result which, given the attrition, is a testament to his skill and also his car preparation. I hope there's not too much work for you to do to get the sump guard straightened out and the wheels pointing in the right (same) direction again before the next outing on the Colman Tyres.

Time now for a shameless plug for the Taybridge Clitheronian Rally – 26/27 September – regs are out now and by the time you read this they should be on CDMC, SD34 and ANWCC websites.

***Steve Butler. Sense of direction optional.
Clitheroe & DMC***

FREE TYRES

If anyone can find a use for old car tyres, there is a stock of around 1200 tyres currently awaiting disposal that can be made available free to any North West motor club that can collect them.

They are suitable for banding into safety barriers, use as course markers, weighing down agricultural tarpaulins etc.

The tyres are located at Haydock Racecourse and will be disposed of soon, so anyone interested should in the first instance contact John Harden of Liverpool Motor Club on 0161 969 7137 or lmc-chairman@liverpoolmotorclub.com Please do not contact Haydock Racecourse directly.

John Harden
Liverpool Motor Club

With a seductive smile a wife asked her husband " Have you ever seen twenty pounds all crumpled up"?

"No" said her husband.

She gave him a sexy little smile, unbuttoned the top three buttons of her blouse and reached down in her cleavage created by a soft, silky push-up bra and pulled out a crumpled twenty pound note.

He took the crumpled twenty pound note and smiled approvingly.

She then asked " Have you ever seen fifty pounds all crumpled up"?

"No I haven't" he said with an anxious tone in his voice.

She gave him another sexy little smile and reached into the top of her skirt and pulled out a crumpled Fifty pound note.

He took the crumpled Fifty pounds and started breathing a little quicker with anticipation.

"Now" she said "Have you ever seen 10,000 pounds all crumpled up"?

" No way " he said, becoming even more excited to which she replied:

"Go look in the garage then"!



The Morecambe 2015

Fresh from the euphoria of winning the novice pot on the recent GPMC Memorial the immaculate Travis/Vart Proton turned up at Burton Services for the all map 97 Morecambe Rally on a very dry night.... which was to cause some fun later on! All of the usual suspects were out although the Burnley Proton massiive, the Flynn's, chose to sit this one out and marshal, whilst modeling their matching Burnley FC sweatshirts. ...When the season starts there will be some banter no doubt at CDMC club nights...up the Nobbers (and Ellison's/Buckle's Rovers)!

The car flew through noise and scrutineering and then Travis let slip that it was touch and go earlier that afternoon as he had discovered a broken rear coils-spring with some rapid work with M. Flynn (thanks Matt) had managed to resolve.....the only other available spring wasn't the same but it would have to do! Upon getting and plotting the route it was apparent that Danny Cowell and his small Morecambe MCC organizing team had excelled themselves...the route was an absolute belter and they had included a lot of "whites" not used for many years by all accounts. I managed the plotting ok this time and only had to check one issue with a fellow experienced nav.... I had miss-plotted it tbh so I felt a bit more confident before the off than previous events...famous last words!

A short run out and the action started straight away with Vart providing the first wrong slot within ten miles... although we recovered quickly it wasn't the start I wanted but we then started to settle down and got to the white down past HMG Prison at Lancaster. This is a great track but the dust was immense and only by slowing to a relative crawl and switching all main beams off could Mark T see where we were going. Then the route tackled Quernmore Park Hall.... how Danny Cowell got this "on" I don't know but it proved to be a superb mixed surface road (with a map provided!) and ultimately after a trip up the A683 led to the white that circumvents Wray to the north. Again, a great track with the trip through the field back up to the road at the end providing a real challenge. Continuing the theme it was then Melling white which is somewhat rough but we didn't attack it too much but still missed a board...others missed it but the majority didn't. Continuing the theme it was then Cantsfield.... this was an absolute stonking section in my view. At the start of this section the Burnley Proton mafia were officiating (with Flynn the senior sporting his recent retirement sun tan- congratulations Steve!). Their advice was just watch the car in front and not follow the provided diagram...it was certainly a novel way to start the section...immediate left into a stream, handbrake on the opposite bank and back into the stream whilst picking up a code board on the way through with an immediate left when out of the stream back onto the original track...fabulous in my view! The not too rough track continued for some while before getting to a long arrowed wet grassy section which had apparently caused a number of crews restarting problems at the manned PC'sbefore getting back onto a longish tarmac section to the final control... we loved this section even though we didn't trouble the top crews time wise! A lengthy run back towards petrol; with only a prior short-ish section at which I inexplicably booked in early which was a real disappointment...I still don't know why I did it!!

After petrol, where Mark had only to tighten up the guards and try and unsuccessfully fix an unlit spot, the route meandered up to the top of 97 using mainly yellows before the route headed south again using the very quick roads down towards Killington. The CDMC Primrose earlier this year had run their route through Old Park forest and the Morecambe followed this lead.... and what a great road this is being a quality pukka forest track...plus it is smooth but the dust was again a real problem.... with a bit of rain to dampen the dust this would be a fantastic night event section indeed. Having already got a fail, plus having already dropped a bit of time we stopped on the second lap to try and pull Dan Willan out of a ditch but his Proton was too well in...hopefully a 4x4 arrived not long after us Dan!

Still travelling south on the yellows we came to TC33 manned by Don King and his entourage.... he set us off for the last couple of sections and I promptly lost the plot literally.... missing the slot right towards Mansegh and totally bolloxing up all the following boards/junctions...even now I have no idea why as it is a relatively simple section and should have been able to recover the correct route immediately...maybe too tired, not thinking straight and too old... many apologies Mark!

A decent breakfast back at Burton services and it became clear that this had been a really tough event with a lot of non finishers...whilst some were not too happy with the roughness of the whites I thought it gave the rally a real character of its own and made it feel different to other rallies using a similar area. Mark T had driven really well all night (apparently because he was also wearing his lucky Burnley FC colours...) and apart from the recaltraint spotlight, the Proton had not missed a beat. Discussing the event the following day Mark has now decided to try and install a light to illuminate the code boards as we both feel we could save time at each board whilst I have started a personal improvement plan...opticians and then new goggles plus a higher magnification poti is on its on its way!! Overall a superb event, well marshalled and a real credit to Danny Cowell and his team at Morecambe MCC. Definitely want to be doing this again next year. However writing this on the Tuesday after the rally I still feel cream cracked.....



Photo Courtesy of

Pro-Rally.co.uk **1**

Phil James

TEL: 01772 69-00-34

MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

Tony Vart : Navigator Car 20 : Clitheroe & DMC

The Morecambe Rally

Last weekend saw myself and Richard Crozier enter Danny Cowells Morecambe rally in the Proton after the poor do on the Garstang when I cooked the brakes I was hoping for a clean run and a finish I'm starting to forget what one of those is. With noise and Scruiteeneering complete we waited for our allocated time to collect the route and that soon came round and fair play to my little pal he had it down in 40 minutes no fuss no messing pretty impressive to say the least in my eyes as I find this bit the worst part of the rally sitting for what seems an eternity reading numbers whilst the master of the black art scribbles away on a map. We had been seeded behind Steve and Paul at car 12 not a bad seeding to be honest considering my lack of seat time this year with work and other commitments perhaps more to do with my little pal in the left hand side. Anyhow those six magic words where soon upon us and we where away a nice little quick blast just to get us into the groove. To be honest I'm not too sure where we went as I never do I just listen to what I'm told and drive and only really click on every now and then as to where we are when I pick up certain land marks. I know we went through the quarry's at Kellet and the gas treatment works then headed through Halton park hopefully we didn't disappoint the speccies sat on the rock just after the cattle grid pretty certain we didn't lol. From Halton park we headed up through the ridge lanes where I think most folk struggled with the dust you couldn't see further than your front bumper I suppose it worked in taking time from folk if anything. From there we headed to a fresh white that Danny had secured through Quernmore Park and what a little stage that was great fun and smiles all round. The rally then headed out to Wray with a few other whites some we cleaned and some we didn't if I had bothered to fit a sump guard then maybe we could of made an impression down them but with car sympathy in mind we just picked through the best we could sadly on the last white we had holed the sump little known to us until we got to petrol and someone pointed it out to us so that was it all over and yet another DNF 2015 so far bar the saltire hasn't been a good one but I suppose that's rallying. What can we take away from this rally then apart from yet another dent in our pride rallying is full of whys and wherefores we had 2.21 taken out of the car that finished in sixth at petrol so providing all went well in the second half we would of been an easy top ten. Myself and the little fella apart from him always shouting at me (to be honest I need that from time to time) seem to make a decent team with him doing a sterling job at Navigating with an almost professional approach and me trying my best to push as hard as possible in a completely bog standard road car (may I add it now has a sump guard). There is some talk of us doing my clubs event the Clitheronian in September I keep threatening to do it and providing the Orange one is finished and ready for Mull we will take a crack at it.

Big thanks go out to Danny Cowell and morecambe car club a cracking event I thoroughly enjoyed it and will be back to sample another I did it a couple of years ago and tbh hated it but this year has certainly changed my mind roll on next year. Big thanks to Steve Brock for one taking my little fella along so he could watch and also rescuing us at the end of the night greatly appreciated a true gent well done to all the finishers see you all soon.

Steve Hudson : Car 12 : Clitheroe & DMC

Students in an advanced Biology class were taking their mid-term exam. The last question was, 'Name seven advantages of Mother's Milk. The question was worth 70 points or none at all.

One student, was hard put to think of seven advantages.

He wrote:

- 1) It is perfect formula for the child.
- 2) It provides immunity against several diseases.
- 3) It is always the right temperature.
- 4) It is inexpensive.
- 5) It bonds the child to mother, and vice versa.
- 6) It is always available as needed.

And then the student was stuck. Finally, in desperation, just before the bell rang indicating the end of the test, he wrote: It comes in two attractive containers and it's high enough off the ground where the cat can't get it.

He got an A.



Photo Courtesy of Paul 'Alfie' Whitlock
paul_79_95@hotmail.co.uk



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The 'Morecambe' Rally



I have to say it was never my intention to compete on this years Morecambe. I had decided to go and Marshal and also have a watch, then last Saturday Steve gave me a call and asked if I was free. I must have a really short memory span because even after some severe bouts of mal de nav I agreed as long as Steve understood what he might be letting himself in for.

This was to be the first outing for Steve's mk1 fiesta 950. We both knew we would be a touch off the pace with its massive 40bhp and added ballast of 35 stone of Preston lads so a steady run round was going to be the order of the day.

We arranged to meet at Burton Services as I had a bit of running around to do in the evening, so just before 21:00 we went through noise and scruteneering and got signed on. 30 mins later we had plotted the black spots, quiet spots and giveaways, quick brew and a chat and the next thing we were picking up our route pack. The plotting was straight forward and off we went to MTC2.

I know this area quite well as I worked in Nether Kellet for a number of years. We got caught by another competitor, for the first time, just entering NAM1. I say this because this was a bit of a theme for much of the night, we got the codes then a quick blast round to NAM2 and then let the lads in the Astra go, slot off the Halton road down to Halton Park picked up the next board and a quick glance at the clock confirmed if Steve kept his foot in we would get our minuet.

I wish that I could report that this was the pattern for the rest of the event but our lack of horse power on the smooth stuff and a sump guard on the rough started to eat into the time allowed, however we battled keep in a clean sheet until we had to cut to save OTL at MTC3. So into petrol, quick fuel up and then back on our minuet for the second half. This was uneventful until we arrived at TC19 and Steve reported a charging light and the temperature was going off the scale. A quick glance confirmed the belt was AWOL and we had no spare.

We didn't have too many options at this point but as my car was at the Services. If I could get a lift we at least could tow Steve's car, thankfully Rose Scannell who was looking after TC19 gave me a lift, (thanks again Rose). Once we have recovered Steve's car we had various attempts at fashioning a fan belt from the findings of Steve's bin dipping expedition, the first two only got us to Truck Haven where we met with Andy Jones who was in the middle of a rescue mission for Jem Dale who had his own set of problems. Anyway I'm pleased to report the third attempt constructed by a joint effort of GPMC members which consisted of a cable tied together bungee cable and we made it all the way back to Fulwood.

Thanks to Danny and his team great route just a bit much for the little Ford.

Ian Farnworth : Car 26 : G&PMC



Early Bath

The Morecambe Rally was our (Ayrton Harrison/ Maurice Ellison : Car 18) first rally together since our 'off' on the Primrose Trophy Rally when we put the Rover into a banking within a mile of the start whilst running as Course Car.

I was really looking forward to our run on this one. Two hours to plot was more than generous and it gave me time to check my route with Alan Barnes (sat in with Simon Boardman, two errors found : one on his part one on mine)

The route looked very similar to last years incredible good event but with some interesting new additions. I was particularly looking forward to the 'new' bit of road in Quernmore Park Hall but we didn't get that far. Another 'new' white that was of interest was the one just before petrol 'Over Leck', the last time I used this one was about 1972 (again we didn't get that far so I don't know how rough it is now, Ayrton uses it when picking up a customers car and tells me its not too bad) Ready to go to MTC1 and we find that the power steering is not working. A couple of laps of the car park at Burton Services and its back. On the way to MTC 1 there is a funny click every now and then from somewhere in the transmission.

MTC1 is on the B6254 (just the other side of Over Kellett) and we park up and wait for our due time. TC 2 is on the yellow at Addington. TC 3 is at the end of Halton Park. TC 4 is in the Layby on the A683 and we are still clean. Next up is Ridge Lane. We go at a fair pace up Ridge lane (seems to be a lot rougher than last time) and find we are driving through a fog of dust left by the previous car, into the Passage check, get the signatures, select a gear and that's it. Car wont go, suspected Gear Box failure. Turns out both Drive shafts have failed. Only 18 of the 30 cars made it to the Finish : Tales of woe aplenty

Next event for us both is the Ilkley & DMCs Coleman Tyres but not together. Ayrton is running as Course Car and I was going to be sat in with Matt Broadbent, however, on the Morecambe Matt slid off into a wall on Mansergh White damaging door, front wing & front suspension. Matt is away on his Jollies for the fortnight just before the Coleman and it probably wont be fixed in time. Entry has been pulled. Now going to be sat in with Sir Kenneth Quinn in his Golf GTi. (see Beaver report Pag 28) **Maurice Ellison : Clitheroe & DMC**

Harry Flatters Rally



TERRY Martin and Mark Jones finished a brilliant second on the Harry Flatters Rally.

Martin, from Blackburn, and his driver were in sensational form in their BMW M3 - finishing just 49 seconds behind winner Damian Cole in a Ford Fiesta WRC.

The pair saw off a host of more-powerful WRC cars, including former national champion Eian Pritchard, who trailed home in third place 14 seconds adrift. As a round of five major national championships, the one-day event in mid-Wales attracted top specialist asphalt crews from all over the UK.

Martin and Jones were leading the event after two stages on the ultra high-speed Epynt military range roads, before being overhauled by Cole.

"We loved the long stages and it was nice to be leading for the first two," said a delighted Martin, who is a member of Clitheroe DMC

"Mark is just awesome in the wet, I can't comment on his driving in the dry, as we haven't done a dry rally yet!

"We lost a bit of time catching cars up and on the last stage we lost a handful of seconds when a front caliper mounting bolt sheared, so we backed off to the finish.

"A special thanks to Chris Brierley, for putting the time and effort in to building the car, and to AVO, for the support and backing.

"Well done to Damien on the win, we have no complaints. Whether it's a £10,000 or a £100,000 car, to win, you still have to be the fastest."

Their performance drew praise from the rally organisers, Brec-on Motor Club, and spokesman Martin Leonard said: "There's no doubt the drive of the day came from Mark and Terry in the BMW, in fact it is probably drive of the decade so far, simply amazing!"

Results: 1, Damian Cole/Jack Morton (Fiesta WRC) 65m 32s;
2, Mark Jones/Terry Martin (BMW M3) 66.21;
3, Eian Pritchard/Steve McPhee (Focus WRC) 66.35.

Lancashire Telegraph



Damian Cole/Jack Morton

Photos above Courtesy of Robert Davies

Beaver Road Rally

You Aint' Seen Nothing Like The Mighty Quinn

Did I ever mention that Bob Dylan is my favourite artist in the musical sphere...ever (closely followed by Paul Weller?)?

No? Well, you know now.

And did I ever mention that the most fun I have ever had on a road rally – other than an all-night lock-in, complete with Daft Dad Dancing Moves in at a pub in Taddington, deepest Derbyshire with Steve Hudson on the 2012 Altratech) involved the Beaver Road rally with one of the nicest blokes I have ever met, lorry driver and all-round good egg Ken Quinn, of Ossett, Yorkshire?

Bob Dylan may well never have heard of Ken Quinn, but he did write one of the greatest songs ever in The Mighty Quinn ... and if I may borrow that as the inspiration for the headline for this article, then that's the journalistic licence bit out of the way.

But I digress, so back to the Beaver Road Rally. Now some readers will by now know that I am a grade A novice/clampitt at plot and bash, still getting to grips with the dark arts involved.

It is always with a degree of trepidation and suspicion that, heavy of heart, I submit an entry form for such events.

I hate them, but deep down, gnawing away at the back of my mind, and as reminded of the fact by Gary Evans after the GPMC Memorial Road Rally, is the certain knowledge that to improve, the only way is to keep doing them. A little voice in my head keeps reminding me that I must step outside the comfort zone that is pre-plot, accept that you are going to be presented with handouts that baffle the brain cells at 3am...and get on with it!

However, my approach to the Beaver Rally was going to be different. I decided to block it out altogether in the weeks leading up to it – and devote all my spare time to a spot of fishing. In fact, I did not finish off marking my brand new map OS Map 106 (virgin territory for me) until 10am on the day of the rally.

At this stage I hadn't even looked at any previous Beaver route handouts, either. I simply couldn't be arsed. And when I did, at around 2.30pm on the Saturday of the event, I told a mate who popped round for a cuppa and a natter: "God knows what possessed me to enter this event! Why do I do this to myself?"

So that's the backdrop and my mindset as I set out on the journey to Ossett to meet, in the flesh for only the second time, the Mighty Quinn.

Sir Kenneth, as he will be known from here on in, is a road rally returnee, a bit like most of us who started out full of passion and big ideas in our late teens and early 20s, only to be rugby-tackled by life...marriage, kids, mortgage, other responsibilities...before returning in middle age, unable to resist the clarion call.

Back in 1995 he actually finished third overall on the Beaver, with Beverley club steward for the 2015 Beaver, Dave Hemingway, in the silly seat.

However, that was then and this was now and in 2015 the car was a bog-standard 8 valve Golf Gti, on bog standard suspension, with standard seats, a radio that worked nicely, and some three-point harnesses.

There was also an Avanti map light, a footplate and a pair of spots. No roll cage but just don't tell Mrs Barnes!

I had breezily warned Sir Kenneth that he should not expect too much from the left-hand seat because of my incompetence at P & B and also because I was on new ground. He wasn't bothered in the slightest. All he was out for was a laugh, to get round, to have fun. He told me that he had a bad lorry accident at the start of the Millennium and it had changed his perspective on life and all that goes with it.

It's a thought worth bearing in mind when we get a bit antsy about stuff that, in the bigger scheme of things, isn't worth getting upset about.

So the remit was to have fun, no pressure, no bollockings, just fun. And that's precisely what we did. I knew we were going to have our work cut out when, on the opening test through a quarry, we required an eight-point manoeuvre to negotiate the first hairpin right bend, 10 yards from the start line, as the handbrake was standard. But it didn't matter.

Then the standard suspension kicked in along the quarry road. Where there had once been bumps and hollows, Ken's VW Panzer tank re-graded the surface. In fact, Sambo Collis was standing by the marshals on the finish clock and he confided in me at the petrol halt that he could hear us coming for a mile as every few yards you heard a loud bottoming noise as Ken put the car's checker-plated sumpguard through its paces!

Out on the road sections the car did its thing, generally out-powered and outclassed by an array of properly sorted road rally machines. It mattered not. We stayed on the right roads all night, which is a first for me at P & B, and I even managed to decipher the herringbone in the second-half without going into crisis mode. Hope springs eternal! Sir Kenneth got faster as the night progressed, although I did have to keep telling him to keep his foot in! At times the car's lack of power felt like we were dragging a big, heavy anchor behind us, but not to worry.



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Beaver Road Rally

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One of the funniest moments came when, near the end of the event, we used a road known as Millington Pasture. Just before the hairpins where we could see people watching from a lofty vantage point, a marked police car was heading towards us. The Rozzer pulled over and we went past, and then as he steadfastly chugged up the steep hill after the incline, Sir Kenneth wondered, out loud, whether the officer of the law was from the Humberside Constabulary or another local police force.

My reply was something along the lines of: "F@ck that Ken, concentrate on the road and get your foot down!" It has to be done, now and then, a severe admonishment and a reminder to keep on rallying!

But the piece de resistance, for me, was the final two tests back at the quarry where Sir Kenneth did a fine re-grading job earlier.

By now, at 4:45 am, it was daylight and as we were running around 18th on the road, most of the crews in front had negotiated SS5 and were waiting at the far end, ready for the final run back.

On the start line Ken asked me to remind him what time he had set on his first run through, some six hours earlier.

"Four minutes 18 seconds" came my reply.

And with that he set off like a man possessed. This time he threw the handbrake on at that hairpin right straight after the start line, and only had to reverse a few yards to get round at the second attempt. The deeply rutted, cloying, clinging, treacle-like wet sandstone gravel that awaited us had no chance as the panzer tank ploughed it aside, and then we were on to the fast straight where potholes and humps were either filled in or flattened by our car as we shot past.

The underside of the car took a fearful pasting as we hit speeds up to 75 mph, taking the codeboards on the fly with the exception of the double stop-astride boards. Finally we could see the finish line in sight. My utterances of "keep your foot in" and "plenty right foot" seemed to have done the trick and Ken recorded a time of three minutes 22 seconds, 56 seconds faster than take one.

As we stopped at the finish line we looked ahead to see a welcoming party including the likes of Richard Hunter, Sambo, Gary Evans and Richard Hemingray all laughing their arses off. We did likewise. What great fun and what a way to finish the event.

Back at the finish venue we learned we had gained a fail after I suffered a momentary bout of brain fade. I had booked us in early at a Neutral Time Control at NTC29. Plain stupidity and carelessness is all it was, but hey, shit happens. Despite that body blow there was still a glimmer of hope as we now switched our attentions to winning the trophy for finishing last.

I told Sir Kenneth over a hearty breakfast that there was still very much a possibility that he would be walking away with a trophy, albeit the wooden spoon. Alas and alack, it wasn't to be because three crews fared worse than us and so another pipe dream bit the dust.

However, it mattered not. We had finished the event, Ken was relieved the Golf had got round without too many dramas, and we had had loads of fun. The mild-mannered Sir Kenneth, unwittingly, had also become a cult figure in the eyes of the lads who witnessed his quarry re-grading efforts.

So all in all, a satisfactory night's work in the lanes and a rally I will remember for all the right reasons.

At this point in the report it would be remiss not to mention a word of thanks to Mike Petch, Ian Gibbins, Matthew Atkinson and all the team at Beverley MC for putting on a top night's motor sport.

To the marshals, including the incredible Flynn family from Burnley, who really do put an effort in to get around these events, a massive thank you for standing out all night so that we could have our fun.

The Beaver 2016? It is on the cards for a return visit. I will be a year older, God willing, and maybe a little wiser, maybe a little better at P & B (you never know!!!).

And WTF, I might even be back to do it sitting alongside the Mighty Quinn!

Alan Barnes – Preston Motorsport Club

This comes from 2 maths teachers with a combined total of 70 yrs. experience.

It has an indisputable mathematical logic.

This is a strictly mathematical viewpoint and it goes like this:

What Makes 100%?

What does it mean to give MORE than 100%?

Ever wonder about those annoying people who say they are giving more than 100%?

Of course it's impossible to give more than 100%, but we have all been to those meetings where someone wants you to give over 100%.

How about achieving 110%?

What makes up 100% in life?

Here's a little mathematical formula that might help you answer these questions:

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

Is represented as: 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26.

Then:

H-A-R-D-W-O-R-K is $8+1+18+4+23+15+18+11 = 98\%$

And

K-N-O-W-L-E-D-G-E is $11+14+15+23+12+5+4+7+5 = 96\%$

But ,

A-T-T-I-T-U-D-E is really $1+20+20+9+20+21+4+5 = 100\%$

And,

B-U-L-L-S-H-I-T = $2+21+12+12+19+8+9+20 = 103\%$

AND, look how far ass kissing will take you.

A-S-S-K-I-S-S-I-N-G : $1+19+19+11+9+19+19+9+14+7 = 118\%$

So, one can conclude with mathematical certainty, that while Hard work and Knowledge will get you close, and Attitude will get you there.

It's the Bullshit and Ass Kissing that will put you over the top.

Now you know why some people are where they are!



NICKY GRIST WIN BLASTS BIRD INTO TITLE CONTENTION

Paul Bird and Aled Davies ended David Weston's BTRDA winning streak by taking Nicky Grist Stages victory for the second consecutive year; as a result putting themselves firmly back in the title fight.

A Mammoth 169 car entry had been compiled by Quniton Motor Club for the 35th running of the Nicky Grist Stages rally, where David Weston and Kirsty Riddick were looking to claim their fourth consecutive BTRDA victory of the season. However, the Scottish duo would face tough opposition in the form of 2014 victors, Paul Bird and Aled Davies, and 2015 Malcolm Wilson Rally winners Euan Thorburn and Richard Cooke.

While there was little to choose between the three main protagonists on stages 1 and 2, the longer stages 3 and 4 proved decisive. In the space of 13.5 miles, Bird and Davies had leapt from third to first, taking a 19 second advantage into the Builth Wells service halt; the Cumbrian setting a particularly impressive time in Crychan to go 9 seconds quicker than anyone else.

Thorburn set about closing the gap straight after lunch with a very quick time in Monument reducing the gap to 15 seconds, but braking issues in Route 60 dropped the Scotsman to third; his push for victory fading as he sat 29 seconds adrift of Bird and Davies with just 2 stages remaining. And while they were back in form on Halfway 2, ultimately the Amigos sponsored Focus crew would end the day on the final step of the podium.

Weston meanwhile was setting a strong pace over the afternoon stages; joint quickest on Route 60 promoting the championship leader to second while a sensational time in Crychan 2 secured the runner up spot. Weston and Riddick ended the event just 14 seconds behind the winners; a story which may have been very different had they not lost 18 seconds to Bird over the first pass of Crychan and Halfway.

Behind, Charlie Payne, Stephen Petch and Jamie Anderson all started the day well; Payne and Petch joint fastest on stage 1 while Anderson claimed stage 2 victory to leave Payne and co-driver Carl Williamson in the lead of the event after the first pass of Route 60. But while Bird set Crychan alight, Payne, Petch and Anderson began to lose touch; Payne sitting 24 seconds behind the Focus pilot at the Builth Wells service halt, while Petch and Anderson were 9 and 11 seconds further back respectively in 5th and 6th.



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Nicky Grist Stages

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Whilst both Petch and Anderson were quicker than Payne on certain stages of the afternoon loop, their inconsistency ultimately allowed the Amigos Fiesta to wrap up 4th position. Anderson had gone into the final stage just five seconds adrift of the Yorkshire man, but instead of challenging Payne, a slow time relegated the Mitsubishi driver back to 6th. Petch had earlier fallen behind Anderson courtesy of a couple of overshoots in route 60, however 4th and 5th quickest times in stages 7 and 8 were enough to regain 5th by the time the cars arrived back at Builth Wells.

Further back, 10th overall would secure Dylan Davies and Llion Williams top spot in class B13, beating the older specification Subaru of Sara Williams and Mark Glennerster to class honours by 51 seconds.

All this leaves David Weston and Kirsty Riddick sitting pretty at the top of the BTRDA points table with a whopping 173 points from their first 6 events of the season. However it is not over yet as three wins for Bird over the final three events would guarantee the Gold star crown.

HYUNDAI GENPOWER PRODUCTION CUP

Ever a close battle, the Nicky Grist Stages proved no different with the Mitsubishi Evo 9s of Roland Llewellyn, Tom Naughton and Patrick Naylor fighting it out for event honours in the top show-room class.

While regular front runners, Russ Thompson and Andy Murphy appeared off the pace, Roland Llewellyn and Jamie Edwards were most definitely not; recording 10th and 11th quickest times overall on the opening two tests to open up a 2 second class lead over the chasing pack. And while Naughton was able to fight back in Halfway, Llewellyn and Edwards were faster in Crychan leaving them returning to Builth Wells with a 3 second lunch time lead. Llewellyn was again quicker on stage 5, but Naughton took stage 6, leaving the pair separated by just 2 seconds with 13.5 miles remaining. The great battle would however come to a premature end in stage 7 as Llewellyn and Edwards left the road in Halfway, sadly bringing to an end what had been a great performance.

As a result the path was clear for series stalwarts Tom Naughton and Andi Mort to claim victory by 11 seconds from the chasing Pat Naylor and Ian Lawrence. Russ Thompson and Andy Murphy meanwhile made up for their slow start to the event, recovering to claim third in class by the finish.

After a morning battle with Tony Simpson, Ben Crealey and Phil Hall dominated class N3 in their Fiesta ST, climbing 22 positions over the afternoon loop to finish the event in 61st overall, taking class honours by 1 minute and 17 seconds.

RAVENOL SILVER STAR

In a packed 2 wheel drive field it was the front wheel drive Citroen DS3 of Callum Black and Paul Wakely who got the better of their rear wheel driven rivals to claim the Nicky Grist Stages Silver Star honours.



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Nicky Grist Stages

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Rudi Lancaster had started the event well and found himself leading the Silver Star category after stage 1. However a quick time for Black in Crychan left the DS3 driver with a 10 second lead at the Builth Wells service halt. In fact Lancaster, accompanied by George Gwynn, had an up and down day in terms of stage times but ended on a real high to jump from 4th to 2nd on the final stage of the event; claiming top historic honours in the process with 24th position overall.

Meanwhile Black and Wakely were consistently the quickest 2 wheel drive machine over the second half of the event, taking 19th position overall and extending their Silver Star lead to almost 1 minute by the end of the rally.

Fourth place in the Silver Star section went to Max Utting and Mike Ainsworth in their Fiesta ST. After a day long battle with the MK2 Escort of Boyd Kershaw, Utting and Ainsworth claimed class B11 honours after turning around a 27 second deficit on the final stage; Kershaw and co-driver Bryan Hull unluckily suffering from a double puncture on the longest stage of the event.

It was all Ford affair in class B10, as Mike Harris and Steven Davey overturned a 10 second lunch time deficit to claim a 4 second victory over championship class leader Rhys Yates. 28th quickest time on the final stage, 7 seconds quicker than Yates, rounded off a great afternoons work for the Southern England based crew.

Meanwhile, within the Historic cup, David Lloyd Roberts and Dei Jones defeated the fellow Escort crew of Neal James and Kevin Jones by 16 seconds to claim class H2; a lead grasped on stage 2 and never relinquished although a slow time on stage 8 somewhat narrowed the final class margin.

And last but not least, Barry Jordan and James Gratton-Smith claimed top spot in class H1, bringing their Hilman Avenger home in a very credible 63rd position overall, a result that would have been even better but for a slow time on the final stage.

KICK START 1400

Ash Slights and Alex Lee claimed a very well deserved first ever 1400 category victory on the Nicky Grist Stages, bringing their Toyota Yaris home in 30th position overall, 4th two wheel drive across the line.

David Bennett and Alistair McNeil would have been many observers pre event favourites, however the Vauxhall Corsa crew were out of contention before the event had really gotten started, suffering from drive Shaft issues as early as stage 1.

Instead it was Dave Brick and Ryan Weston who mounted the main challenge, with both crews in front of the Yaris after 3 of the morning stages. However, as with many of the classes, Crychan was the turning point as Slights leapt into the category lead with 24th quickest time overall.



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Nicky Grist Stages

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From then on, the York man never looked back, setting fastest class time on all remaining stages to take 1400 victory by 26 seconds. Weston in his Proton meanwhile had the beating of Brick's Nova over the afternoon loop to claim 2nd in class and cement his place at the top of the championship points table. This could yet turn out to be a very good year for the Weston family. Fourth position overall in the 1400 class represented yet another fantastic result for Keith and Mairi Riddick in their 1400C specification MG ZR; the Scottish duo claiming class victory by a massive 2 minutes and 41 seconds!

VITAL EQUIPMENT RALLY FIRST

Nick Carr and Joe Sturdy claimed overall rally first victory in their 1400cc VW Lupo, beating 1600cc class victors, Matthew Thompson and Charlotte Banner by 24 seconds. Meanwhile John and Duncan Freeman claimed top spot in the 1 litre class with their Nissan Mica.

RESULTS

1. Paul Bird / Aled Davies | Focus 07 WRC (B14) | 0:46:14
2. David Weston / Kirsty Riddick | Impreza WRC (B14) | +00:14
3. Euan Thorburn / Richard Cooke | Focus WRC02 (B14) | +00:27
4. Charlie Payne / Carl Williamson | Fiesta (B14) | +00:41
5. Stephen Petch / Ian Windress | Fiesta R5+ (B14) | +01:01
6. Jamie Anderson / Jon Scott | Mitsubishi WRC05 (B14) | +01:01
7. Dave Wright / Michael Wilkinson | Focus WRC01 (B14) | +01:19
8. Desi Henry / Liam Moynihan | Skoda Fabia S2000 (B14) | +01:26
9. Bob Ceen / Andy Bull | Impreza S9 WRC (B14) | +01:27
10. Dylan Davies / Llion Williams | Subaru Impreza (B13) | +02:07

The Ludlow based Woodpecker Stages is next up for the BTRDA crews, where Bird must win again to keep the pressure on David Weston. Having claimed Woodpecker victory in 2014, the prospects look good for the Focus WRC man ...

Report & Images

Paul Commons

www.paulcommonsmotorsport.com

Paul Commons Motorsport

Motorsport Reporting & Photography

Contact:

paul.commonsmotorsport@yahoo.co.uk

Birmingham, UK

Bird Back In The Hunt After Nicky Grist Stages Victory



After a 2015 REIS-RAVENOL BTRDA Rally Championship season devoid of luck in recent rounds, Paul Bird returned to his winning ways by claiming victory on today's Nicky Grist Stages Rally for a second successive year and in doing so, thrust himself back into contention for the title.

After a win on the opening Wyedean Rally followed by a second place on his local Malcolm Wilson Rally, Birdie was hoping to bounce back after a run of bad luck on both the Somerset Stages and last month's Carlisle Stages Rally seemed to have put paid to his chances for last season's vice champion.

With one of the best quality entries of the season so far, Bird and Welsh co driver Aled Davies started well with third fastest time on SS1 in their Ford Focus WRC07. Using the classic mid-Welsh stages favoured by Wales Rally GB in recent years and considering his lack of experience on them, Bird started cautiously on the opening test in Monument to hold fifth before climbing to third on the Route 60 stage just two seconds off the lead. A storming run through Halfway 1 saw the 2005 National champion set fastest time to lead by seven seconds and he increased that advantage in Crychan 1 to 19 seconds as the cars headed back to Service at the Royal Welsh Showground in Builth Wells.

Second fastest time on the second pass through Monument was followed by another fastest time in Route 60 to up his advantage to 21 seconds which he held through the penultimate stage on Halfway and the final test in Crychan saw Bird ease the pace to bring the car home safely to a 14 second win.

The victory sees Bird move up to fourth overall in the championship table but when dropped scores are taken into account, Bird holds second place behind Scotsman David Weston meaning it's still wide open going into next month's Woodpecker Stages.

Paul Bird: *"We've not enjoyed the best of fortunes on recent events so it was all the more sweet to get back to winning ways this weekend. I don't have the knowledge of these forests like most of the other drivers but I was delighted with the way I drove and it was just a case of controlling the lead. If we can keep this momentum going, we still have an outside chance of winning the title we just missed out on last year so the plan is to keep the pressure on for the final three rounds."*

Highways 97 to 103 Re-Visited (with apologies to Bob Dylan!)

I have to state from the off that I cannot recall the 2014 Preston Regardless with any great fondness. Not the fault of the club, the event or its organisation. My dissatisfaction comes entirely from my own lack of performance. I suppose, with the benefit of hindsight, that attempting to jump back into a road rally after more than 20 years away was unlikely to be an instant success but, still, I didn't expect to be as totally crap as I turned out to be.

So, it was with a great deal of concern that I allowed myself the chance to 'do it all again' on G&PMC's recent Memorial Rally. I promised myself that this was my rallying equivalent of 'drinking in the last chance saloon' and that if I puked up, wrong slotted or couldn't see to read the bloody map (all three of which, sadly, happened on the Preston) I would never sit in a rally car again. So I have waited for a few weeks to see whether or not I would now be reporting either an upturn in my navigational fortunes or announcing my self imposed retirement ... finally, irrevocably and for ever.

Given those choices it was all credit to long time course car driver Tim Foster who not only agreed but actively encouraged me to give it another go. At least we had a 100% legal car this time out: an ex-Alister McRae Hyundai Coupe recce car of, I believe, 1999 vintage. Sure, it was pretty standard (lap and diagonal belts, standard seats, electric windows and all) but it had good grunt, at around 160bhp, decent M&S tyres that lowered the gearing somewhat and effective auxiliary lights.

We sailed effortlessly through the Noise Test and Scrutineering and went to socialise in the Myerscough College's Start area. I had, I confess, already plotted the route in advance, at home on Friday evening but against the clock. Doing the lot (including the Black Spots and Quiets) in 1 hour 42 minutes gave me some level of quiet satisfaction and a chance to anticipate what seemed like an excellent route devised by Clerk of the Course Steve Kenyon.

I had my usual 'once in a long while' catch up with Dennis Quinn (he assures me that he is still working and is thus continuing to be the 'Fastest Milkman In The West') who is another regular course car driver, usually in Wales and on Morecambe Car Club events. His venerable ex-Mike Patinson Escort still looks, sounds and goes well and Dennis doesn't change, he still loves the lure of the lanes and the fells.

I looked around the car park for the white Escort of Steve Retchless (another old buddy from years gone by and the highly skilled chase car driver – remember them? – we, Jonny Milner and I, had for our 1993 season in the Shell Scholarship GpN Audi Quattro) but that was proving to be a fruitless search until I found him in a newer, and now blue, Escort: the old car having bit the dust most mightily and this being its replacement. I had to do a double take when I saw that the car's Minilite wheels were shod with Dunlop A2 tyres. Unless your memory goes back to 1975 you wouldn't know just how big a revolution of the time these tyres were. Steve told me that Dunlop had in fact still been manufacturing them until quite recently and we shared memories of the factory Fords on the 75 RAC being able to take 2 seconds per mile off anyone else not lucky enough to be on A2s. These were, in part, one reason that forest rallies came to be known as 'forest racing' in the motorsport media of the time. I had last sat in a car using A2 tyres on the 1983 Lombard RAC, when the late Mikael Sundstrom had one set that we used on his Opel Ascona, for the mixed surface Sunday stages and race circuits such as Oulton Park and Donington.

One other hugely interesting conversation that I enjoyed a lot was meeting Georgia Shiels for the first time. At just 19 this young lady (and she most definitely *is* a lady!) is smart, attractive, eloquent and not without the bravado to say that her ambition is to be the first LADY World Champion in rallying. She is currently a nominee in the Jack Wills Young Brit 2015 competition and needs votes to be successful. Read much more online at <http://www.georgiashiels.co.uk/> and maybe try to help out. Youth is the future of our sport and, as a now qualified OAP that was lucky enough to make my living from rallying,



Tim Foster / Dave Orrick : Course Car



Denis Quinn / Sasha Heriot



Steve Retchless / Max Freeman

Photos Courtesy of Duncan Littler

Continued on Page 36

Highways 97 to 103 Re-Visited

(with apologies to Bob Dylan!)

Continued from Page 35

I am hugely in favour of anyone who has the guts (I was just about to write 'balls' but stopped myself in time) to have huge ambition and the determination to work towards making it come true. Georgia needs help to attract solid commercial investment and to establish a media profile far greater and more directly to the point than what she has right now ... but it can, and should, happen for her. I wish her all the success in the world.

So, cometh the witching hour and it is time to saddle up and head out to lead the field around the first half. Here comes the first instalment of the 'No Sleep Until Breakfast' (now, where did I recently write that before?) Tour. And, miracle of miracles, it was good. Good route, good conditions, marshals (mostly) in the right places and Code Boards 99% where they ought to be.

The mythical Hindu figure, Kālī, is revered as the Goddess of Time, Change, Power and Destruction. So there are four words directly applicable to rallying! If only she could be persuaded to put down from her four hands the sword, trident, severed head and bowl (used to catch the blood from the now dismembered head, a nice touch I thought!) she would probably be the ideal modern day road rally navigator. Why? Because on frequent occasions – most usually at controls - you need at least four hands to keep up with the multiplicity of tasks required at any one time from the occupant of the left hand seat.

Four hands? Well, consider the following. The navigator of today has a Time Card, another Card for Code Boards and their authentication signatures, NAM diagrams (that's three hands worth) and then still needs to hold the map board and Poti. You don't need to be a map reader, you need to be a juggler of amazing dexterity. My solution was to put the Time Card onto the clipboard, the Code Board sheet on the reverse of the clipboard, tape the NAMs onto the mapboard and use my left hand to open the window, check the time and illuminate whatever piece of documentation I needed the marshal to sign. Oh yes, and remember to say a deserved 'thank you' to the marshals at each control.

So we survived Kit Brow ford, Haylots white and all was fine, until Code Board 'K' went missing and caused a minor panic for us and also for the opening car that preceded us on the road. The only other shocker was just how rough the eastern end of Melling White has become over time but then it was time for fuel, a coffee and the sight of several bemused Sir Elton John fanes travelling home after his concert of that evening at the Crooklands Showground. Made me think of some of his more memorable songs: *'I'm still Standing'*, (having managed to not yet cock up, I was) *'Rocket Man'* (dedicated to Tim Foster for giving the Hyundai a good dose of right foot thus far), and *'Saturday Night's All Right For Fighting'* the truth, or not, of that one would need to wait for the Finish and the Results Room). So, OK, refreshed and refuelled it was off for Leg 2 of which the undoubted highlight was the descent of Gisburn Forest and the deep, dark, car parks that hid several Code Boards. Gisburn Forest is, I am led to believe, a popular site for 'Dogging', a phrase with which I was wholly at a loss (thinking logically that it had something do with Canine perambulation) until it was explained to me – in some detail, I might add, by a well known road rally figure who had best remain anonymous. Mind you, if you had indeed just dropped your DAKs for a session of horizontal jogging, I cannot believe that the sudden arrival of a highly tuned, briskly driven and Cibie Oscar illuminated rally car would not somewhat rather interrupt the romantic process!

Still, ever onward. Going up the Trough was an unusual treat, one that I hadn't sampled in many a long year, but we were on the home run now. South over Harris End Fell, through Oakenclough and then the Brockmill hairpins to what proved to be the last competitive control, at the end of Dandy Birks white. This had been the location of one of our (several) misfortunes on the Preston when the roughness and ruts shook the bulbs in our auxilliary lights to pieces. It was no smoother this time, coming down the hill, but we made it, just, and with the fillings in our teeth still attached. TC31, on top of the Motorway bridge at Brock had to be left unmanned but it was easily cleanable and so didn't affect anything, results-wise.

And here's the funny thing. I had enjoyed myself, I hadn't cocked up (much!) and our times would have been respectable if not competitive. 'Enjoyed': I didn't use that word after the Preston and I honestly thought I never would again. But, you see, where there is life, there is hope, so the dream of doing the RAC (on maps!) again, or either an Irish or Belgian event (with a proper recce and on pacenotes) is still active. You never know!

There a few niggles at the finish but all were amicably resolved and the Memorial had been a great success and a fitting tribute to those fallen club members to whom it is dedicated each year. I wrote earlier about youth being the future. In mid bacon butty (or was it sausage? I can't remember as I sampled one of each!) Steve Retchless introduced me to his navigator, Max Freeman. They had been unlucky enough to retire after missing a Code Board but Steve was full of praise for his map man, introducing him to me as a 'Rising Star' of road rallies. Steve, you see, doesn't tolerate fools, gladly or otherwise, and isn't usually given to outbursts of praise so his intro was to be given serious consideration. Max, understandably, was down in the dumps after the retirement but his enthusiasm for our sport and the results he has already racked up make me sure he will take the error on the chin, learn from it and, through determination, go on to bigger and better things. I hope so.

So, a good night (thanks Tim), a good luck back over my shoulder at times gone by and, most importantly, good people and great camaraderie. There's nothing much wrong with the road rallying of today. And, as the nostalgic old f**t that I'm getting to be, that makes me extremely happy.

See you all someplace 'further on up the road'

Dave Orrick : G&PMC

KLMC 'The Cars the Star' show : Sunday 19th July : Heaves Hotel



A very small selection of the fantastic cars that were on show at the annual Kirkby Lonsdale MCs The Cars the Star Show held at the Heaves Hotel, Levens. Drool time ! G&PMC won 2nd Club display

MSA British Rallycross Championship

Mondello Park

LYNCH STORMS TO SUCCESS IN IRELAND

1 July 2015:

Wigan racer Tony Lynch exceeded all of his pre-event expectations with a stunning performance in Ireland as he secured a first win of the 2015 MSA British Rallycross Championship in association with the Shannon Group season. Westhoughton-based Tony made the trip to Mondello Park for the fourth and fifth rounds of the year eager to see what impact the latest updates to his Lucas Oil Team Geriatric MINI Cooper S would have – with specialist company 1320 having worked their magic on the engine to help improve performance.

While that work was expected to boost the torque in the car and increase acceleration, Tony was well aware of the fact that he was down on power to his rivals within the Super National class although the superior handling of the MINI left him confident of being able to challenge for honours. Tony's chances of success in round four of the year on Saturday were given a huge boost before a wheel had even been turned, with event organisers taking the decision to water the circuit to try and minimise the impact of dust for the drivers on track.

The slippery conditions that were created as a result not only played to the strengths of the MINI but also reduced the impact of any power deficit to his fellow British racers – who were running alongside their Irish counterparts on track.

Although the opening heat would be declared null and void because of an issue with the start lights, Tony was right on the money in heats two and three; with a brace of top three finishes being good enough to put him on pole position for the final.

A dramatic start to the race saw Tony hit heavily from behind into turn one but he was able to recover quickly and pushed hard from the front to claim top honours amongst the British championship contenders – giving him a first victory of the season.

Unfortunately, the win came at a cost as the gearbox on the MINI let go as he crossed the line, forcing the team to work into the evening to fit a replacement, standard 'box in time for round five on Sunday.

It meant Tony had to settle for seventh spot in the second round of the weekend although he returned home buoyed by the team's most competitive meeting of the year to date; with the promise of plenty more still to come as development work on the MINI continues.

"We wanted to put on a good show in Ireland after our recent misfortune, but I think I'd probably be lying if I said I thought we could come home with a win," he said. "The decision to water the track really played into our hands because the real strength of our car at the moment is the handling, and the fact that the circuit was quite slippery meant that those who have a lot more power than us weren't able to make full use of it.

"Even though the first heat was declared void, we ran at the front in the other two to take pole position and then had a bit of a scare at the start when there was some contact behind and one of the drivers got fired square into the side of my car. Luckily the damage didn't affect the performance and to be first British driver home was absolutely fantastic and more than we could possibly have hoped for at the moment.

"Sadly there was an issue with the gearbox which meant we had to go back to a standard unit for Sunday's race and while it meant we finished down in seventh, it's difficult to be too disappointed when we look at the weekend as a whole. If anything, being forced to go back to the standard gearbox showed just how much we've benefitted from having a real racing gearbox in the car, and it'll be fixed and back in place for the next round at Pembrey.

"The data we were able to collect this weekend will be going to 1320 to look over and then we can make a final decision on which approach we take with our engine development, but for now we just want to savour our first win of the year.

"It's all down to the sponsors who have given us the support that we needed to race this season, and the boys in the team who work their fingers to the bone to get the car on track looking pristine every weekend. This win is for them all."



Tony Lynch : Wigan & DMC

MSA British Rallycross Championship Pembrey : 22 July 2015

Wigan racer Tony Lynch has vowed to bounce back from a weekend to forget at Pembrey after mechanical woes hampered his challenge in the sixth round of the MSA British Rallycross Championship in association with the Shannon Group.

Westhoughton-based Tony made the trip to South Wales seeking to replicate the kind of form that had seen him secure a stunning victory at the wheel of his Lucas Oil Team Geriatric MINI Cooper S during the previous double-header at Mondello Park.

That win had been Tony's first of the season in the Super National class, but came before a gearbox failure that then hit his hopes in the second event of the weekend in Ireland.

A race to get the racing 'box repaired for Pembrey ended with the team refitting the unit just in time for the MINI to be loaded onto the trailer for the journey south - although it meant that the team was unable to check everything was well until practice.

It soon became apparent that an issue existed with third gear, with the team entering into discussions with its gearbox supplier to determine whether the problem could be managed at the circuit.

While the decision was taken to continue, Tony's hopes of success came to a premature end when the issue proved to be terminal - forcing him to withdraw from the event before the qualifying heats were complete.

The team will now seek to resolve the gearbox issue in time for the seventh event of the season at Lydden Hill in late August.

"Anyone who knows me will know I'm not someone who gets lost for words often, but I really was speechless when it came to the weekend," he said. "We'd worked hard to get the close ratio 'box repaired and back in the car but we didn't have time to do any kind of shakedown test before we went into the weekend.

"In practice, we had a problem where the car was popping out of third gear and we spoke to our gearbox people to see if it was something we could manage in order to pick up the points. We gave it a go, but sadly the casing cracked and that was it - game over.

"It's obviously hugely disappointing for me and the whole team as we'd worked hard to get the car repaired after a bruising second event in Ireland and it's unfortunate that we've now had two below par results after our win in round five. However, these kind of problems are the things you have to deal with when you are developing a car and we'll make sure there is no repeat when we go to Lydden Hill next month."

Tony Lynch : Wigan & DMC



The nun teaching Sunday school was speaking to her class one morning and she asked the question, 'When you die and go to Heaven, which part of your body goes first?'

Suzy raised her hand and said, 'I think it's your hands.'

'Why do you think it's your hands, Suzy?'

Suzy replied: 'Because when you pray, you hold your hands together in front of you and God just takes your hands first.'

'What a wonderful answer!', the nun said.

Little Johnny raised his hand and said, 'Sister, I think it's your feet.'

The nun looked at him with the strangest look on her face.

'Now, Johnny, why do you think it would be your feet?'

Johnny said: "Well, I walked past Mum and Dad's bedroom the other night. Mum had her legs up in the air and she was saying:

'Oh God! I'm coming!'

If Dad hadn't pinned her down, I reckon we'd have lost her!"

Jack goes to his friend Mike and says, "I'm sleeping with the priest's wife. Can you hold him in church for an hour after mass for me?"

The friend doesn't like it but being a friend, he agrees.

After mass, he starts talking to the priest, asking him all sorts of stupid questions, just to keep him occupied.

Finally the priest gets annoyed and asks Mike what he's really up to.

Mike, feeling guilty, finally confesses to the priest, "My friend is sleeping with your wife right now, so he asked me to keep you occupied."

The priest smiles, puts a brotherly hand on Mike's shoulder and says, "You'd better hurry home now. . . My wife died a year ago."

Memories are made of this

Chris Ellison Photography

07572 - 449625

Also see us at 'Chris Ellison Photo' on Facebook

www.facebook.com/pages/Chris-Ellison-Photo/551030501674309

**The remains of the
Jimmy McRae / Ian Grindrod Sierra Cosworth
following a fire on day 2
of the Rothmans Cyprus Rally**



**Not shot from a helicopter as you might think
but from a very precarious ledge**



I said 'Don't Cut !'



Behind all that dust there is a Lancia Integrale



**Cooling Problems for Malcolm Wilson on the
Scottish Rally (*back when it was a proper rally*)**



**A Farmyard Service for Malcolm Wilson
on Pirelli International**

Memories are made of this

Part 2

Remember me saying this in last months issue?

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 and its probably John (Dunnaw) 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



Picture No 7 is Neil Bye and myself on the Bala MC PK rally 2003.

Neil was chasing sd34 points so I nav'd for him as I know the local roads well, but the fuel pump let go about half way and by the time I had hot wired it we had to cut about 8 controls just to get a finish.

Bill Chadwick

Couple more of us below



And the other ones were (still don't know No. 6)

1. Ian Woof / Derek Fryer
2. David Scaife / The late Nigel Hunter - Leases ford
3. Terry Benson / Chris Pudsey
4. John Thompson - near Moor Top on Grizedale Stages



Under 17 Motorsport Club Review.

I first come across the 'Under 17 Motorsport Club' last year, at the Footman James classic car show at event city in Manchester. The U17MC was offering passenger rides to which we got speaking to Steve Johnson and soon found out about everything the club had to offer but didn't take it any further.

A few months ago we came back into contact with Steve as I left a note on his car to receive information on the dates I could attend the motorsport. I was very satisfied with his explanation and signed up for the Pre-Driver day for beginners like myself. When I arrived I was welcomed on by another man named Steve Rhodes, who I gave my payment to. The day went as planned...

Meeting with the driving instructor, learning the key aspects of beginner driving up until dinner, then an hours lunch with a free lunch included, a bit more driving then a road safety information video then finally, an optional few more hours of driving round the whole course.

My driving instructor was Roger who really made my day worthwhile. He taught me the essentials of driving which I never knew was an aspect of daily driving and never left my experience driving to feel boring. He also helped with the timed laps at the end as I really improved throughout the day to become a better driver and I would certainly go again.

The club also showed us an informational video on road safety which was understandable as was depicted towards my age of audience. I feel that this also really helped me understand the safety aspect of all this day and that there is a time and a place for racing, which is not on the streets.

I am going to do this day again as I was able to increase my skills as a young person with my driving and instructions to driving, as well as giving me a more knowledgeable understanding to the safety and dangers of driving.

Daniel Pilkington (15)



Motorsport Training

(Thanks to BMSTT)

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

Friday 14th August 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
(for those wishing a refresher), (20 places)

18:30-19:30 Theory then Practical,
(20 places)

19:15 Sign-On in Club House

19:30-20:30 Theory then Practical.
(20 places)

19:30-20:00 Practical only
(for those wishing a refresher), (20 places)
Food available

(pie & pea supper or vegetarian) from
20:30.

LIMITED TO 80 PLACES

Book your place online

www.jotformeui.com/janb/fire

www.volunteersinmotorsport.co.uk

Grass Roots Motor Sport

Congratulations to Scott & James

U17MC members
Scott McMahon
and
James Williams



Both Scott & James have passed their driving test first time .

A clean sheet for Scott and only 2 minors for James. This is an outstanding result!

Both have been driving on Production Car Autotests with the Under 17 Motor Club and competing in ANWCC Championships since they were 14 years old. Photo : 1st on left James Williams, 2nd from left Scott MacMahon with two other U17MC Members at the ANWCC awards night 31st Jan 2015, collecting the ANWCC winning club from Allan Dean Lewis of the MSA.

Under 17 Motor Club NW

Production Car Autotests

30th August 2015 Ormskirk
19th September 2015 Event City
Manchester
20th September 2015 Event City
Manchester

These events are fun championship PCAs at large shows to show members of the public about cheap motorsport. You may be allocated passengers subject to the MSA regulations and your experience in the sport. This event is similar to the NEC Autosport show. Please use your club or Go Motorsport clothing to promote grass root motorsport.

A maximum of 20 drivers at each event but a free ticket to the Event City for drivers will be available.

Get your entries in early and discounts are available for more than one event.

A copy of these supplementary regulations is available online at www.anwcc.org and www.sd34msg.org.uk .

www.motorsportmugs.co.uk

Motorsport Mugs produces motorsport inspired photo printed mugs, including our 'pacenote' mugs a must for any armchair rally fan.

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We can produce 1 offs or 1000s.

Email Paul : paul_79_95@hotmail.co.uk





Darwen Youth FC Pre Driver one

Steve Johnson - U17MC said this was a good opportunity to help more young people become safer on the road as a passenger. They can help to keep drivers safe and prevent mobile phone use whilst driving. Being able to learn to drive at 14 allows more time to gain safe driving skills.

The day was run by U17s MCNW with driving instructors Steve Rhodes, David Tuson and Roger Barfield on the 18th July 2015 at Darwen M65 Services. The day consisted of theory, vehicle safety checks, basic car control, a road safety video (COW), discussions and concluded with passenger rides from experienced members of the motor club. Speaking with Darwen Youth FC manager Tony Iglesias, he said he found the training day to be a success amongst the team of girls and believes the day certainly had an impact both in classroom and driving. On the whole a very good team bonding activity with a Road Safety incentive.

Driving Instructors commented that all the girls seemed to enjoy the day, working well together having lots of fun both in the vehicles and classroom Road Safety videos showed that the use of mobile phones and driving just doesn't mix and this really hit home with the girls. I had an amazing day. Thanks to everyone who organised the day

Genevieve Rhiannon Mae Taylor

Young drivers take part in autosolo challenge

Young drivers with experience of competing in regional competitions will be showing off their skills at Ormskirk MotorFest on Sunday 30 August.

The Under-17 Motor Club North West is organising the Autosolo Challenge at this year's free motoring extravaganza. Club committee members educate teenagers, including youths under 17, about the importance of responsible motoring. This includes giving 14-17-year-olds driving practice before they go on the road and encouraging them to gain more driving skills once they have passed their test.

Although the name implies participants are all youngsters, the club works with people of all ages to promote enjoyable and safe motoring. A wide age range of drivers will test themselves on the short and low-speed course on Park Pool car park.

One of the club committee members is Steve Johnson, a vastly experienced competitor in driving events. He has won in his class in the British Autotesting Championships nine times and been runner up seven times.

Steve said: "The Ormskirk MotorFest is a great partnership between West Lancashire Borough Council and Aintree Circuit Club, and the fact that the event is free is brilliant as there is no barrier to people coming along to enjoy the event. As a club we are delighted to be involved and the Autosolo Challenge will be an exciting part of this fantastic occasion."

All drivers doing the challenge are experienced competitors in Association of North Western Car Clubs (ANWCC) autosolo and autotesting events. Some car enthusiasts who give a donation to the North West Air Ambulance Service will get a chance to be a passenger while the drivers take on the course. To be eligible to be a passenger you must be at least 1.35 metres tall. Under 18s who want to be a passenger must have a responsible adult with them to sign the appropriate forms.

The Ormskirk MotorFest is organised by Aintree Circuit Club, supported by West Lancashire Borough Council.

Between 250 and 300 wonderful cars and motorcycles from all eras of motoring will be on display in Ormskirk town centre and Coronation Park at this marvellous event. Many vehicles will take part in parade laps.

Councillor John Hodson, portfolio holder for Planning, said: "We are really grateful to Steve and his colleagues from the Under-17 Motor Club North West for organising the MotorFest Autosolo Challenge. This will be just one of many exciting attractions which the whole family can enjoy so make sure you don't miss the Ormskirk MotorFest."

Mike Ashcroft, Aintree Circuit Club chairman, said: "The Autosolo Challenge adds an exciting competition element to MotorFest and I am sure the crowds will enjoy seeing these skilled drivers taking on the course."

If you want to be a volunteer MotorFest marshal please apply as soon as possible through

www.ormskirkmotorfest.com/marshals-registration/ or email nick@ormskirkmotorfest.com. Teenagers under 18 can apply but will need a responsible adult with them on the day.

To become a MotorFest sponsor please call Colin Brady on 01695 585125, or contact Mike Ashcroft email or tel 01704 882 027 (bus) or 07821 230 961 (m).

Ormskirk MotorFest : Sunday 30 August

Barbon Hillclimb Report
Barbon National A/B Hillclimb
4th July 2014
(Kirkby Lonsdale MC/Liverpool MC)
Incorporating the MSA British Hillclimb
Championship

Goodyear shatters Barbon record

Report by Jerry Sturman,

with acknowledgements to the
Hillclimb and Sprint Association's magazine
SPEEDSCENE

Photos courtesy of Mark Holmes

The 2015 Barbon National's date switch from May to July not only marked a change in the weather but, after seven long years, a new hill record was set as Jos Goodyear, after failing to qualify for the opening run-off with a mechanical failure, bounced back and finally reset the oldest course benchmark on the British hillclimb calendar. His phenomenal shot in the supercharged GWR Raptor-Suzuki was almost half a second inside the old mark – this in a run that lasted barely 20 seconds.

For the statistically minded, his 20.08s run (quite a coincidence that the old record was set in 2008!) means that in terms of average speed from a standing start, Barbon is now the fastest hillclimb on the British calendar. For the record, its new average of 90.66mph now exceeds that of Shelsley Walsh, where Martin Groves' 90.59mph average for the 1000yd Worcestershire hill still stands at 22.58s. The win marked Goodyear's fourth consecutive British hillclimb FTD, yet with his moments of brilliance punctuated by failed runs and mechanical problems, he remains confined to sixth place on the championship table.

The writing was on the wall after the appreciative crowd, basking for once in Cumbrian sunshine, had seen Trevor Willis win the opening shoot-out in a time just six hundredths away from Scott Moran's 2008 record. But with Moran not competing at Saturday's leg of the traditional Barbon/Harewood double-header Willis, even after running wide just yards from the finish at the notorious Lafone Hairpin in the closing run-off and finishing fourth, had done enough to move ahead of the five-times titleist into second overall in the championship standings.

After qualifying top for the opening stanza with a new class record, Moran's protégé Alex Summers' two runner-up placings kept him firmly in charge of the championship with a healthy 41 point lead. Will Hall chased hard for an opening third place, but a less than perfect start in the second run-off left him ninth on a hill where the slightest mistake can be costly. After a couple of solid finishes in the red Gould-NME, by close of play Wallace Menzies had levelled with his championship rival's fourth place on the table. With the turbo-charged Force recovered from its recent escapades, courtesy of much midnight oil burnt by the indefatigable Ian Dayson, Dave Uren scored his third fifth place finish of the year, following it up with sixth later on to step up his challenge to John Bradburn's Gould V8, which he outran by a couple of places each time.

Continued on Page 46



Photos above courtesy of [Mark Holmes](#)



This Photo of Andy Lartons rolled 106
courtesy of John Harden

Barbon Hill Climb

Continued from Page 45

Tom New swapped places with season-long rival Alastair Crawford to end the day to maintain their status quo. Ninth and tenth respectively in successive run-offs, the sister Gould GR59s of Paul Haines and Simon Moyse took turns at scoring at the tail end, Haines' super-charged car finishing the opening stanza ahead of Ed Hollier, who qualified each time but was forced to abandon the evening trip over to Harewood after discovering an oil leak from a cracked casing on his Hayabusa unit. The entry was only about two thirds that of Barbon's Nat B event three weeks earlier, but this is usually the case for this British Championship event, previously held in May, as with another two rounds at Harewood the following day, a number of competitors not chasing championship points opt to spend a more leisurely weekend at Harewood to contest the Yorkshire hill's B event on the Saturday. But while there were several classes with only one entrant, there were class records in abundance. After triple ANWCC hillclimb champion Steve Price had opened the meeting with a solo run in his Impreza, Tony Bunker was first into the record books with his burly Nissan GT-R, the former Clubmans driver from Brighton well inside Simon Butterworth's old mark each time and chased hard by Chris Berrisford's Impreza, which was also well inside the previous standard. Defending HSA speed champion Chris Howard-Harris didn't quite manage to get his Caterham K-Series on terms with Allan Warburton's Specialist car record, but he was well clear of Westfield-Vauxhall pilots Tim Higgins and Jerry Neary. TTC Group Hillclimb Leaders front-runner Colin Satchell maintained his form in the very blue wide-tracked Peugeot 205 with another record, but with only two runners in the 2-litre ModProd class his points haul was not enough to maintain his series lead. He had eventually to concede it to Jos Goodyear, but this would only be temporary – he would regain it the following day with another record at Harewood!

Much travelled Cornish resident Geoff Twemlow and Porsche expert Simon Dawes rounded off the ModProd classes with solo runs in Impreza and 911 respectively, while Ben Lovell also ran on his own in his carbon tubbed OMS sports libre car, but after Ben's defeat by Jim McDiarmid's OMS-Vauxhall by a hundredth of a second at the recent June meeting, their duel continued unofficially, despite running in different classes. After the first runs Jim, last to run in the Nat B section of the meeting, had the edge again. The margin? A hundredth of a second...Mike Manning's twin turbo Ford Puma led the big sports libre class initially but retired early on during the second runs. After spluttering lamely over the finish first time up, the amazing Mini Evo of former Manx GP winner Allan McDonald returned to health and snapped up the win.



Photos above Courtesy of Brian Taylor
www.whitedogphotography.co.uk

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Barbon Hill Climb

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After Midlands hillclimb marshal Justin Walker had enjoyed a solo run in his 600cc Jedi-Yamaha, the record books were opened again as with the svelte Empire Wraith warmed up by co-driver Darren Gumbley, Simon Fidoe reset the 12-year old 1100cc racing mark jointly held by Mark Budgett and former British champion Adam Fleetwood.

The time would qualify Fidoe for a shot at the opening run-off, quite a feat in a one-litre machine at the fastest hill in the championship, although he would finish out of the points. Phil Nelson led a trio of Formula Fords in his Hawke, pursued by the Van Diemen of veteran Graham Curwen (who first visited Barbon in 1952 – as a schoolboy, of course!) and Phil Perks' Royale.

On his first visit to Barbon for eight years, Ed Hollier's efforts resulted in a 1600cc class win and two run-off placings in the Empire Evo, but the engine problems mentioned earlier meant an early return to Devon. In a class of attrition, both Richard Spedding and Steve Spiers missed their second runs through mechanical problems and a broken drive-chain respectively. After fixing a broken supercharger drive pulley that restricted the Raptor to sixth place early on, Jos Goodyear bounced back with a new 2-litre record and a top qualifying place as a prelude to his stupendous run-off shot. Early leader Dave Uren and Paul Haimes were left to dispute the runner-up spot. Alex Summers also warmed up with a new class record to head the line-up for the opening shoot-out, its eventual winner Trevor Willis bagging the second class award ahead of Will Hall.

With a substantial margin over Peter Green's BRA Cobra 289, the immaculate Lotus 41C twincam of Malcolm Wishart not only beat Peter Brogden's pre-72 sportsracing and racing car record but also bagged the Scrutineers' Award.

The Nat B contenders were then offered a third run after the second of the day's British run-offs, but with no opposition Graeme Procter decided to forgo the extra run in his turbo-charged Fiat Abarth. A three-way battle between HSA championship contenders Roger Fish, Ken Morris and Michael Tindale saw Fish's Honda S2000 emerge on top from the two MX5s. Returning to motorsport this year after a 30 year absence, Lancaster's Duncan Woodcock took the big roadgoing sportscar win in his TVR Chimaera from Duncan Rob-Cummings, forsaking his regular Europa TC for a TVR 390SE.

Just two runs were enough for solo runner Rob Holt to lower his 'non-ferrous' class record in the Elise before Ivan Russell took his Anglia-BDH to the 1400cc ModSaloon win ahead of Paul Makison's ex-Mini Miglia contender. Poor Andy Larton's third run attempt to lower his new 2-litre record was not a good idea, as the rapid Peugeot 106 barrel-rolled several times exiting Richmond. Happily, although the car was a mess Andy stepped out unscathed, and he tells us he is already contemplating what can be salvaged to transfer to his spare shell as he thinks there is still another second to be had!

Having marshalled at Barbon in June, Steve Lewis's third run paid off with a four hundredths improvement in his Impreza, but neither Michael Parden nor James Proctor found more, their earlier see-saw TVR/Nissan duel resolved in favour of Time Attack UK contender Proctor's 350Z.

Just one Sylva Riot Bingley Special competed in this year's event, in the hands of Malcolm Mackay. In the next class, erstwhile rally driver/navigator Chris Thomas's rally spec Talbot Sunbeam had a half second edge over Gary Houghton's Toyota Starlet.

But how did final runner Jim McDiarmid from Kendal fare in his unofficial duel with Carnforth man Ben Lovell? He won again – this time by four hundredths!

Words by Jerry Sturman,

**With acknowledgements to the Hillclimb and Sprint Association's magazine –
SPEEDSCENE**

<http://hillclimbandsprint.co.uk>

It was an absolutely superb day on the hill at Barbon. There were challenges for the organisers, not the least being the failure of the PA system link to the speakers at the bottom of the hill, but judging by the number of positive comments coming in, it was the best British Hillclimb meeting at Barbon for years. There's lots of photos of the action on the Barbon Hillclimb Facebook page <https://www.facebook.com/barbonhillclimb>



*Photo above Courtesy of Brian Taylor
www.whitedogphotography.co.uk*



Shelsley Walsh 18/19th July, Classic Nostalgia at its very best.

The world's oldest motorsport venue is still going strong 110 years after the first pioneer cars raced up the lovely wooded hillside in the Teme valley in Worcestershire. Not only is it still going strong it is getting even stronger, the venue is really benefiting from the vast improvements done over the last ten years after a new, very long lease was negotiated allowing this investment to happen.

Competitors have always appreciated the garages allocated to each competitor's car, but now everyone appreciates the new restaurant in one of the recently converted courtyard buildings. There is a bar brimming with atmosphere and memorabilia too in another wonderfully renovated period building. The whole place looks really stunning and a great tribute to all those whose skills have come together to produce such a wonderful legacy for future generations. Permanent office accommodation and a fire-proof archive detailing over a hundred years of motorsport history was formed from other derelict buildings.

The watermill was fully restored by volunteer members aptly named "The Dibnahs," this is generally run on race days and a tour of the mill is highly recommended. A period wooden barn is very nearly restored now and these buildings form a fabulous courtyard that is put to really good use in a variety of ways all enhancing the range of uses, quality of the meetings and diverse range of functions they now hold at Shelsley over the year. Each July for the past nine years or so a "Classic Nostalgia" event has taken place with vehicles up to 1980 being allowed to take part, these being split up into various classes.

Midland Automobile Club or MAC as it's known are superb organisers and just being on the committee is probably more difficult than becoming a member of Parliament, no fools are tolerated here and proper nominations and votes ensure only the very best people are selected. Top MSA Clerks of the course, scrutineers, professional rescue units and the like look after the organisation, lots of other stalwart volunteers give up many hours and even several days each week to tend and improve the facilities such is the love for the place.

Many of the motor industry's big movers and shakers have been members of the club in the past being so near to the industrial heartland of our former great manufacturing base and many are still very active in the club. Many new models of cars have appeared in public for the first time here, not just British cars either. Mercedes and Audi have sent works racing cars in the past as it was considered such a premier motorsport venue and worthy of this great honour.

The two days events at Classic Nostalgia are run as separate competitions although many people do both days of course. Different clubs are invited each day and the events are always counters in various championships. This year MG, Lotus, Chevron, Pre War Austin 7 club, Bert Hadley Challenge, Historic 500cc cars even Volvos were competing. The eligible Volvos were older models of course such as 122s, Amazons and PV544s, all battling it out for honours. These look unlikely hill-climbers but are exceedingly tough and much faster than would first appear. These models won many tough international rallies such as the RAC rallies in the forests in the past and it's great to see them competing again.

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SHELSLEY WALSH
speed history : future records



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One unusual thing about this event is once you have been scrutineered you can select which batches you wish to run in for your practise runs rather than in numerical programme order. This means a great and varied selection of cars tackle the hill in each batch and when competitors reach the top paddock there is a hut with computers displaying all the information of the run. This gives speed through the two speed traps, time it took to cover the first 64 feet which almost every event gives to compare launch times as well as sector times. Drivers can then compare how they have done although a big clock as you enter the finish paddock displays your actual time for the run.

It's not often a clubman's MG will share a paddock with the fastest car ever to lap the Nuburgring, but that very Porsche 956 was being blasted up the hill over the weekend then waited with others in the top paddock. I am sure an 1172cc Ford Sidevalve Buckler has never ever sat alongside the massive works XJ12 Coupe or the world's most famous XKS, XJR, E type, or project 7 car plus other iconic Jags but it did on the 18/19th July at Shelsley as the photos clearly show.

Many wives/ partners get dragged to events and enjoy or tolerate the competitions to a greater or lesser degree but here there are always lots of other attractions with various stalls selling books, clothing, handbags and scarves, generally with a motoring theme I have to add. Polish, ice cream, vintage parts for cars, vintage clothing, jewellery and food from a hog roast were also for sale so a very varied selection indeed. In addition a stunt plane did fantastic acrobatics and a World War Two Spitfire came and flew several circuits before flying off to its base; it was one of only three WW2 planes still operational I was told.

At various times the courtyard had various live singers or bands performing music from earlier decades. Here you could jive, jitterbug or sequence dance, times were all listed in the programme and instruction was given for anyone who wished to have a go. Derek Bell was autographing books, Dellow and Triumph cars had club stands, you could join the Midland Automobile Club and a special offer allowed you to reclaim your admission fee against a years membership. Buy quality clothing from the MAC merchandise hut or have a picnic on the grass, many of the thousands of spectators did this and it was indeed a lovely way to spend a weekend. Other spectators sat in the tiered permanent seating which affords great views of the action or lined the barriers of the track as they have done for over one hundred years. A "Concours D' Elegance" sponsored by Classic and Sports Car magazine was judged by its editor James Page and walking encyclopedia, BBC F1 commentator, former editor of Autosport, owner of the fabulous "Stovebolt Special", competitor, author and one of the nicest guys ever to attend motorsport events, Simon Taylor was co - judge. Simon wrote a book on the history of Shelsley Walsh for its centenary, it's a fabulous book for anyone with an interest in motorsport. The winner of the Concours had the opportunity to have the winning car displayed at the NEC at the biggest classic car show there is.

There will be many things I have missed but this article gives a reasonable overview of what went on. If you missed it you missed a treat but there is always next year. Details of all the events at Shelsley can be obtained from the Shelsley or MAC websites and all times and results are available online, go to "resultsman" and follow the links from there. It was truly "Classic Nostalgia" indeed.

Keith Thomas.



Cairncastle Hillclimb Trip

As Les Eltrigham was the third person on my trip to Cairncastle Hillclimb. We had a change of plan and Alan Shaw stepped in at the last moment, to which I am grateful.

The trip this year was more of a social trip, due to the fact, I am in the middle of moving house, and due to various work commitments both Mick (A Frame) & Simon were not available to make the trip. As normal the kind people at Larne Motor Club had negotiated a tremendous ferry reduction fare. Somewhere in the region of £110, even at the reduced price, compared to the cross channel ferry fare it is still very expensive.

As I (we) re creatures of habit, the same trip up the M6/A75 and stop for brunch at the same greasy spoon...saw us then on the 1:30 sailing to arrive in Larne at 3:30ish. Straight of the ferry and into to the B & B ,Manor Hotel. Same cost per night at £25 as it was last year. As we had not a lot of interest in the "Hill" from a competitive view. we ..Steve (Dikko) and I took Alan up to show him the track, which I think impressed him.....an early tea then in "Mattie's Meeting House" (Pub). Following a few pints and food, it was back to the usual pub "Older fleet" to finish the evening.

Friday after breakfast we decided to go North via the coast road and others on a sight seeing visit to the famous BALLYMONEY family of Dunlop's where the memorial to both Joey & Robert Dunlop are. I must admit the list of wins, championships etc not just England & Ireland but also on the World circuits is quite astonishing. As we had bought an ordinance survey map...Alan navigating was a lot easier than last year !! We drove up to a peninsula call "Torr Head", where Alan & Dikko walked up a steep hill to view where the Irish sea meets the Atlantic and the resulting "boiling" of the seas where both currents/tides clash.

A steady drive back to the circuit/track ...which was slightly wet at the time. just to see the recovery truck bringing some unfortunates persons Impreza ...who had a "big" accident thankfully the driver was in better shape than his car.

As the usual BBQ was not going to happen ...I asked the various committee members where was good to eat, and located an excellent restaurant "Chicago Blue" about a ten minute walk from our B & B...then back to the Olderfleet to finish off ..Only there was a star "RAVE" style DJ ..."DJ FERGIE"..Who was playing to over 400 ravers,he had just done a few shows in Las Vegas...as it is not my style of music...I know very little of him.

Saturday morning saws us set of again, but this time we found the access road to the mid point of the hill, which allowed to watch and if need be return back to the paddock area..

Whilst at this view point, we got talking to the MSA Steward ...one BILL SWANN, who in the past was clerk of course for the Ulster Rally and also the Circuit of Ireland. He went on to explain that roads around Torr point" We had visited were actually part of a trio of stages used on the previous events. The amusing chat was when he mentioned Jimmy McRae..and I asked who was his co-driver on those occasionsIAN DYNAROD!!!! he said which had us all laughing ...as we told him we knew Ian Grindrod very well.

After practice, we went back into the paddock area..to catch up with some of the organisers to whom I have be-friended over the last three years.

When I explained there entry into SD.34 was being terminated ...due to them not being able to join the association that runs there (SD.34) championships the ANWCC. Then there events could not count in any SD.34 championships It was a catch 22 situation...the clubs constitution does not allow them to be members of more than one Association, so once again we were thwarted at getting this superb event into the SD.34.Championships

The solution to this,. Request that SD34.run there own championships or do as,Lancs & Cheshire Car Club did at the weekend events at Anglesey. co-promote !!!! Something to look at for next year.

Or something far easier would be for SD.34 to run there own championships and not rely upon the ANWCC...with over £5k in the bank plus regularly being informed that the various championships have never had as healthy numbers in them, it would make sense.

A great trip out, if only spectating ...everyone made us welcome.

They also got me a big reduction on the price of the ferry...£107 to be exact.

So apologies to any non-race /rally championship contenders, for the anomaly over the non-inclusion in the SD34 championship, Larne are very keen to see more UK entries.. Especially as this year was down on numbers

I apologise I have no results, but needless to say fastest on both days with a few seconds to spare ,,was Track record holder Graham Thompson, in his home made racer !! The full list of results will appear on the Larne website So ended another great weekend...disappointed at not "having" a go but perhaps 2016 will see me and others have entries in.



Chateau Impney

Magnificent in every way.

Magnificent, fantastic, superb are all words expressing satisfaction of the highest order yet these words hardly do justice to the organisation, spectacle, architecture, scenery, and quality of cars and everything else at Chateau Impney near Worcester on 11/12th July.

The Chateau itself is a copy of a Loire valley Chateau with typical exquisite architecture for which France is so well known. Many of the cars that visited the Droitwich parkland to race up the deceptively testing course laid out in the grounds of the Chateau were equally handsome and good looking. Some were very functional, some very brutal looking, built with one job in mind and that was to go as fast or faster than any other car in the world. At least two cars achieved that distinction, going faster than any other car in the world had gone previously.

This event was a "Revival Speed Hillclimb" as competitions of this nature were held here from 1957 to 1967 and no cars built after the stipulated date were allowed and strictly adhered to.

The course through the scenic parkland had been extended from 550yds to 1000 yds to comply with MSA rules. The flat main drive was beautifully surfaced and fast, it took a 90 degree left then through a chicane to another 90 degree left to take competitors hopefully past the front of the wonderful Chateau. An off here was very public as the balustrade enclosing the high level gardens was thronged with VIPs and other competitors watching the cars hurtling round the very fast left hander. Lurid slides, spins, even off road excursions along the grass were quite common and greeted with great cheers.

The course then continued though a high speed bend before negotiating a roundabout then climbing up to a very tight kink/roundabout arrangement. Big square straw bales were waiting to arrest any wayward cars, continuing onwards and upwards through a series of fast sweeping bends to a tightening left hander through the finish banner.

All sections were deceptively tricky as the black marks on the tarmac and tyre marks across the grass indicated. It was a real driver's track and every mistake a driver made was captured by the TV crews filming high on the elevated platforms and shown on the various big screens around the venue.

A very varied entry featured cars from the Edwardian period right up to the 31/12/1967 cut off date. The very last car on the entry list was "Bluebell" a Minor 1000, not really what you would expect is it? Not an ordinary Minor 1000 I must add, it was as quick as a formula 3 car, didn't lean or roll in corners but looked remarkably standard from outside even the paint was pale blue, district nurse colour, only wider wheels outwardly gave the game away but boy it could fly.

Some cars must surely come with a health and safety label attached, Mark Walker's 1905 Darracq reminded me of a "Buckboard" from the Wild West. Wild it certainly was as it has a 25.4 litre V8 engine producing 300 horse power according to the programme listing, no floorboards, no bodywork, two forward gears, no reverse, no front brakes, unbelievable. This monster held the English Land Speed record at Saltburn in Yorkshire in 1909 achieving a speed of 120.26mph. I hope there was a laundry handy for dirty underwear.

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Chateau Impney

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It was astounding to see Mark wrestling and drifting this monster at speed with some potentially dangerous steep banks near the track for such an exposed driver. It was really flying; Mark is a brave guy indeed. Another "Monster" was Chris Williams' Napier Bentley this crowd pleasing vehicle having a 1929 Bentley chassis, a 24 litre Napier aircraft engine producing 550 BHP and 1400 ft/lbs torque. Plumes of smoke came from the rear wheels as soon as he touched the throttle often meaning the car couldn't be seen once it has gone past you. Visits to his tyre dealer are as regular as going to the loo.

Even bigger still was the "Beast of Turin", this real fire breathing monster makes the ground shake when started up, its massive 28.5 litre Aero engine belches flames from its short stubby exhaust stacks but no silencers. Its driver, Duncan Pittaway, is perched even higher off the ground whilst grimly hanging on trying to control the aptly named "Beast", this Fiat S76 also a former World Land Speed record holder.

This wasn't just a normal club event, it was a big international event drawing many of the world's best cars not only to compete on the hill itself but 70 vehicles were consigned for sale at the H&H auction held in one of the large function rooms at this superb Midlands conference and wedding venue.

Ferrari, Jaguar, Maserati, Bentley, Frazer Nash, MG, Lagonda, BMW, Porsche, were only a few of the sports cars on sale. Lots of high powered saloons from the same companies and several racing cars from Chevron, Alta and others headed a varied selection of the 70 cars that came under the auctioneers gavel for those with pockets deep enough to indulge in this part of the action.

A separate Marquee housed a "Concours De Elegance" and here 25 cars worth many millions of pounds were on view. 1960 Ferrari 250GT SWB, 1967 275GTB/4, 1950 250 MM/ GT, 1934 Alfa Romeo 8C, 1930 Bugatti Type 50 Le Man Tourer, 1926 "Bloody Mary" racer ex John Bolster, 1936 ERA 8C, 1931 No 5 Blower Bentley ex Tim Birkin and others from Aston Martin, Lagonda, Sunbeam, Jaguar and more too numerous to mention.

An air display by Rich Goodyear a former RAF pilot in his Pitts special Bi plane was amazing, the smoke trails showing clearly looping the loop, vertical spins figure of eights plus many much more difficult stunts. I cannot understand how he knows his proximity to the ground or how he keeps his breakfast down after whizzing upside down so many times!

Over 100 trade stands allowed one to buy everything from a bulb to a classic car, join the VSCC or a number of other clubs, partake of refreshments or ice cream and buy books old and new. You could have a waistcoat or handbag made with material of a motoring theme, buy massive trucks capable of transporting your stable of several classic Ferraris very discreetly as the sides were roller shutters enclosing the normal hydraulic platforms seen on car transporters transporting cars from factories to dealers.

It was even possible to invest in Allard cars as Sydney Allard's son Alan is planning to produce a car his dad designed many years ago using Jaguar XK engine and components. Seriously, Alan was telling me he is looking for investors with a few thousand pounds and the car looked great as a rolling chassis. Allard cars are very competitive, highly sought after even today despite being produced before the war and their Shorrock supercharger business in the 1960s/70s was very highly respected and a superb product.

The last time I saw Alan was in 1973 in Keilder when I rolled my MK2 Cortina GT end over end with my wife navigating and Stewart Martin from Newcastleton strapped in the back seat.

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Chateau Impney

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He wanted to see what rallying was like. It didn't put him off evidently as he went on to build a 1293 Cooper S and win many awards with it. Stewart also went on to found "Teviot Motor Factors" then later along with his brother and Malcolm Wilsons dad Ken Wilson my long time co-driver "TMS Motor Spares Ltd".

This is now a massive business and has branches all over northern England and Scotland. My car had a full harness belt in the rear that was also used at times by a very young Malcolm Wilson whom we also took with us on rallies in those days. Since then of course he went on to become British rally champion, works driver and boss of the Ford rally team and M Sport and currently running the Bentley race team.

After the end over end I found myself parked neatly alongside Alan in his Supercharged Escort in the trees. Fortunately I didn't hit him but the two cars were parked very close to each other, too close for comfort I can tell you. I still have a photo of my crashed car in the trees with his navigator helping to pull it out; he wants a copy of it he told me.

The Chateau event was by invitation only just as happens at Goodwood Revival and Festival of Speed. It was way over subscribed with people clampering to enter their classic cars and a selection committee selected cars which had either competed at the venue in period or a car of the same type competed there providing the applicant's car had also a genuine competition history. Luckily I could produce evidence of a supercharged Buckler 1172cc sidevalve competing there in September 1962 and my own Buckler MK5 started its competition career at Barbon in 1954. I have a lovely photo of it lined up with other cars on the startline at Barbon. In the last 10 years since I restored the car with lots of help from my wife Carol and mate Alan Smith whose day job is manufacturer of Clupet piston rings. I have competed at every Classic or Revival hillclimb as they were introduced at venues such as Shelsley Walsh, Prescott and Bo'ness. It competed on the first couple of Solway Historic Revival rallies when they took place to help Cockermouth get back to normal after the floods. We also took part in Jim Clark rally revival around the first stage in Duns in 2014 and have competed at many Wiscombe Hillclimbs in Devon plus several classic trials.

After sending photos and proof of these events I was really pleased to get an invitation and being able to take part in this event was a great thrill. Indeed I will remember this event for the rest of my life. My Buckler went really well and attracted lots of interest in the paddock, it goes to show that it's possible to compete and enjoy motorsport without having to spend a fortune. So next time you see a rusty wreck for sale check it out, it may just give you the key to open doors to events that ordinary people wouldn't normally be able to contemplate entering.

Other competitors were very friendly, many of course I know from other events but as most drivers tend to look after or have a great interest in their cars there was a lot of common ground anyway. We made many new friends over the course of the weekend including the guy next number behind in my class driving the ex Ken Rudd AC Ace development car that was in effect the grandad of all the famous AC Cobras. Steve Gray also owned the little A35 that he and Tony Jardine used to thrill the crowd overtaking Jag 3.8s on the inside at Goodwood Revival. They had just returned from Italy where they had been competing on the Millie Miglia and also competed in the Venasca Hillclimb driving it to and from both events.

Steve has a classic car restoration and sales business at Brooklands near the famous "Test Hill" where he is in the former Brabham factory; Jack Brabham and Ron Tauranac were great pals of his. He has invited Carol and me to visit his works so we are really looking forward to that. The car running one car in front of me was a Frog eye Sprite driven by a lovely girl called Louisa Treutlein, a really bubbly chatty person but between runs she was nowhere to be seen.

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Chateau Impney

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In the evening there was a fabulous "Black Tie dinner" for 500 people comprising of driver's, one guest and VIPs. At the dinner Louise came and sat next to us with another nice girl and explained her partner Mike was sitting elsewhere with her friend's husband as he was also competing hence her absence between runs. During the meal which was exquisite I have to say I asked her what her partner drove to which she replied a Bugatti. On enquiring what sort of Bugatti they owned she explained they have three, yes, three Bugatti's and they both race Bugatti's at circuit races and Hillclimbs.

She explained they towed the race car with another Bugatti which I was thinking wouldn't be big enough to tow another car and a trailer. She did explain though it was big enough as it was a Type 50 with a 5 litre engine. This meant nothing to me even though a Bugatti Type 35 is one of my most favourite cars. The tow car was evidently at that very moment sitting in the Concours De Elegance marquee. (Look at the photos and you will see what this fantastic outfit looks like). Her partner and his mate came over to see us later and what a nice couple of guys they were, it turned out Mike was Mike Preston a guy I have watched many times, a great driver and his cars are prepared beautifully, he really loves his cars. Louise also races a Healey 3000. Wow.

Other cars in my class apart from Louise Frog eye were a couple of Coventry Climax Lotus Elites, a very potent full race Sebring Sprite belonging to Irish rally driver Adrian Boyd's family. It was bought for him by his father when he won the Circuit of Ireland rally aged only 20. It could leave two black marks off the start line for a hundred yards easily, what power it had. Frazer Nash Le Mans Replica, MG TA & TF, Triumph TR2, Healey 100S, AC Aceca/ Bristol, AC Ace, Riley Treen, Morgan Plus 4 and an out and out racing car a Cooper Bristol T24/25 so a real mixed bag in the pre 1961 sports/racing car class.

With an entry of 200 cars other classes comprised of every other type of competition car you could think of. A full class of 500cc race cars such as Bernie Ecclestone drove in his day as a competitor. Other classes had Lotus racing cars and their opponents. Jaguars of every type, HWMs, Astons, Elvas, no less than ten ERAs, Delage, Riley, Connaught, Maserati, Hudson, Railton, Bentley, Bugatti, BRM, Lola T70, Chevron, TVR, Alan Manns Lotus Cortina, Two Broadspeed Mini Cooper S, the very first Cooper S ever, press car 732 HOP, Sunbeam Rapier and that is not even all the makes represented.

It was a fabulous weekend, they had gathered together the biggest selection of hillclimb cars that it was possible to have, over a million pounds had been spent extending the track and the car parks had probably a mile or so of aluminium roadways laid in case it was wet. Fortunately it was 99 percent dry, the only rain believe it or not was when I and only six or so other cars did their first run on Sunday. Suddenly the heavens opened without warning and a deluge drenched us, it was like driving up a river. Just as suddenly the sun re appeared, dried the track and that was the sum total of the rain. I was saturated, my in video camera lens misted up after the run but it did record the horrendous rain during my ascent just to prove it did happen.

This event was made possible because of the vision of vintage car enthusiasts Guy and Rod Spollon the owners of Chateau Impney. On behalf of everyone I wish to thank them profusely for their vision of reviving the event, the hard work and investment they then put in to bring it to fruition. It is a superb hotel and venue, staff was so helpful and friendly and like Chateau Impney itself it was most definitely "Magnificent".

As it's impossible to give a complete list of cars, times, class and overall results etc go to www.tsl (Timing Solutions Ltd) where you can see each and every run in detail with positions, class results even speeds through the speed traps are available online.

Keith Thomas.



NORTH WEST RACERS

*With Dave Williams,
And Rachel Bourne*

NORTH WEST RACERS BACK IN ACTION

Following a break in June, all of the North West-based motor racing championships were back in action during July.



Josh Fisher leads the McArthur Brothers

Avon Tyres Northern Formula Ford 1600

The region's open wheeler series had a single header at Oulton Park on 4th July with the Post89 and Pre90 classes racing separately.

In the newer cars, some last minute tweaking in the assembly area prior to qualifying helped Doug Crosbie take pole position. The leader of the Champion of Oulton, Josh Fisher, was frustrated by a misfire from a loose plug-lead. He had to be content with starting from fourth on the grid with the two McArthur brothers, David and Tom, ahead of him. Crosbie took the lead when the red lights went out but Fisher was a man on a mission and took third from Tom McArthur the first time they rounded Cascades. McArthur tried to hold on round the outside but found himself on the grass and dropped down the order.

At the start of lap 2, Fisher moved up to second by demoting David McArthur at Old Hall. Crosbie was now well and truly in his sights but there was no need for Fisher to execute an overtaking manoeuvre as Crosbie suddenly slowed exiting Brittens – a terminal in the back of his master switch had failed.

So Fisher was now the man most likely but he had David McArthur filling his mirrors and before long it was double trouble as Tom McArthur recovered from his grassy excursion on the opening lap to latch on to the back of the lead duo.

For the remaining 20 minutes the three at the front circulated as one. It was a tense affair although there were no changes of position until the final corner which was very slippery due to an oil spillage in an earlier race.

David McArthur got the better drive out of Lodge and drew alongside Fisher but he was just over a tenth away from snatching away victory at the line.

Over in the Pre90 cars, Jamie Jardine's up and down year very much turned upwards. Having enjoyed a trouble free practice session in which he took pole he then led the race for its entirety except for half a lap. That one small blot on his day was when Calum McHale got a better start from the outside of the front row and took the lead into Old Hall but when they reached Island Bend, Jardine asserted his authority on the race and moved ahead.

McHale held on to the leader but gradually his attention was diverted to his mirrors as Jaap Blijleven and Matthew Cowley were right on his tail. For a time this quartet circulated as one until Jardine eased away from the battle.

With 5 minutes to go there was a huge shake-up in the battle for second. As the leaders approached the pit straight for the ninth time McHale missed his 'shift into third coming out of Lodge allowing Blijleven to pass him. McHale immediately got the place back coming out of Old Hall but realised the move was made in a yellow flag zone that was covering a coming together between two midfield cars. He lifted off to hand the place back to Blijleven.

Cowley was tracking the events ahead of him and got the hammer down as soon as he reached the green flag sector. This provided the opportunity to take third from McHale at Cascades. Thus McHale fell from second to fourth in the space of 100 yards. Blijleven held on to take the runner-up spot with Cowley almost taking it from him at the line.

CNC HEADS NW SPORTS/SALOONS

It's another thriving season for the North West Sports/Saloons Championship with no less than 34 entrants taking part in qualifying for the first of two races at Anglesey on the weekend of 11th/12th July. The fastest cars in the session were the Westfield SEW and Stuart Taylor Locosaki of Garry Watson and Joe Spencer respectively. The former set pole despite struggling with his handling – back in the paddock he discovered that his anti-roll bar was disconnected.

Spencer also had his problems as he began sorting the chassis of his brand new car and was to discover that he had been supplied with the incorrect dampers which were causing a fair amount of understeer and a loss of traction out of slow corners – costing him about a second a lap.

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NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 55

In the opening race of the weekend Watson was a clear winner on a greasy track when he took the flag 15 seconds ahead of Spencer who had lost the tow while negotiating traffic. Phillip Duncan had been intouch with the leaders until his Locosaki jammed in third gear causing him to drop down the order.

Watson and Spencer were again on the front row of the grid for race 2 in which Watson cruised to another victory over his closest challenger; albeit by a smaller margin than the previous day. Duncan was once more thwarted in his bid to occupy the final step of the podium when he spun exiting the final corner at the end of the penultimate lap.

Spencer is looking forward to the next round of the series which takes place at his favourite circuit, Oulton Park, on 15th August when he expects the new car problems with his Locosaki to have been fully sorted.

DEMON TWEEDS/SPARCO XR CHALLENGE

The Ford hot-hatches were on the same bill as the Sports Saloons at Anglesey. The single qualifying session prior to the two races was incredibly close with just 2 hundredths separating Steve Poole and Ralph Fernihough at the top of the time sheets.

But it was a surprise leader at the end of the first lap of the opening encounter with Justin Roberts, who had started sixth on the grid, being the first to break the timing beam.

At the end of the next circuit, Poole was ahead. Over the next couple of laps Roberts fought valiantly to keep Fernihough behind him but he eventually had to give way. By this time, however, Poole had broken the tow and took the chequered flag with an 8 second advantage.

Poole was the early leader of race 2 before Fernihough overtook him at Rocket. This manoeuvre on lap 7 proved to be the decisive moment although the deposed leader kept the pressure on until the end.

Those at the front were driving Fiesta XR2s as Adam Burgess notched up a pair of Escort XR3i victories.

Dave Williams



New car for Joe Spencer



Ralph Fernihough leads Steve Poole

Photos Courtesy of Rachel Bourne

BOURNE PHOTOGRAPHIC
Creative Imaging

www.bournephoto.co.uk

The doctor that had been seeing an 80-year-old woman for most of her life finally retired.

At her next checkup, the new Doctor told her To bring a list of all the medicines that had been prescribed for Her.

As the doctor was looking through these, his eyes grew wide as he realized Grandma had a prescription for birth control pills.

"Mrs. Smith, do you realize these are BIRTH CONTROL Pills?"

"Yes, they help me sleep at night."

"Mrs. Smith, I assure you there is absolutely NOTHING in these that could possibly help you sleep!"

She reached out and patted the young Doctor's knee...."Yes, dear, I know that. But every morning, I grind one up and mix it in the glass of orange juice that my 16 year old Granddaughter drinks. and believe me, it definitely helps me sleep at night."

My next door neighbour came round and said, "I'm so sorry about your wife, I've just heard about the car crash.

Are you going to be ok?"

"I'm fine," I replied.

"The insurance company have given me a courtesy car."

Targa Rallying...the future ??

So folks that was the very first pure Targa rally held in North Wales. The brainchild of 116 Car Club and under the guidance of the massively experienced Baz Green it must be said it was a cracking first go at a format which has only recently come into being. The event was enthusiastically supported by Dave Paveley and his North Wales Honda business, (and yes I was jealous of your heated seats in the course car)

But what is a Targa rally? Well being honest I had no idea either until about 72 hours ago so let me try and explain....developed as a means for giving regular 'road rally' cars that didn't fall within either 'Endurance' specification (in the main sub 1400cc) or Historic road rally specification (in the main pre 86 to basically homologated specification without big arches etc) a chance to experience the daylight tests so beloved of the aforementioned disciplines, but with no reversing (unless you muck up a test)

Put simply you'll have a route laid out on the map for you, where you go from test to test (they're the fun bits with the 'competitive timing' and given as diagrams like above) and road sections all timed relatively easily with a stop for lunch and a spot of dinner at the finish, all I may add included in the £120 entry fee.

Shortest Blog piece ever, that was easyexcept there's more to it than that, the tests (12 of which we had on Sunday, all in the main manned by local motor clubs) are tricky affairs ranging from ¼ mile to 2 ½ miles, on surfaces differing from farm tracks to car parks, slalom tests (with lettered cones A.B.C etc), stop astride lines, passage controls and random wandering sheep...the sheep are optional if you're considering organising an event but add an element as you never know which way they're going, imagine attaching letters to them, whilst making it a heckish challenging affair would be frowned upon somewhat (I digress and am of course joking).

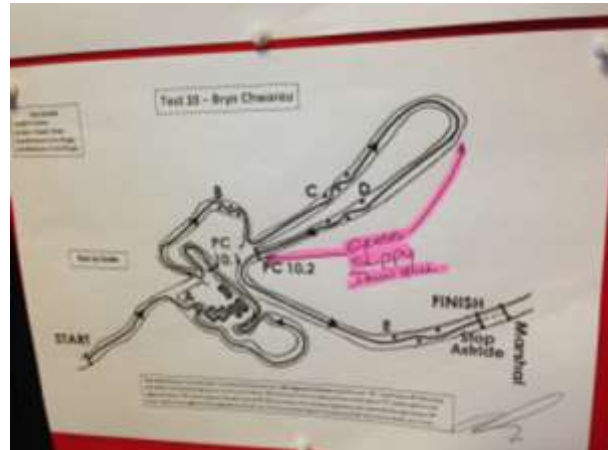
My chauffeur for the day was one of the currently acknowledged 'top crop' of Welsh road rallyists in the form of Kevin Kerr using the families Mk2 Escort, due probably more to Kev's recent results than mine (mine seem to be regular DNF's) we had the dubious honour of leading the field away from Glan-Y-Gors Kart Circuit. Now I'm sure Kev won't mind me saying but the two of us both admitted we felt quite nervous, first go on a new type of event, car 1 and all the other crews watching us attempt the first test at the Kart Circuit....and then we spun....for the first of I think 3 times during the day, this really wasn't going to be easy.

There then followed a batch of 'gravel type' tests using venues as diverse as a windfarm, a proper farm and a Rally GB Sunday spectator stage !....some we were familiar with, some not so much but we soon realised that it was far more of a social event than one to be taken too seriously. That said though the amount of time it must have taken laying out those tests I dread to think.

Probably the trickiest tests were the 'car park' ones , this being because they were small and tight and manouverability won over power, a full house Escort actually is little use on these tests, you need something very small and nimble, a bog standard £80 Micra finishing 7th overall (yes seriously) being testament to this fact, the drive of the event i'd say. The day really followed the above theme and all too soon we arrived back at the Kart circuit for a last go at that test (2 more spins, it was like the 1984 Winter Olympics Bolero in an Escort) The winners of this first event were well known co-driver Dale Furniss (driving) and Anthony Litchfield, a measured drive in testing and very wet conditions, on that note the marshalls were heroes for getting soaked all day.

Would I suggest people give it a go, yes definitely and there really is only one way these events can go and that is upwards.

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



BONESS REVIVAL HILLCLIMB

Don't forget the "Bo'ness Revival Hillclimb" situated between Glasgow and Edinburgh on 5th/6th September. Another fantastic event that also has a classic car show and will have on display the WRC Safari winning car of Colin McRae thanks to the generosity of Malcolm Wilson and M Sport. An air display, steam railway and lots of other attractions plus vastly improved spectator viewing facilities makes this event even better than previous events. It's only a couple of miles off the M8 motorway so dead easy to get to. Over 50 cars are already entered including the 24 litre Napier Bentley of Chris Williams and loads of other world famous cars. Motors TV are filming all the runs on both days and making a 96 minute film of the event to be shown on Motors TV in October.

To enter or see who has entered or for more information go to their website "Bo'ness Hillclimb" and check out the latest happenings.

Keith Thomas.

To me it seems as though I have been knocking this little rag together forever. Turns out that it is not as long as I thought. The first issue of 'spotlight' was sent out on the 31st of August 2011. So next months issue will be its 4th anniversary and the December issue will be the 50th. My, how time flies . . . !

Of course, it seems longer because prior to editing 'spotlight' I was editing Morecambe Car Clubs Newsletter for about 18 months before I threw a mega wobbly and told everyone, in their newsletter, what I thought of a couple of their members. Not my finest moment but in my defence I was well wound up at the time.

Everyone that I talk to who has been a club newsletter editor has said that the hardest job is getting people to write reports about events. It would appear that unless they have done well they don't want to tell anyone about it. As far as I am concerned I would rather hear the tale of how it all fell apart and despite the troubles they still managed to get to the end. That does not mean that I don't want reports from winners, but only a very few are ever going to fill that No. 1 slot, the rest of us battle on through adversity and enjoy every minute of it and at the finish recount how 'if only' and 'but for' we would have I want to hear these tails of woe, because then I don't feel half as bad about my own shortcomings, mistakes and cock-ups.

I would also just love to get more reports from Marshals about their experiences. How was the documentation. Was the timing system explained to you? How did you get to that control in the blizzard? Which crews knew what they were doing and which didn't? It all adds to the overall story. And what about organisers of events : How hard was putting that event together? What were the problems? How did you get round them? Would you do it again? The number of time I have said 'Never Again' is legendary but 3 months down the line you start wondering what to do with all that spare time that you seem to have and you are off again. Or is that just me? I doubt it

I get told that 'I cant write! And English was not my best subject at school'. One of my regular contributors send in his reports with not a single capital letter in his reports, nor does it have any punctuation marks and is full of expletives from start to finish. Bet you cant guess which one because its my job to sort that out. A quick run through spellcheck and that sorts most of it out, including the grammar (well most of it). A few altered words from 'it was #**/ing down at the @!#* of a dump' to 'it was raining very hard when we arrived at the start' and its all sorted. Perhaps one day I should publish it as it comes - it's a very funny script in its raw state. English was not my best subject either. I failed my 'O' Level English 3 times and eventually scraped a pass 3 years later at night school. Thanks to spellcheck I can, now, at least put a few words together but I will never be a Shakespeare. It is not as hard as you think. Honest

Now. What about Clubs and what happens at Clubnights. There are 27 clubs in SD34MSG. If you read 'Around the Clubs' you could be forgiven for thinking that there were only a handful of member clubs. The other clubs either don't seem to exist or don't put anything on for their members at clubnights. Where is the fun in that? The only time you hear anything from them is when they are seeking marshals or entries for events. Their websites are equally dire in telling prospective or existing members what is in store for them should they turn up at a clubnight. Not exactly the way to get new blood to come to the club or into the sport.

I might be being too harsh on the clubs (*not called 'Grumpy for no reason'*) who don't put their activities on their websites or send me what they have been up to but you do have to wonder. Maybe they have their own newsletter telling existing members what's happening at their club but what about recruiting new members? They are reliant on current members doing the recruiting for them.

Now as for me. I have previously said that I don't want to be doing this editing lark for ever. It has, and still is fun and I will carry on as long as I can but sooner or later I will loose the few remaining marbles that I have left. I could do with a volunteer to take the job on. Maybe a bit at a time. Maybe all at once. Its up to the person who volunteers . Any takers? Just send me an email and we can chat it over

Grumpy Old Git



New T-Shirt For All The Grumps!
GET IT at <https://fabrily.com/-grumpy>
Not Sold in Stores, Limited Availability!



Saturday 18th July
Andy Ritchie
Married
Pamela Mahon
at St Thomas's Church,
Lancaster
Congratulations
to you both



Out & About with Gemini

Gemini

Communications Team

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 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
Paid per Bike Ride



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

within 14 days of the event.

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

Radio Mutterings

P&R Benn Greystoke Stages

Ah summer is upon us....Wimbledon, strawberries and cream and rain, and by rain I mean the stuff that only seems to accompany rallies in this case the P & R Benn Greystoke Stages on the 12th July. It's an indecently early start for me to head north onto the M6 for the run up to Penrith and then the short distance to Greystoke to sign on with Radio Controller Tony Lee from 06:30. As a 'test' venue M-Sports forest seems to be capable of mimicking everything from the dust of Argentina to the rains of East Africa, this time the latter prevailed and the surface was a combination of sticky mud and loose gravel perfect stage conditions. Hats off go to the organisers West Cumbria Motorsports Club for providing volunteers with a much appreciated 'goody bag' and refreshments.

Once signed on I make my way to the infamous triangle that is the split at Junctions 5,6 & 11 and home to some of the largest and most veracious midges this side of the Highlands. Our first challenge of the day is to park all of the cars off stage in a safe place, understandably something the MSA Observer is very keen on. What we weren't keen on were the media vehicles trying to park in the same area and then when challenged some came out with the line of "oh the Stage Commander directed me here" or "we always park here, every year". Really, a quick radio call to control soon corrected that little 'half truth' and they were directed to safely park in one of the dead leg sections between junctions, but more about that later.

After what has now become the norm of multiple safety and course cars we finally started with Car 1 at 09:08 and a good days sport beckoned. The first pair of stages used the alternating short and long stage routes, changing route at my split junction. Thankfully most competitors were well briefed and more importantly directed by much waving of hands by the navigators and all safety managed to negotiate the tricky choice of do I turn right or left at the split. 55 cars started the first stage and by the end of the second we had lost five, with car 32 described as well off and one that would test the recovery skills of Lake 3 and Extractor 3 later in the day.

Unfortunately a swift start to the next pair of stages was ruined by the inconsiderate parking of some of the media covering the event. Directed to the dead leg road between Junctions 12 and 15 to park, some clearly had no thought for others and three of their cars blocked the road meaning that Lake 3 Recovery was unable to use this vital shortcut and we had to endure a delay as they turned around with a stricken car on the back of the towing dolly and had to find an alternative route back off stage. Sadly this wasn't the only trouble we had with some and I must stress only some of the media signed on to cover the event.

Stages 3 and 4 started well but unfortunately Car 5 then went off, out of sight, about 100 yards past my location at Junction 7 and was variously reported as partially blocking the stage ?. Although marshals were on scene the messages getting back to me were unclear and I asked the Sector Marshal to go and have a look.

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Photographs Courtesy of John Gorton

Radio Mutterings

Continued from Page 60

After assessing the scene he advised that the situation was potentially dangerous as the car was nose down in a ditch at right angles to the stage with the rear half of the car in effect on the stage and that marshals and spectators were in the stage trying to push or drag him out. A swift call to Tony in Control and the stage was finally stopped. With cars still running I went down to the scene with my handheld set and was able to confirm to Tony the potential danger and confirm that Recovery was needed to drag him out and avoid maybe one of the middle or lower order cars sliding in to the stranded Fiesta. Extractor 3 once on scene were fairly quickly able to drag the car out with their Defender 110 grunt, but with ripped brake pipes a rigid towing bar was the order of the day to safely hitch up and move the car clear of the stage. All in all we had a stage stoppage of 31 minutes, but having been on scene myself it was the safe call to make. After the restart things calmed down a little and a total of 48 runners cleared the two stages.

For Stage 5 we had some further changes to make to create this long stage challenge. The stage passed off without too much incident. Although the rain had by now finally stopped the sticky mud was everywhere. Although I had an entry list a plea to all organisers really is that it is very helpful to have the car colour stated. In such tricky conditions often numbers are obscured and with multiple cars of the same type on stage having a colour to reference if its car X or Y can be really helpful and adds to the safety of the event. At the end of the stage 47 crews were still battling for position and glory.

After this single stage we had the major change for the day as the direction of the final two long stages was changed around. Quite rightly the CoC, Stewards and the MSA Observer needed to traverse the route to check that the set up new route was correct and safe. Here I then had my third experience of poor behaviour by some of the media in one day. One 'gentlemen' decided to stand less than 5m from a 'Prohibited Area' Warning sign and to be fair he moved when instructed by the MSA Observer. Later between the pair of stages one of his colleagues decided to set up his camera in exactly the same place and didn't take too lightly to my polite request to move. His argument was the sadly all too typical "a car won't go off there", completely missing the point of the prohibition sign and my explanation that the MSA Observer had moved one of his colleagues from the area early. In light of recent tragedies and the current safety climate I found his behaviour beyond belief.

The final stage of the day began with the loss of Course Car 00 that was put into a ditch, half onto and off the stage. I believe that his blushes were saved by the actions of marshals and Car 0 and he was eventually wrested back onto the stage and he short cutted out of the stage. The final run ended a little later than expected at nearly 5:45, a long day in some rather trying conditions.

I've mentioned already the somewhat selfish behaviour of a small number of the media attending this event and I do so with a purpose. Our sport is at a crossroads recent incidents have quite rightly shone a spotlight on the safety of our sport and to those who watch, record and even volunteer. It's very difficult to change behaviours and it doesn't help the public if they see people in tabards of whatever colour (in this case the invincible 'silver' media) standing where they shouldn't, ignoring marshals instructions and placing themselves and potentially others at risk or in danger. As a part of the event safety team myself and colleagues give up many hours and drive many hundreds if not thousands of miles each year for a sport we love to help make it safer for both spectators (including the media) and competitors alike. Most of those spectators and indeed media behave reasonably and obey instructions and advice which are there for good reason. My plea is that we all have a responsibility to work together, as the signs say 'Motorsport is Dangerous' let's all try and remember that and set an example.



Photographs Courtesy of John Gorton

Lancashire A.C.

The 53rd Manchester to Blackpool Car Run

June 14th 2015



It's fair to say 'Mixed weather conditions' were the order of the day for the annual running of this well established event. Originally the Veteran and Vintage Car Run or VV as it was known by many of the participants, the run now embraces the whole spectrum of motoring, with over sixty cars entered this year, including Veteran, Vintage, Classic and other Interesting vehicles.

The main start control was at Worsley Old Hall, with a secondary start for the older motors at Grimsargh.

Chris Lee and Martin Wylie again discovered new roads to reach the ultimate destination, The Italian Gardens, at Stanley Park, Blackpool. From the main control the route meandered through Bradshaw, Holcombe Brook, to the Duke of Wellington near Helmshore for a 'pit stop' and control. Then on to Church, Fence, Newchurch in Pendle, Barley and Downham, through the picturesque village of Waddington, Dunsop Bridge and past the impressive Stonyhurst College to the lunch halt at Grimsargh Village Hall. Following lunch it's onwards again through Grimsargh, Whittingham, Broughton and Woodplumpton to Bowkers BMW dealership on Preston Dock for a control and on again to the classic English village of Wray Green, complete with duck pond, for a further control, followed by the relatively short trip to the final control in Stanley Park, passing en route the wonderful 'Spitfire' memorial standing in perpetual flypast over Fairhaven Lake. Cream teas and the presentation of cups by the Mayor Councillor Peter Callow and Mayoress Maxine Callow, assisted by the deputy Mayor Tony Brown and Mrs Angela Brown were the order of the day at the Italian Gardens with the cups being awarded to :- Richard Wilkinson, Jonathan and Caroline Smith, Michael and Stephanie Mallas, Jeff Horrocks, Mike and Ursula McGarry, with the stunning Blackpool Corporation Trophy and Mayors choice being given to Derek and Linda Martlew with their lovely 1937 MG VA Tourer. Thanks of course are extended to the organisers and marshals, without whom this event could not take place. Also grateful thanks to our sponsors, Hagerty Classic Car Insurance, Blue Butts Classic Cars and Bowker BMW and Mini, and of course, great co-operation from the Lancashire Constabulary, Greater Manchester Police, Blackpool Council and the Motor Sports Association, and not forgetting all those who entered, we hope you all had a good day out.



Lancashire A.C.

Coast to Coast Run

11th July

Photos courtesy of Tony North



Inside the Industry with Paul Gilligan

For a first only one subject this month. Every other bit of news I have pales beside this one!

The Tesla Experience

My regular reader will be well aware that I am less than enthusiastic about the current crop of electric cars. Both some of my customers and I have experienced in real life the VERY limited range (say 25 miles) that makes these devices pretty useless in practical terms, except perhaps in big cities. However there has for some time been one exception perhaps, the American designed and manufactured Tesla range. These are a large (think BMW 5 Series) 4 door saloon. They have a pretty (see below can be VERY) high level of performance, and are pure electric cars with no petrol power back up. They have a range of 300 miles due to their very advanced battery technology. Until last week that's about all I knew, except that prices start at about £60k and go up from there.

Then I got an invite to see and drive the cars, didn't need to be asked twice, and last week was the day. I now know that the car comes in various power outputs from 400 bhp to an almost incredible 700! Torque is a max of about 900 lb ft which wouldn't disgrace a Scania! Almost all are four wheel drive and with some VERY clever software the traction is perfect, in the dry at least.

After a very informative presentation about the cars I was asked which one I'd like to drive. "The fast one" was the only possible answer and so it was arranged. The Tesla guy drove first and asked me if I'd like to experience the full acceleration performance. "Yes" was the only possible answer so we did. In the middle of the dash are two screens about iPad size. One controls via touch screen pretty well everything apart from the pedals and steering wheel, the other the sat nav. Of course the car has internet and email capability wherever it can get a 4G signal. So my chauffeur went to the control screen and pressed the "Power" tab. 3 choices were displayed "Normal", "Sport", and "Insanity". I jest not. "Insanity" apparently unleashed the full 710 bhp etc.

So "Insanity" was selected. I was advised to sit back in the seat because otherwise the G Force would throw me backwards with possible injury resulting. He wasn't kidding! This 2.5 ton car (batteries are heavy) does 0-60 in 3.1 seconds. I've been lucky enough to fly in Concorde, but Tesla accelerates a lot faster. I was literally pressed back in the seat. No hint of wheel spin, no drama (except me trying to get oxygen in the lungs). Because we were on a public road it all stopped at about 60, I just wondered how long the beast would have kept accelerating for?

Then I got to drive. Even though it was LHD I felt immediately at home, once I'd got used to the silence. A whiff of throttle sent me towards the horizon. When you lift off the 4 electric motors (one for each wheel) go into reverse which slows the car and recharges the batteries. The result is once you're used to it you hardly use the brakes at all. I was approaching a roundabout at about 60 mph. Maybe 400 yards out I lifted off, the reverse electrics immediately started to slow the car, and only when it had got down to about 10 mph did I need to use the conventional brakes to stop at the white line.

This car bristles with technology. Because it rides on air suspension you can adjust the ride height if approaching a rough road. Because it has high level GPS it knows where it is. If you have ONCE chosen a high level ride height to cover a piece of rough road and you EVER visit that location again the car will automatically raise the ride height when arriving at that point.



Continued on Page 64

It's only 10 years ago that I first had a car with what they call Intelligent Cruise Control. That means there is a radar unit in the front bumper. If you've set the cruise at say 70 mph on the motorway and a truck pulls out in front of you doing 50 mph the radar "sees" it, slows the car down to 50 (you do nothing), then goes back to 70 once the truck pulls back in. Pretty clever. The Tesla sees the car or truck in front, follows it, and if it stops behind it. Then when the vehicle in front starts off, say at traffic lights, the Tesla starts and follow it like an obedient Labrador until it pulls in and then accelerates past. More than pretty clever?

So where are the catches? I tried hard to find them, that's what my customers pay me for. I tried VERY hard.

The Achilles Heel of electric cars if it isn't operating range is battery replacement cost. It's generally reckoned that the battery pack life is about 3 years and the new pack will cost several thousand pounds, which effectively destroys the second hand value of the car. So I asked Mr. Tesla. The warranty, which covers the batteries is for 8 years and UNLIMITED miles. After 8 years you can buy an extended warranty, again covering the batteries, for another 4 years. The price of this is not yet confirmed.

So what about servicing I asked. Tesla "recommend" an annual service, but it isn't compulsory. I said I presumed if that wasn't done the warranty would be valid, but that simply isn't the case. Price is about £500 per service. As Mr. Tesla explained there isn't much to do. They check and reset the alignment of all four wheels which is vital to the car handling correctly, which it does superbly. Then they upgrade all the software to latest standards. Finally if necessary they replace the discs and pads. If those require replacement there is no charge for that, presumably as the electric motors do most of the braking there is little need.

By now I'm grasping at straws! What about second hand value? This is a big unknown, although the 8 year warranty including batteries takes most of the concern away. In case you're still worried Tesla will guarantee the value of the cars after 3 years and up to 45000 miles at a very sensible figure. They seem to be thinking of everything.

OK the car has a 300 mile range between charges, but how easy is this and what does it cost. You can charge from any domestic power point, this would cost very little and take up to 12 hours. With a range of 300 miles this would be every week or two for many users. However Tesla at their own expense are putting in a network of "Supercharge" recharge points. These will recharge a "dead" car to 50% of full charge in 20 minutes, 100% in 40 minutes. Best of all at these points Tesla pay for the electricity. The network is limited at present but growing rapidly. It is already possible to drive from Edinburgh to Rome at no fuel cost!

If the charge level is running low from 100 miles to "dead" the car restricts the acceleration power you can use, then reduces it again at 50 miles. Clever as I said?

So the only downside to the present Tesla offer in my opinion is that the cars start at £60000, and the quick one is over £80k. Next year a 7 seater arrives, prices probably similar. The real game changer comes in 2017, a smaller car to compete with BMW 3 Series etc. This will cost about £30,000. Because it's smaller the range will be about 220 miles as there simply is room for less batteries. However recharge time will reduce in proportion, so in the hands of a typical company car driver it will be perfectly usable, recharging while he has a quick coffee and a comfort break on the motorway.

There are tax advantages both for employer and employee which I won't bore you with, but they are real and only add to the savings on fuel, service, and probably depreciation. My only question is whether Tesla will be able to keep up with demand for their smaller car? If they can Audi, BMW, Jaguar, and Mercedes have a SERIOUS problem.

So all in all a bit of a Damascus moment. From someone who had no time for electric cars to a true believer. So long as they have a Tesla badge that is!

Paul Gilligan

pg@gvcontracts.co.uk

GVC

Google's Self-Driving Car Rear-Ended in 1st Injury Accident

Three people were injured in an accident involving a Google self-driving vehicle. One of Google's autonomous test vehicles (a Lexus SUV retrofitted with the self-driving system) had slowed to a stop in a queue of traffic at a traffic light at an intersection in Mountain View, California. Another car coming up from behind failed to brake, striking the rear of the Google car at 17 mph.

Google say this has never happened before to one of their cars. Local Police confirm that another car rear-ended a Google Lexus SUV in Mountain View, California, where the company is headquartered, on July 1st. Road tests for these high-tech prototypes began six years ago, and there have been 14 accidents so far. But until now, no one has been hurt. None of the accidents has been the system's fault, Google says, and most of them were rear-enders like this one.

Clearly, the challenge with self-driving cars is to program them to avoid the mistakes of other drivers who can be very unpredictable. The big issue seems to be mixing self-driving cars with those still being driven by humans!

Safety car roles & responsibilities

The latest recommendation of the Motorsport Event Safety Review to be implemented is the publication of an updated document outlining the roles and responsibilities of safety cars on multi-venue stage rallies.

An essential part of managing stage rally safety is the period before the first competitive car; this new document establishes protocols to improve and enhance the safe running of special stages throughout the UK.

The document can be found on the MSA website at msauk.org/rallyfuture

Want to become a motorsport marshal?

A new video shot on the Granite City Rally aims to highlight the great work of volunteer marshals and encourage more people to get involved in this vital role.

Rory Bryant of Scottish Motor Sports (SMS) and Jacqueline Campbell, the Scottish civil servant working with the MSA on the RallyFuture project, got a taste for marshalling as they shot the short film, which includes contributions from top drivers such as David Bogie and Dave Weston Jr.

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Technical / Sporting Regulations



On-board cameras

A recent wander around a hill climb paddock highlighted the prevalence of on-board cameras. Some competitors had mounted their cameras securely and sensibly but others had not.

The clamp shown in the first image is understood to be a standard GoPro mounting. The distance between the driver's head and the mounting is marginal, and makes no allowance for harness strap stretch, occupant body compression, or the driver's potential head movement. There is no doubt that in a reasonable impact – or inversion – the clamp would impose a concentrated load on the driver's helmet.

There is clearly some logical thinking applied to the installation in the second image, which shows a car equipped with a 'petty bar' supporting the ROPS main hoop. To soften any impact of helmet, body or limbs on the hard steel tube, foam padding has been used. However, the GoPro mount has been clamped over the top of the foam padding! In this case the competitor was advised to find an alternative mounting for the camera, or to remove it.

Remember that the use of on-board cameras must always be authorised by the Chief Scrutineer and Organiser – in accordance with (J)5.20.5.

Seat mountings

The images show a recently discovered seat mounting method on a Rallycross car; the first image shows the rear mounting and the second image shows the front mounting.

It appears to be a pan-mounted seat, where a piece of flat steel is used to connect the seat to the top of the steel pillar at the rear, while a piece of steel sheet folded into a Z-section is

used at the front. It is not clear how the connection is made to the seat, or what is under the floor, but it does not matter as the entire arrangement is totally unacceptable. Competitors are reminded that seats should be mounted in accordance with the requirements of MSA regulation (K)2.2.



To All MSA Regional Associations and Other Interested Parties.

I attach a self explanatory letter which has been written on behalf of Shenstone & CC to the Chairman of the MSA General Council regarding the recent announcement of mandating the use of Frontal Head Restraints (FHRs) in Sprints and Hillclimbs from 01/01/16.

I would be grateful (if possible) for this to be circulated to all relevant clubs who will no doubt be developing their own 'stance' on this issue and any feedback or comments can be made to the undersigned.

Regards

John Williams

Chairman & Comp. Sec. SDCC

jwilliamsdono@tiscali.co.uk



C/O 40 PARK LANE
CASTLE DONINGTON
DERBY DE74 2JF

Home Phone 01332 - 805322
E Mail jwilliamsdono@tiscali.co.uk
and compsec@curborough.co.uk

9th July 2015

Dear Sir

MSA Potentially 'Destroying' Regulated Grassroots Motorsport

I refer to your recent announcement regarding the mandatory use of Frontal Head Restraints to certain classes (and recommended for all others) to all MSA regulated Hill Climb and Sprint events with effect from 1st January 2016 and on behalf of Shenstone & D.C.C. Ltd I would like to make the following representations.

You may be aware that Shenstone & DCC (SDCC) have been in existence for over 80 years and have operated the Curborough Sprint Course (near Lichfield) for 52 years. As a motorsport club we have gone out of our way to promote grassroots motorsport with the operation of Curborough Sprint Course which includes in excess of 20 MSA regulated sprints per annum, the promotion of the MSA registered Curborough Championship, an annual Introduction to Sprinting Day (free for allcomers to be inducted into sprinting), an AHASS registered Sprint School, the provision of a club vehicle available for first time competitors and a host of other events and initiatives designed to promote sprinting in the U.K.

The Club has always taken safety very seriously. We were one of the first clubs to hire licensed Rescue Units for Sprint meetings when they were not a requirement and we have organized training days for our Marshals not to mention invested substantially in the safety requirements of the venue itself.

In recent years the MSA have introduced a number of regulations that have made it difficult for first time competitors to become involved in the sport and established competitors to remain with the need for additional equipment to comply with MSA regulations. This has included revised helmet regulations, changing race suit requirements and now the introduction of Frontal Head Restraints (FHRs). Whilst accepting that there is a need for safety rules to be adequate, we believe the extent of the changes made in recent years has been unreasonable in the basic world of grass roots motorsport and is driving competitors away from MSA regulated events into unregulated competitions and track days that do not require such additional regulated equipment. We therefore believe that the MSA in recent years has embarked on a campaign in pursuit of safety which will inadvertently 'destroy' grass roots regulated motorsport.

Please consider the following facts.

The Curborough Championship regularly operates with 60/70 contenders each year. In 2015 there are 65 and an analysis of these competitors indicates that 30 will require FHR's in 2016. Feedback "from the paddock" makes clear the exceptional cost of these FHRs together with potential changes to seat belts, seat configurations and roll bars in cars to accommodate FHR's will drive these competitors away from regulated competition into the many track day competitions that do not require such a degree of equipment. This is the most commonly cited reason from newcomers at our taster and other events who do not want to enter formal competition. Some of these competitors allocate a budget for only 5 or 6 Sprint meetings per annum and the requirement for FHRs will drive them away from the sport. Some of them have only recently purchased helmets without adequate notice from the MSA that there would be additional costs involved for next year. They will not be replacing these and therefore will revert to competitions or other unregulated events where they can be used.

The 'recommendation' that Standard Road Going cars (where most cars these days have NCAP 4 or 5 crash test results) should also include the provision of FHRs is considered by various motorsport personnel to be potentially dangerous. Classes with unsuitable seat-belts, no race seats and with no roll cages required are not suitable for FHR's and even if supplied could cause injury to individuals in certain situations. These 'technical' considerations do not appear to have been investigated by the MSA before making this announcement.

As the club running the most used sprint venue in the country, SDCC see this starting a domino effect which could close the venue. If around 25% of competitors decide not to invest in the updates due to the cost implications and stop competing, then many clubs, already running meetings on minimum entry levels, will cancel their events. There would not have to be many events being cancelled before the circuit lease cost would be too prohibitive to operate the venue any more. It could also see the end for some of those car clubs if they are not able to run meetings due to lack of entries. SDCC are already seeing events being booked for the circuit which are being run outside of the MSA banner, which are growing in numbers and the driving force for this is purely the number of competitors who can't afford the continuous increasing costs of safety equipment.

Continued on Page 67

MSA Potentially 'Destroying' Regulated Grassroots Motorsport

Continued from Page 66

You must appreciate that grass roots competitors can budget to spend circa £600 per season including fuel, tyres, entry fees etc. which is a world away from circuit racers who spend £10K per season or significant hillclimbers whose vehicles cost £100K. We also have a number of double driven vehicles where the costs are obviously being shared but personal safety equipment will be specific to the individual - which again disproportionately increases budgets required. It is these grass-roots people that the MSA is driving away from regulated motorsport activities with the constant inclusion of additional equipment regulations.

I would be grateful if you could address the following questions and provide a response which we can share with our membership and other clubs with whom we are in correspondence over this matter.

Questions:

1. What consultation has taken place with the motorsport world on the mandatory introduction of FHR's in Hillclimbing and Sprinting ?
2. What evidence has been produced to substantiate the need for the introduction of FHRs in a discipline of motorsport where cars run singly?
3. Has the MSA Hillclimb and Sprint Sub Committee recommended this introduction of FHRs ?
4. Why is it becoming immediately mandatory from 1st January 2016 without the usual lead-in time of a ' recommendation' with further consultation and analysis of practical considerations ?
5. Have MSA licensed Scrutineers been consulted or approved this rule change ?
6. Motorsport carries a degree of risk which competitors choose to accept when participating.
What is the justification for mandating this very expensive safety requirement, rather than advising, sharing the facts and allowing competitors to make their own judgement about the risks they wish to take.

Recommendation

SDCC would recommend that the MSA General Council should amend the decision for mandatory introduction from 1st January 2016 to that of a 'recommendation' with a meaningful consultation and analysis of the practical effect on grassroots motorsport particularly National B Permit events.

Without this change SDCC considers that we will be forced, in the interests of our members and the sustainability of the Curborough Sprint Course to move away from promoting MSA regulated events as its primary focus to supporting the increase of unregulated activity which after running MSA regulated events at Curborough for over 50 years would be a retrograde step.

The Club wishes to continue to support MSA regulated events and we can be available to discuss these issues at your convenience. However this decision to mandate the use of FHRs in Sprints and Hillclimbs from 1st January 2016 gives no adequate notice of implementation and does not appear to address various technical considerations regarding its practical implementation.

Yours sincerely

John Williams
Chairman and Competition Secretary
On Behalf of Shenstone & D.C.C. Ltd.

An attractive young woman on a flight from Ireland asked the Priest beside her,

'Father, may I ask a favour?'

'Of course child. What may I do for you?'

'Well, I bought my mother an expensive hair dryer for her birthday. It is unopened but well over the Customs limits and I'm afraid they'll confiscate it. Is there any way you could carry it through customs for me? Hide it under your robes perhaps?'

'I would love to help you, dear, but I must warn you, I will not lie.'

'With your honest face, Father, no one will question you.'

When they got to Customs, she let the priest go first. The official asked, 'Father, do you have anything to declare?'

'From the top of my head down to my waist I have nothing to declare.'

The official thought this answer strange, so asked, 'And what do you have to declare from your waist to the floor?'

'I have a marvelous instrument designed to be used on a woman, but which is, to date, unused.'

Roaring with laughter, the official said, 'Go ahead, Father. Next please!'

Brian was pulled over for speeding, and as the cop approached his car, he noticed lighter fluid, matches, and torches, all in the passenger seat right next to him.

"Sir," said the cop, motioning to the paraphernalia. "Can I ask why you have that stuff in the car? "

"Well officer," said Brian, "it's quite simple, I'm a juggler in a circus and this is my equipment!" The cop, clearly not believing him, insisted that he come over to the side of the road and juggle the torches so he can see if his story was indeed true.

Just then an elderly couple cruised by and the old man turned to his wife and said, "Suzie, am I glad I finally gave up drinking! Can you believe the drinking test they are giving now?!"

"So Grandpa" asked Dave at his engagement party "your marriage to Grandma is legendary. Everyone talks about how you two get along so well and never fight, what's the secret to your marital success?"

"Well" said Grandpa Joe after taking a deep puff on his cigar "it all started on the way home from our wedding, we hadn't gone but a mile when the horse started giving us trouble I gave the horse a little whip and that's when I heard your Grandma say in a low voice "that's strike one."

A bit later the horse stopped again "that's strike two" she said.

The third time it stopped she grabbed my shotgun out of my holster and shot it in the head. I was in shock! "What in the world was that all about?" I had protested at the time.

"That's strike one!" she said back to me. "And that is what I owe our marital success to."

Fixed Head Restraints

use and what you can expect

Following the UK Motor Sports Association dictat on the 11/06/2015 that as from 01/01/2016 , Fixed Head Restraints must be worn on the majority of motorsport disciplines there has been an outpouring of opinions.

It's wise to point out and give the background that the very sudden decision by them was based around a Coroners findings in late April that related to a fatal accident which befell a racing competitor at Donnington Park two years ago. The crux of that was a recommendation, based up-on findings, that suggested the said competitor may have survived had they worn one, and a suggestion by the coroner that they should be rolled out on a compulsory basis in a letter to the MSA.

For balance it would also be fair to say that some of the delayed implementation exemptions to the wearing of are a little odd, category 1 Historics is a good example. Personally I feel an all-encompassing approach would have been better...

So now we all know why, and it's hard to argue against that point, in real world terms what are they like and what is available. Well on the market are really two main choices in the UK, the traditional 'HANS' product which is essentially a collar that attaches to your helmet and slips under your belts. The second option is a 'Simpson' product which straps around your back and chest and then again tethers to your helmet.

Now having been a HANS user for over 4 years I've got some real world experience from around 30 events, my justification in buying one was following an accident where I sustained a whiplash type injury from a sudden stop. It's wise to point out that wearing one after an accident doesn't help an already damaged area of the body, they're a preventative tool !!

After trialing mine in a few cars I made the decision fairly quickly that I'd take mine on and off as one with my helmet, mainly because so many cars now are impossible to access the helmet nets from the crews compartment that I was getting out anyway, personal choice and it's just as easy to untether and leave it around your neck. 3" or 2" shoulder straps, I've found either just as comfy to wear, although it does locate fractionally easier on 2" straps... sitting in the car, you will be surprised at how after a few minutes you've forgotten it's there, the only time you may notice is if you try and look 90 degrees sideways and then you'll find it slightly restrictive.

On stage it's been a godsend, I distinctly recall the first event I used one on when we did some heavy braking, normally you'll feel your head dip with the car, the HANS ,made a huge difference and those forces just weren't felt.

I've also used the HANS several times when doing events on maps, now I was concerned that I'd struggle to use a POTI and Map whilst wearing one but a slight change of map board and no issues at all.

To give a balanced view I will say though that I've once found it somewhat restrictive, ironically during a very slow roll down a hillside, due to being a tall chap (6 ft 2), where I'd have previously have ducked down as it went over, this wasn't possible. I had no ill effects but it did catch me by surprise. If buying I'd advise trying them on first to make sure you get one that fits.

The Simpson product is still fairly new and also at the dearer end of the market, I've worn one out of a car and found it perfectly comfortable but not yet worn one in stage. People I know who have seem polarised in opinion, either loving it or finding the whole 'strapped on harness system' very uncomfortable.

I'm tempted to get one in the near future as they seem a lot less cumbersome than a HANS but as I say proof is in the pudding...

They've actually been compulsory in Ireland and lots of Mainland Europe for several years now, the sport in Ireland being served by a large hire network for those who rally only once or twice per year, thus negating large out-lay...

Ah the pricing...yes there's a cost implication (starting around £250 each) and yes you need a Helmet to suit, but would it not be better to miss two or three events and get that proper equipment than stand around wringing your hands about how the sport isn't what it was etc...it's not that's very true, but is it logical to argue that a device to improve your safety is the wrong thing to use?

I'd venture not...



British Rally Championship gears up for return in 2016

The MSA British Rally Championship returns in 2016 with a new-look calendar to go with the revised vehicle eligibility regulations that were announced in January.

The 2016 season's BRC will be staged throughout the British Isles and will include a mix of gravel and asphalt surfaces to provide crews with the ultimate challenge in national rallying. Starting in March and concluding in September, the new championship will comprise seven events, of which four are retained from previous years, while three are new or returning rounds of the championship.

The inclusion of a made-for-TV one-day special event remains a possibility for 2016, subject to discussions with broadcast partners and securing a suitable venue/date.

2016 British Rally Championship provisional calendar

March	5th/6th	Mid Wales Stages	(Gravel)
April	8th/9th	Circuit of Ireland	(Asphalt)
April	29th/30th	Pirelli Rally	(Gravel)
May	27th/28th	Jim Clark Rally	(Asphalt)
June	24th/25th	RSAC Scottish Rally	(Gravel)
August	19th/20th	Ulster Rally	(Asphalt)
September	9th/10th	Granite City Rally	(Gravel)

Bentley wins big in Russia



Bentley Team HTP claimed the first victory for Bentley in the Blancpain Sprint Series at the fourth round of the championship at Moscow Raceway. Maximilian Buhk/Vincent Abril celebrated their maiden victory in the Bentley Continental GT3, while Jules Szymkowiak/Max van Splunteren claimed the win in the Silver Cup reserved for young drivers in a second Bentley. At the same time, Bentley Team HTP were successful at the ADAC GT Masters at Lausitzring. In a heated battle in temperatures up to 38 degrees, both Bentley Continental GT3 claimed points in the two races.

The HTP youngsters Buhk and Abril showed a great performance in the first race of the Sprint Series on Russian soil. A third place finish in the qualifying race laid the perfect foundation for the feature race. Starting from third, Abril quickly took the lead after a great start and immediately created a gap. Buhk took over the Bentley Continental GT3 from the Monegasque driver halfway through the race and eventually secured the victory in the 60-minute race. After 36 laps, Buhk took the chequered flag with a margin of more than seven seconds. Due to their great performance in Russia, Buhk/Abril are now second in the drivers championship with three races to go.

Jules Szymkowiak and Max van Splunteren enhanced HTP's success in Russia with a Silver Cup class victory in a flawless first common race of the two Dutchman. They finished tenth overall in van Splunteren's maiden weekend with Bentley Team HTP.

Daniel Barritt sets sights on the Gravel GP



DANIEL Barritt and Elfyn Evans have their sights firmly fixed on Rally Finland after retiring from Rally Poland.

The pair were forced to make an early exit from the Saturday stages when the water pump - a tried and tested part - failed without warning. Although Evans and Barritt were allowed to re-start on the Sunday under Rally 2 rules, they were effectively out of the running. It was a bitter blow for Evans and his Barrowford-based co-driver, who had displayed a vast increase in pace from this time 12 months ago.

The lack of a pre-event test did not stand in the way of showcasing their potential and the Welshman outshone a number of his more experienced rivals through Friday's opening leg. With the past three events not going to plan, Evans and Barritt are more determined than ever to produce a turn of fortune at Rally Finland, which starts on July 30.

To that effect, the team opted to retire his Eco-boost-powered Fiesta WRC at the final service to best prepare for what is known as the 'Gravel Grand Prix.' "It's been three bad events in a row for us now, so hopefully that's the end of it and we can look forward to making a comeback in Finland," said Evans.

"Our team-mate Ott Tänak finished on the podium and that has really proven what the new car can do this weekend and that provides all of us with a huge amount of confidence moving forward.

"I think we had the potential to be relatively quick here. I don't know if I would have been on the same pace as Ott as he was simply incredible, but when everything was working well I felt really good in the car and I think we could have been where we wanted to be.

"Unfortunately we didn't get the mileage to prove that so we'll just have to try and prove it in Finland."

Sébastien Ogier wins LOTOS Rally Poland

Sébastien Ogier repelled team-mate Andreas Mikkelsen's fierce challenge to secure his second consecutive LOTOS Rally Poland victory and net his fifth FIA World Rally Championship success in seven rounds.

He won by 11.9sec after almost 300km of super-fast action in north-east Poland, leaving his Volkswagen team-mate still searching for his maiden victory. Ott Tänak equalled his career-best result in third after Jari-Matti Latvala crashed in the final speed test.

Ogier's victory was achieved the hard way. As road opener for the first two legs, he was disadvantaged by cleaning gravel from the sandy tracks for most of the rally and had Mikkelsen breathing down his neck from the moment he took the lead on Friday afternoon.

The Polo R duo were split by 2.1sec after the opening leg, Ogier had eked his advantage out to 5.6sec by last night and completed victory with a flourish today by claiming maximum bonus points for winning the final live TV Power Stage.

Blistering heat saw the thermometer top 33°C and tyre choice became decisive. Mikkelsen's decision to opt for hard compounds on Saturday afternoon gave him the best opportunity to overhaul Ogier, who chose softer rubber, but the Norwegian has hampered by hanging dust.

Tänak, who led briefly on Friday afternoon, and Jari-Matti Latvala fought tooth and nail for the final podium place. They started the last stage separated by 1.1sec but the Estonian secured third in a Ford Fiesta RS when Latvala hit a tree with a handful of kilometres left.

The impact broke the radiator on his Polo R and he worked furiously on the liaison section after the stage to make repairs to ensure he could drive to the finish (bottom). However a 40sec penalty for checking in late dropped him to fifth.

The beneficiary was Hayden Paddon, who followed his stellar performance in Italy last month with another great drive to finish fourth in a Hyundai i20. He headed Latvala by 10.1sec with team-mate Thierry Neuville completing the top six 19.8sec further back.

Neuville rolled in the penultimate stage but was quickly back on his wheels to finish ahead of Kris Meeke. The Ulsterman struggled for confidence after Thursday's shakedown roll, but moved ahead of Robert Kubica when the Pole punctured in the final stage.

Mads Østberg surrendered second in the championship to Mikkelsen after finishing ninth, while Dani Sordo completed the leaderboard.

The WRC's high-speed summer continues at Neste Oil Rally Finland which is based in Jyväskylä on 30 July - 2 August.



Lewis Hamilton wins British GP brilliantly after late rain

Lewis Hamilton battled through a bad start and late-race rain to win an action-packed British Grand Prix

Hamilton had to pass both Williams cars after a bad start and losing a place following a safety car period. But the Mercedes driver fought back to take the lead at the first pit stops.

Rain made for a chaotic end to the race but Hamilton came through to win from team-mate Nico Rosberg - extending his championship lead to 17 points - and Ferrari's Sebastian Vettel. Felipe Massa took fourth ahead of Williams team-mate Valtteri Bottas, Red Bull's Daniil Kvyat was sixth, Force India's Nico Hulkenberg claimed seventh and the second Ferrari of Kimi Raikkonen came eighth.

The world champion's fifth win of the season was greeted with roars of delight from the capacity 140,000 fans.

Hamilton admitted the Mercedes' bad starts had "made the race for the fans" and, as thousands streamed on to the track to salute him on the podium, he said: "Thank you for coming out today and making my whole weekend, I really wanted to do it for you guys. I couldn't have done it without you. I'm so elated. You can't imagine how happy I am. I was tearing up on the last lap."

Hamilton's path to victory was far from smooth, however, as Massa leapt into the lead past both Mercedes from third on the grid.

Hamilton fended off a challenge from Bottas for second on the first lap, at the end of which the safety car was deployed because of a pile-up at the first corner, involving both Lotuses and both McLarens.

Three of the four cars were taken out of the race in one go, with Lotus team-mates Romain Grosjean and Pastor Maldonado appearing to collide and McLaren's Fernando Alonso half-spinning as he took avoiding action and collecting team-mate Jenson Button, whose car also retired.

Alonso was able to continue, but needed to pit for a new front wing, although the late rain shower helped the double champion beat Sauber's Marcus Ericsson to finish 10th and score his first points of a difficult year in the uncompetitive and unreliable McLaren-Honda.

At the restart, Hamilton tried an aggressive move on Massa immediately after the safety car line, which indicates the place from which drivers can begin to race and at Silverstone is on the entry to the final Vale-Club corner complex. But Hamilton overcooked it, ran briefly off the track, and Bottas took advantage and sneaked through into second.

Bottas was initially told he could not try to pass Massa, only for Williams to relent and allow them to race.

But the Finn could not pass the Brazilian as the two silver Mercedes tracked the two white Williams to the first pit-stop period.

Hamilton was brought in first, on lap 19, and the so-called 'undercut' worked perfectly as he produced what Williams technical chief Pat Symonds called a "stunning" in-lap. A quick pit stop and a strong first lap out of the pits meant that when Massa and Rosberg pitted on the next lap Hamilton passed them before they were back out the circuit. Rosberg came oh-so-close to beating Massa out - the two cars were side by side as they went down the pits, but Massa had the inside line for the corner where the pit lane rejoins the track and held on to second.

Even worse for Rosberg, when Bottas stopped on the next lap, the Finn rejoined ahead of the Mercedes and although Rosberg overtook him into Turn Four, Bottas got straight back in front through the kink at Turn Five.

Rosberg stayed stuck in fourth place until lap 36 of 52 when light rain began to fall. At first, it hit only the northern part of the track at Luffield, Woodcote and Copse corners but a wobble from Bottas at Copse gave Rosberg the chance he needed and he took third, and then a couple of laps later moved into second past Massa at Turn Three.

The rain, which stopped and then returned with greater intensity over the whole of the track, was bad news for Williams, both of whose cars were passed by Vettel as the teams juggled with tyre choices in the intermittent rain at the end of the race. It was an unexpected surprise for Ferrari at the end of one of their least competitive races of the season.



Vettel wins classic Hungarian GP, Lewis Hamilton sixth



Ferrari's Sebastian Vettel took a surprise win in a chaotic, dramatic and thrilling Hungarian Grand Prix as Lewis Hamilton finished sixth.

Hamilton had a mighty let-off after an error-strewn drive because title rival and Mercedes team-mate Nico Rosberg finished eighth after a late puncture.

The result means Hamilton, in the most unlikely circumstances, extends his lead over Rosberg to 21 points. Red Bull's Daniil Kvyat took his first career podium in second.

Vettel's victory - his second of the season - came as a huge surprise, and the German dedicated it to Marussia driver Jules Bianchi, who died last Friday and whose funeral Vettel was one of many active F1 drivers to attend on Tuesday.

A minute's silence was held for the Frenchman on the grid before the race and his family attended the event. There was a further surprise behind Vettel as Russian Kvyat took second place despite being one of several drivers to suffer penalties as a result of driving transgressions.

He was handed a 10-second penalty for taking an advantage by going over track limits but held on ahead of team-mate Daniel Ricciardo. Ricciardo was involved in the incident that dropped Rosberg from second with four laps to go. The Australian dived for the inside at Turn One, ran wide and Rosberg's trajectory on the inside of the corner took his left rear tyre into contact with Ricciardo's front wing, puncturing it. Ricciardo had to pit for a new front wing but managed to take the final podium position. Behind him, 17-year-old Max Verstappen took the best result of his short career in fourth, ahead of Fernando Alonso in fifth, by far the strongest finish of McLaren-Honda's dismal season so far.

Up front, the events that led to Vettel's 41st victory - a number that matches the tally achieved by three-time champion Ayrton Senna - were extraordinary and easily the most exciting race of the season so far.

The win was made at the start, when Vettel got the jump on both Mercedes drivers, fought off Hamilton and took the lead into the first corner. Behind him, team-mate Kimi Raikkonen passed Rosberg into Turn Two for second place as Hamilton dropped back to fourth. But the drama on the opening lap was not over, as Hamilton made a mistake at the chicane midway around the track and ran wide, dropping a further six positions.

It was a most uncharacteristic mistake by Hamilton, whose season had until this event been almost flawless. But the errors were not over.

As the Ferraris dominated at the front, with Rosberg surprisingly unable to keep pace, Hamilton set about recovering lost ground. He did so with some excellent overtaking moves on Williams's Felipe Massa, Force India's Sergio Perez and, after the first pit stops, Red Bull's Ricciardo.

Hamilton then set about closing the gap to Rosberg and had reduced it to six seconds when a dramatic incident brought out the safety car on lap 43, with 26 laps to go.

Nico Hulkenberg's Force India suffered a total front wing failure on the main straight, smashing into the barriers and leaving carbon-fibre debris all over the braking area for Turn One.

Many drivers behind the top four chose to take advantage of the safety car period to switch to the grippier soft tyre and, crucially, at the head of them was Ricciardo in fifth at the restart, with exactly 20 laps to go.

The Australian got a better exit from the final corner than Hamilton and as the world champion defended to the inside, Ricciardo went for the outside.

Hamilton locked up on the dirty inside line and slid into the side of the Red Bull, breaking his front wing and damaging Ricciardo's bodywork. After hanging on with the damaged part for a couple of laps, Hamilton bowed to the inevitable and pitted for a replacement. He rejoined in 12th place, saying over the radio: "I'm so sorry, guys. I'm really sorry." His engineer Peter Bonnington told him to get his head down and chase some points, and Hamilton did so, passing the Saubers of Felipe Nasr and Marcus Ericsson, Jenson Button's McLaren and Romain Grosjean's Lotus to take sixth place and eight points that could be crucial in the title fight in the second half of the season.

Raikkonen lost second place when his engine suffered a hybrid system failure, dropping him down the field and eventually into retirement.



**Book review by Geoff Ashworth
Liverpool Motor Club President**

The Art of Racing in the Rain

We all know that Ayrton Senna was renowned for being a brilliant driver, particularly in the rain, as was Michael Schumacher who earned the title of 'rainmaster'. It takes someone special to drive flat out in such conditions and have the skills that include an almost sixth sense feel for the track and what the car is doing, coupled with essential smoothness so not to upset the balance of the car.

Denny Swift was an aspiring racing driver with undoubted ability, yet he had not been able to find that lucky break. Like many drivers he had borrowed money, remortgaged his home to fund his determination, yet he had a wife, daughter and dog to provide for. Denny struggles with an extended and particularly bad patch in his personal life, but eventually he comes through it. Just shows that you need to keep that determination and belief alive.

This is a novel that is written by someone who is or was a race car driver or has very thoroughly researched all aspects of racing a car. You will find it hard to put it down and I was so absorbed I even managed to read all 317 pages in four and a half hours. The description of him demonstrating his driving abilities on the track in an exciting car (not telling you which as you have to read it) will have your skin tingling and wishing you were driving that special car. Yes, he could drive quickly in the rain and that is one of the reasons to read this fascinating book.

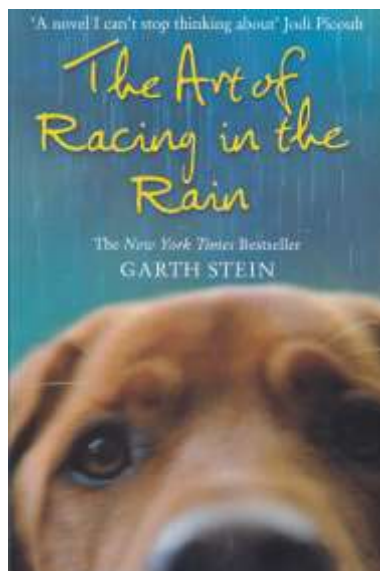
So why is there a dog on the cover? Well that is the clever bit. The dog is Denny's pet, Enzo, and it's Enzo that is telling the story of Denny's life and aspirations, all in a very clever way. If you want fascination, humour, sadness and even tears you just have to read what this mutt has to tell. It covers the frustration of being a dog and the inability to talk to humans, the restrictions on communication until he and Denny develop a common language.

Don't dismiss this book. I could and will read it again and again as it was one of the most absorbing books I have ever read. Could be something to do with the petrolhead and dog lover in me.

And don't just take my word for it. There are a whole series of highly complimentary reviews on Amazon, reviews from others who have also found this book to be totally absorbing read. Written by Garth Stein and published by Harper Collins with a jacket price of £7.99.

Go order it now and be very surprised what you learn.

ISBN: 978-0007281190



NESCRO

Historic Motorsport In The North Of England And Scotland HISTORICS HAVE PLENTY HAPPENING

The booming Historic motorsport scene shows no sign of flagging and after a successful and well supported Lake District Classic event, the action moves to North Yorkshire and Ripon Motorsport Club's St. Wilfrids event (August 9th) which sees the NESCRO regulars rubbing shoulders with contenders in the HRCR Road Rally Championship. Starting from Ripon Market Place, this year's route heads out through the Vale of York and skirts the North Yorks Moors National Park. Last years event featured test venues as diverse as Catterick ranges. Portgate Quarry and the Yorkshire Dales Grasstrack club's race circuit so I am sure this year's will be equally interesting.

A totally different event, Durham A.C's Wearside Classic takes place entirely within the confines of the giant Nissan manufacturing plant adjacent to the A19 just outside Sunderland. Using the complex of car parks, holding area, and the car manufacturers test track, there is scope for a wide variety of tests, some of which are of considerable length. The Wearside takes place on September 6th, it's a non spectator event so anyone wanting to see the action has to volunteer to marshal.

It's a great relief to hear that the South of Scotland Car Club's Doonhamer Rally will continue despite the event's founder and driving force, Roland Proudlock, stepping down from his organising role. The Doonhamer has established itself as a "Must Do" event in the NESCRO calendar with a wide ranging variety of extremely interesting tests, airfields, sawmills, forest tracks and an excellent base at the Barony Agricultural College, it's got the lot. The rally runs on September 20th and regs should be available to download from the organising club's website.

Details of NESCROs 'Classic Challenge' & 'Targa Challenge on Page 74



2015 NESCR0 Classic Challenge

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.

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	Joe O'Leary	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 22nd/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



SD34MSG

2015

Prize Presentation Night

Friday

February the 12th

2016

Guest Speaker

Simon Mauger



***Probably the quickest Escort
Driver in the country***

**Could be the National Tarmac
Rally Champion by then**

Blackburn

Rugby Club

(on the A6119 M/R 103 / 675 304)

More Details Nearer the Date

Put it in your diary now!

No excuses for not being there !



St Wilfrids Classic Rally 9th 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.

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



Vale of Clwyd Classic
Saturday 5th September 2015

Clwyd Vale MC Vale of Clwyd Classic

Organised by Guy Woodcock
 and the Clwyd Vale MC team.

**Saturday
5th September**

The VoCC is the event you 'must do' to round off your challenging historic season with a sense of satisfaction. At least 12 Special Tests with 6 Regularity Sections that gives all cars, drivers and navigators the opportunity to show what these classics are made of...

Less forestry / gravel tests and the navigation will be challenging but easier than 2014...

**Register your interest in the 2015 event by
 sending an email to Guy:**

guy@guywoodcock.com

or Pete White, Entries Secretary:
entries@clwydclassic.org.uk.

Regs :

www.cvmc.org.uk/ClwydClassic2015.html



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Kirkby Lonsdale Motor Club
with assistance from **Eden Valley Motor Club** and **Northallerton Automobile Club.**

Pendragon Stages

30th August 2015

This year's rally will take place on 30th August 2015 entirely on the excellent Warcop Ranges, near Appleby. The format will be similar to last year so Competitors can look forward to 70 challenging stage miles with only 15 road miles over 8 Stages.

We are pleased to retain the support of Various Regional Championships and therefore entries are certain to be snapped up quickly. With only 90 available it is advisable to get your entry in straight away.

The rally is a qualifying round of the following championships: A S Performance North of England Rally Championship, ANWCC Stage Rally Championship, Threshfield Garages Ravenol Oil ANCC Stage Rally Championship, KLMC Stage Rally Championship.

If you are successful in obtaining an entry, we thank you for your commitment and wish you a safe and enjoyable event. If you don't get an entry, then how about contacting our Chief Marshal and volunteering for some free entertainment we all wish everyone a good day's Sport

Regs : www.pendragonstages.co.uk

Chief Marshal

Martin Dentice Tel: 077935 55986

Email : martindentice@hotmail.co.uk



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



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Cambrian Rally 2016

It has just been announced that the 2016 Cambrian rally will be running on the 13th February 2016, this swoop in dates is mainly due to two reason firstly the WRGB rally only a few weeks after the event has to first pick of what stages only leaving the poor bits for the event and that the Cambrian Team are all the same folk who run both events. As most of them have a day job as well, many are finding the workload stressful.

[don't get confused this years Cambrian is still on the 17th October 2015 as well]

Other dates around this time are:-

One week Later on 20th Feb. Blyton Stages

One month Later on 20th March Lee Holland

[wouldn't it be nice if all months had 28 days]

Clitheroe & District Motor Club



TAYBRIDGE
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Clitheronian Road Rally

26/27th September



170 miles

Maps 98 & 103

Start : Darwen Services J4 M 65

A round of the Following

- ANWCC Road Rally Championship
- ANCC Road Rally Championship
- ANEMMC Road Rally Championship
- HRCR Premier Rally Championship
- SD34MSG Road Rally Championship
- SD34MSG League
- A.I.Harrison Road Rally Challenge

Regs : www.cdmconline.com

Marshals Wanted

Contact Terry Martin : 078176-184539

terrymartin01@aol.co.uk

Stockton & District Motor Club

Stocktonian

Endurance/Targa Rally

Stockton & District Motor Club will promote the Stocktonian Endurance/Targa Rally **early in 2016**.

The event which is still in planning stages will have around 40 miles of tests on a mix of gravel/macadam and concrete, with approximately 40 non competitive link sections all run in a single day and completed with a bit of luck in daylight. The tests will aim to avoid any "lapping" or splits and merges if possible too.

Route will all be contained on Maps 92/93/99 but detailed road book will be provided. Entry fee will be around £130 with a maximum entry of 60 cars.

The organisers will be completing a route recce in the next couple of weeks and more details will be provided then.

Pendle District Motor Club Ltd

"August Hill Climb" Scammonden

SUNDAY 16th August 2015

The Pendle District Motor Club Ltd will organise a National B permit Hillclimb on 16th August 2015 at Scammonden Dam

The event is a round of the following Championships:

The Association of North Western Car Club Speed/Hillclimb/Sprint Championship.

SD 34 MSG Non -race/rally Championship

The length of the circuit is 550 yards and consists of smooth tarmac surface, with two left hand and two right hand bends connected by straights.

Regs : www.pendledistrictmc.co.uk

Lancashire AC Sprint at 3 Sisters On the 2nd August has been cancelled.

Classic Car Night

3rd Thursday evening of every month,
from April to September

2015
Brand New Event

Refreshments
Available

**Bridge House Farm Tearooms
Wray, Nr Lancaster, LA2 8QP**



JUNE 18th
JULY 16th
AUG 20th
SEPT 13th

*Bring your Classic Car along for a friendly
informal gathering held in the village of Wray,
Near Hornby, Lancashire.*

*For more information call Johnathan Wright on
07980 444221*



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THE MINAFON GARAGE



**GARETH HALL MEMORIAL RALLY
SUNDAY 16th 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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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
12/12/15	MAS	Liz Lawson Winter Rally	Wed 2/12/15

Alnwick and District Motor Club, and Berwick and District Motor Club Tyneside Stages Rally 2nd 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 available to download from

www.alnwickmotorclub.co.uk/tyneside-stages-rally

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

07727 098 450

Solway Car Club Ltd Solway Coast Rally Saturday 8th August

Solway Car Club Ltd will organise a National 'B' Permit Special Stage Rally – the www.usedcarparts.co.uk Solway Coast Rally – on Saturday 8th August 2015.

The event will start and finish at the Military Ranges, Dundrennan, near Kirkcudbright.

The event will be a qualifying round of the Five of Clubs Rally Championship, Scottish Tarmac Rally Championship, North of England Tarmacadam Championship and the Border Challenge Rally Championship.

Regs : www.solwaycarclub.co.uk

Roger Albert Clark Rally 27-29 November

Route outline announced

Sunderland will be the host town for the 2015 Roger Albert Clark Rally when the 12th edition of the rally that re-creates the RAC Rallies of the 1970s and 1980s runs from 27-29 November.

Following a successful move to the north-east city last year, scrutineering and documentation will be based in Sunderland during Friday (27 November). The rally will then feature a city centre start on Friday afternoon ahead of two runs through a spectator stage at Herrington Park and four forest stages in the southern part of Kielder to give a loop of nearly 40 stage miles.

Saturday's route will be a little shorter than usual and will cover 60 stage miles in the central block of Kielder with service at Kielder water and the end of leg in Sunderland at around 6pm.

On Sunday crews will tackle another 60 stage miles in a loop to the north, taking in stages in the Scottish borders with service at Hawick. The rally will finish back in Sunderland at 6pm.

More details about the event will be published in due course and event regulations should be available by the end of August.

CLASSIC RALLY ASSOCIATION
RALLY OF THE TESTS
NEWCASTLE
2015
BLACKPOOL

A QUALIFYING ROUND OF THE 2015 HERO CUP IN ASSOCIATION WITH EFG

NEWCASTLE BLACKPOOL

THE 14th RALLY OF THE TESTS
5th - 8th November 2015
WWW.HIROEVENTS.EU

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TV

ARROW
DRIVE

OCEANIC

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

Kirkby Lonsdale MC

Devils Own

Classic & Targa Rally

4th of October

Duncan Littler

2 Pendref, Dwyran,

Anglesey,

Gwynedd. LL61 6YL

Tel:01248 430015, Mob:07740 179619

e-mail: postmaster@dtlittler.f9.co.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

29th/30th 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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1

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EMAIL: phil@pro-rally.co.uk

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

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

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

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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ALL THE PEOPLE WHO DO SEND IN REPORTS,
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Peter Langtree (Gemini 48) Tony Jones (Gemini 58)
Phil James of Pro-Rally, Sue Carter of Carter Sport,
Neil Johnson & the Lancashire Telegraph,
Adrian Spencer (Adgespeed)
Lucy Owen-Moczadlo (Jucy Photography)
Gareth Adams 'Marshalling Post'
Paul Gilligan 'Inside the Industry'
Paul Commons : Paul Commons Motor Sport
Dan Hurst DRH Photography
Duncan Littler Speed Sports Photography
Arron + Stuart + Lynn Newby of TEGSport,
and last but not least, Chairman / Secretary/
League Compiler / Individual Championship
Compiler (& my complaints manager) Les Fragle

& if I have left you out,
Sorry and PLEASE tell me

SD34MSG

Wednesday 16th September

(3rd Wednesday of every other month)

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX
Just off M61 at J8 : 109 / 583 181

ANCC

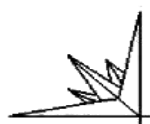


Monday 26th October 2015

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

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 **September edition is**

Friday the 28th August

which is due out on

Monday 31st of August

PLEASE Email Reports etc. to

Maurice Ellison at :

sd34news@gmail.com

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