

# September spotlight



2015



**St Wilfreds Classic Rally : Photo by Tony North**

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

Volume 5 : Issue 8 : September 2015 : Maurice Ellison

# Chairman's Chat

It is very sad once again to express our condolences to the family of a well known motorsport competitor, this time following the loss of Julian Wilson who died as a result of being hit by debris from an accident while competing in the USA.

It is good however to report that a couple of the new member clubs are scoring well in the Inter-Club League and we have some different names in the top section of the Individual Championship. Note that in the latter there are many competitors with very high scores but unfortunately have not qualified and all it needs is to compete in a difference discipline or, more easily, marshal on a League event. Don't worry there are plenty events remaining in the calendar to allow qualification.

Best regards,  
**Les Fragle,**

Chairman/Secretary,SD(34) Motor Sport Group

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# SD34MSG - Member Clubs & contact details

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## Blackpool South Shore MC

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## Bolton-le-Moors MC

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## Wallasey MC

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## Warrington & DMC

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## Wigan & DMC

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## 2300 Club

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## Matlock MC

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## Preston MC

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## Contacts

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## Comprising the following Clubs



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



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



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



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



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



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



**Warrington & District Motor Club**  
[www.warringtondmc.org](http://www.warringtondmc.org)



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

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

## ADVERTISING in the 'SPOTLIGHT'

1/4 page (ish - we are very flexible) advert for  
a full 12 issues (1 year) costs just £50  
Sent to all **27 member clubs** and then  
**forwarded to club members + another 7000+** on  
the distribution list (27 X 100 + 7000 = 10,000+ readers)  
All advertising revenue helps to fund SD34MSG  
Contact either Les Fragle, Maurice Ellison or Steve  
Johnson for more details  
**Steve Johnson**  
07718 051 882 [steve.johnson@csmclub.org](mailto:steve.johnson@csmclub.org)  
**Les Fragle** 01995-672230 [les.fragle@gmail.com](mailto:les.fragle@gmail.com)  
**Maurice Ellison** 07788-723721 [sd34news@gmail.com](mailto:sd34news@gmail.com)

## WANTED YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,  
Birthdays, Anniversaries.  
Forthcoming Club Nights  
Send to : Maurice Ellison  
[sd34news@gmail.com](mailto:sd34news@gmail.com) 07788-723721

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

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



## 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 (see page 49)

•23rd September : Greenpower Electric Car Races Aintree (see page 50)

Marshals/observers needed for both these fun charity events, see our notice later in Spotlight for more information

**Further events that we shall be providing  
marshalling and/or timing teams**

**Rally of the Tests 8th November**

**Marshals & Observers needed**

## Jim Bebbby 1935 – 2015



It is with great sadness that we announce that LMC Vice-President Jim Bebbby passed away peacefully in his sleep on 28th July aged 80 years, after a thankfully short battle with cancer.

Jim's jovial personality will be remembered by many hundreds of competitors over the years as he enthusiastically welcomed them to events at Aintree in his role as Secretary of the Meeting.

Jim joined Liverpool Motor Club way back in 1977, initially as a marshal but quite soon becoming involved as a very willing member of the service team supporting Club members on rallies in the UK and abroad. In the days when LMC's main activity was promoting rallies, Jim became a pivotal member of the organising team on the Mayfield Safari Rallies and the Jeans Gold Cup events. He also took on the role of Club Treasurer, a role that he would maintain in typically impeccable manner for well over 30 years.

He will be greatly missed by all his many friends at Liverpool Motor Club and in the wider motorsport world.

## Aintree Sprint 5th September

There's still time to enter Liverpool Motor Club's final Aintree sprint of the season, but you'll need to be quick as entries close at 9pm on Tuesday 1st September.

If you were originally taking part in the now cancelled NSCC Thoresby Sprint on 12/13 Sept, how about coming to Aintree instead? LMC's Aintree events are renowned for being friendly, slickly run events that offer excellent value for money. Our record breaking start-line team normally achieve over 650 starts in a day as we aim for two practice runs and a minimum of 4 timed runs for all competitors – sometimes 6!

**The event is a round of:-**

•**Chester & Liverpool Motor Clubs' Speed Championship.**

•**ANWCC Sprint Championship.**

•**ANCC Sprint & Hillclimb Championship.**

•**Auto 66, Northern Counties Speed Hill Climb and Sprint Championship.**

•**BARC, SBD Speed Championship.**

•**HSA, SBD Speed Championship.**

•**Lancashire Automobile Club Speed Championship.**

•**Longton & District Motor Club Northern Speed Championship.**

•**SD34 Motorsport Group Non-Race/Rally Championship.**

•**Sevenoaks & District Motor Club Speed League.**

•**Invited Clubs:**

◦**Hagley & District Light Car Club.**

◦**Midland Automobile Club.**

◦**Members of any club in the ANCC or ANWCC regional associations.**

Not a member of LMC or one of the listed championships? You can still take part if you are a member of any club in the ANWCC or ANCC regional associations. Or you could join LMC for just £10, which gives you £3 off the sprint entry fee, so your membership effectively adds only £7 to the cost of entering the event. Take part in our Track Day on 3rd October, and you'll get another £3 reduction on that event's entry fee too!

You can enter and pay on-line by clicking the link below to use our safe & secure entries service, but be quick as entries close at 9pm on 1st September

There's loads of space left so plenty of runs are on the cards! Don't miss the last Aintree sprint of the season, 60 years after Stirling Moss won the first of 5 Grand Prix that were run at Aintree.

Click [HERE](#) to be taken to LMC's regs and on-line entry system.

## Marshals needed too

With so many events on that weekend, we are going to be rather short of marshals. Can you help? Previous experience isn't necessary as you'll be placed with one of our regular team. Signing-on is from 8am to 9am, and we aim for a 5.15pm finish. You'll get a guaranteed 40 minute lunch break during which we provide a free buffet lunch and you'll receive £10 towards your travel costs. If you don't want to go track-side, you can still help get the cars into order in the assembly and start areas. For more information, please see the marshalling section of our website at [www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)

# WALLASEY MC



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

## WMC Marshalling – Neil Evans

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

TRACKROD	26.09.15	Gravel
CAMBRIAN	17.10.15	Gravel
WRC SPAIN	22-25.10.15	Social only
NEIL HOWARD	05.11.15	Tarmac Oulton Park
WRC GB	12-15.11.15	Gravel
Grizedale	21.11.15	Gravel

more to follow .....

Please contact me

Neil Evans (chief marshal for Wallasey Motor Club) by  
email [neilevo07@yahoo.co.uk](mailto:neilevo07@yahoo.co.uk)  
or on phone 07546413814

## Hexham & DMC

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



## THE SEPTEMBER SORTIE SEPTEMBER 23rd

The 12 cars are back with the next one scheduled for September 23rd, 55 miles on maps 87 & 88 starting in Prudhoe and finishing, yet again, at the Dr. Syntax. Regulations have been mailed out to all club members and regular competitors, first entry already in. Thank You George Harrison, but plenty room for more so get them rushed in asap and let's have another full house. As always, offers to marshal will be VERY gratefully accepted.

## Knowldale Car Club

Knowldale Car Club meet at  
Milnrow Cricket Club



Gazzard Accounts Ltd

# 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 taken on the lease of the Mike Hailwood Centre at the TT Grandstand and are currently looking at re-generating Club Night. See more at:

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



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

## 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 Mon-  
day and competitions are run at various times through-





**August** has been a pretty busy time for members of Preston Motorsport Club. Membership numbers continue to grow upwards at a healthy rate of knots and a lot of this is down to the efforts of club secretary Louis Baines, who is a tireless organiser and deserves some credit for his efforts.

### AutoSolos

The first bit of good news for this month is that we have a new autosolo venue. We promised we would find another venue and we have done, thanks to the extremely generous Tony Harrison, proprietor of Al Harrison, of Bentham. Due to space limitations the venue cannot hold more than 15 cars but it does not mean that people cannot car share!

The next autosolo will be held on **Sunday September 20th** and entries are already filling up very nicely so if you want to enter you have to join Preston Motorsport Club but we will happily accept your money! **Ring Louis Baines on 07792 903166**. Plans are also in hand to run autosolos under the Preston Motorsport Club banner up there in October and November, so watch this space for more information.

### Tuesday August 4th

Activity-wise, the club staged a ten pin bowling evening on Tuesday August 4th at Bolton's Hollywood Bowl at Middlebrook. There was a very healthy turnout for this, with some more new faces joining us and a special guest appearance by Bolton-le-Moors stalwarts Peter Sharples and James Swallow. The bowling was interesting, with some funky little bowling actions on display and the oldest man present, Preston Motorsport Club's El Presidente, Terry 'The Wig' May, even managed a couple of strikes!

I don't know what the staff put in the Coca-Cola they sell there but judging by the expressions on the faces of Louis Baines and Kris Coombes (see picture), Mo Farah doesn't want to be having any of that or he will truly be in trouble with the world athletics' doping experts!

### Tuesday August 18th

saw the first in a new series of PlayStation-type rally nights. One word best sums up the night: CARNAGE!!! This was held at the David Lloyd Gym and was enjoyed by all who took part. Old Fart Alan Barnes, a complete numpty at computer games, managed to rip the gearstick away from the housing and then ended up with the steering console also breaking away from its fixings, all in the space of 300 mad metres in which his Mini WRC car also killed a marshal and plunged down a ravine. It was all caught on video film too by young member Sam Coombes! What a terrible driver!!!

*Continued on Page 8*



*Fab Gear!  
That Coca-Cola has unknown properties!*



*Crash Bandit: Adam Cooper gives it the beans  
at Preston Motorsport Club's  
Playstation Rally night*





Next up in the way out outdoor activities is an MSA-  
authorised Scatter Rally, on September 1, organised by  
Louis Baines. This will start from the Plough at Eaves pub –  
PR4 0BJ – the former meeting place of the old Preston Au-  
tomobile Club, with clues to be accessed and written down  
at various points on map 102. To participate you must join Preston Motorsport Club, with subs now available at a  
knockdown rate of £8 for the rest of the year. All the roads are easily passable in a standard road car and the cost to  
enter is £5 per crew member. You will receive a map and some points to visit and clues to answer. All you need to  
bring with you is a pencil and a torch. For anyone interested contact Louis on 07792 903166

## Other stuff...

### Tyneside Stages

Preston Motorsport Club member Chris Boyle co-drove on the Tyneside Stages on Sunday August 2, his first event  
with pacenotes and road sections. Unfortunately someone forgot to put the oil cap back on the car engine in service  
and Chris and his driver had to retire. Top job until then though. (see picture of Micra).

### Promenade Stages Sept 5

Both Chris and his dad Phil Boyle are co-driving on the  
Promenade Stages at New Brighton on September 4-5 so  
we will try to twist their arms to write a report.  
Also out on the Promenade Stages will be Rufford-based  
Jack Ives with his dad Graham in the silly seat in a Mk 2  
Ford Escort. The duo were tackling the Pendragon Rally the  
previous weekend and it is good to have them on board as  
new members of Preston Motorsport Club. Mark Shepherd  
was also flying the Preston Motorsport Club banner on the  
Pendragon Stages, alongside Morecambe Car Club stalwart  
Danny Cowell.

### Speyside Stages

Talking of stage rallying, Alan Barnes co-drove for young  
Scottish driver Colin Grant on the ARR Craib Scottish Cham-  
pionship McDonald and Monroe Speyside Stages Rally at  
Elgin on Saturday August 1st. The pair got their hands on  
some silverware with a battling class victory in the 1600cc  
two-wheel drive non-turbo category. See report elsewhere.

### Road Rallying: Rali Goggledd

Again Preston Motorsport Club had a representation in the  
valleys on the SD34 points qualifying Y Rali Gogledd, with  
Louis Baines out in his road rally-prepped Peugeot 106, with  
Alan Barnes on the maps. It was the duo's first foray into the  
Welsh. In short, it was an eventful and yet fruitful night for  
the pair. See report elsewhere.

### Motorsport North West Annual Meeting

Looking ahead, Preston Motorsport Club will be attending  
the annual meeting of Motorsport North West in early Sep-  
tember with a view to becoming a stakeholder in the North  
West Stages Rally. PMC chairman Kris Coombes said: "We  
see this as an extremely valuable way of spreading the word  
about motorsport and we hope that we can bring our enthu-  
siasm and expertise to the event in future years, setting up and helping to run stages on this popular stage rally."

**Continued on Page 9**



**Unlucky - Chris Boyle was forced out of the  
Tyneside Stages by an oil cap clanger**



**Speyside Stages**



**Rali Goggledd**





## Rally Wales GB.

The Association of North West Car Clubs is keen for Preston Motorsport Club to help out by running a sector of a stage in a Welsh forest. The plan is to help run the stage on Sat Nov 14 BUT it requires marshals to be in the stage by no later than 06:00 hours. Marshals can sleep in the forest in their cars overnight on the Friday night. Already we have had expressions of interest from half-a-dozen members. For more information contact Louis Baines on 07792 903166

## Gazebo/Club banner:

Members will be pleased to learn that efforts are being made to secure a sponsor to help offset the cost of purchasing a Preston Motorsport Club gazebo and banner to help promote the club at motorsport and marketing functions. Watch this space for more information shortly.

## Preston Motorsport Club Christmas Party and Awards Dinner:

This will be held at the superbly-appointed Charnock Farm Restaurant and Hotel, just a couple of miles from the M6 Bamber Bridge junction. The date for members' diaries is Saturday December 5 with the function starting at 7pm. Tickets are available from Louis Baines at a cost of £20 per person. Tel: 07792 903166. Members' partners are welcome and the hotel can accommodate up to 90 partygoers. We want this to be a memorable event and plans include the possibility of a live band and possibly a comedian. Dinner will be a three-course meal, so not a bad night's entertainment for 20 notes

## For Your Diaries - Future Dates

### Tuesday September 15

Pre Autosolo Planning Night, at David Lloyd Gym, Chorley, from 8pm.

### Tuesday September 29

#### Mull Rally night.

With Mull looming it is time to get into the spirit for the pilgrimage to the majestic island. Members and non-members can enjoy a DVD from 2007, showing the battle for the Mull Rally crown, when Neil Mackinnon won the event with Clitheroe DMC's Daniel Barritt in the hotseat. The DVD has plenty of insightful in-car footage of crews on pacenotes in the dark and in daylight etc. Plus for those interested in road rallying, the PMC members who took part on the Clitheronian Rally at the end of September will talk about how the event went for them.

### Tuesday October 13th

#### Round 2 of Rallymasters

On the PlayStation, brought to you by the battling Cooper Bros! Hosted at the David Lloyd Gym from 8pm.

### Tuesday October 27

#### Navigational Scatter,

devised by Louis Baines and Alan Barnes. Entry will be £5 per crew member, open to all members. Non-members are welcomed but they will have to join the club first, on the night. Membership is now £8 for the remainder of the year and the man to talk to about membership is Louis Baines on 07792 903166



# Bolton-le-Moors MC



The Club Meets at 9-00pm  
every Thursday  
Horwich RMI Club, Chorley New Rd,  
Horwich. M/R 109 / 6111



## COMPETITION TIME

To celebrate the sponsorship of the 2015 #nhstages in association with Graham Coffey & Co. Solicitors, Bolton-Le-Moors Car Club and the Graham Coffey Rally Team are once again offering five lucky winners the chance to have a hot lap of the Oulton Park circuit in his Ford Fiesta WRC!

In addition, the five winners will also get the chance to drive the famous Cheshire circuit in one of Motorsport Vision's purpose built Toyota GT86 rally cars.

In order to enter all you have to do is answer the question:

What is the date of this year's Neil Howard Stages?" on either the Bolton-Le-Moors Car Club, Motorsport News Circuit Rally Championship or the Graham Coffey Rally Team social media pages by, using the hashtag #nhstages and then your answer.

Full details including the competition terms and conditions can be found on our website!

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

## Matlock MC Ltd



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**

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

MSport Trip 14th August



## Bolton-Le-Moors Car Club Autosolo & Autotest + Junior PCA

**Sunday 13th September.**  
**Poplar 2000 Motorway Services,**  
**Lymm on the M6**

After a wait of nearly 6 months, the next Bolton-Le-Moors Car Club Autosolo has been added to the calendar, with supplementary regulations now available online.

Now taking place at Poplar 2000 Motorway Services, Lymm on the M6, the club will promote a National B and Clubman Autosolo along with a National B Autotest and Clubman Production Autotest on Sunday 13th September. The National B Autosolo and Autotest are a round of the ANWCC Autosolo and All-Rounders Championships, the SD34 MSG Non-Race/Rally Championship and the SD34 MSG Inter-Club League. The Production Car Autotest is a round of the ANWCC Junior Championship.

Costing just £30, entries will be accepted in order of receipt and will be acknowledged by email. Entries close on Wednesday 9th September 2015. Full details can be found in the supplementary regulations. To enter simply download the supplementary regulations, fill it in and send it off. For just £30.00 you could enjoy a great day of motorsport.

The National B Autosolo and Autotest are open to members of clubs belonging to the ANWCC, ANCC, AWMMC, EMAMC. A valid MSA competition license of Clubmans or higher must be shown at signing on. The Clubman Autosolo and PCA are open to fully elected members of the promoting club, the AMSC, CSMA, Knutsford DMC, Clitheroe DMC, the Under 17MC and Formula 1000. Entry is also open to members of other clubs not listed, up to a maximum of 8 additional MSA registered clubs on a first-come-first-register basis.

A competition license is not required except for registered competitors in the ANWCC Junior PCA Championship who will need to produce a Clubmans Competition License or higher.

For those of you who are new to Autosolo's, they consist of all-forward-timed tests on a hard surface. All cars must be road legal and driven to the event. Clubman entrants do not require an MSA competition license and is aimed at newcomers who wish to sample one of the cheapest ways into motorsport and learn some useful close car control.

Finally, the organisers and Bolton-Le-Moors Car Club would like to express their thanks to Moto Services for the use of their venue and Graham Maxwell for his assistance.

**supplementary regulations now available  
online at**

[www.anwcc.org](http://www.anwcc.org)



# Garstang & Preston MC

Meet at 8-30pm

Every Tuesday

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



## clubmans autosolo dates

Two more to come this year

**4th October & 22nd November**

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

## Tuesday 25<sup>th</sup> August

Another great night with a healthy crowd at the Lonsdale Club tonight. A controversial win tonight by Matthew Harwood and Gaffer Irvine "won by scoring more on the dart board" second place to Jason Bleakley and Andy Jones with even though I say so myself, some excellent blindfold navigation and some brilliant driving. Leading by a minute. Big thanks to John Richard Wood for the barbecue and gazebo well done pal, Margaret and Julie Raynor for results (excluding the darts) Andrew Dewhurst for bringing the cones etc and not winning and anybody I've forgotten. Overall a fantastic enjoyable night and a real good laugh. Apart from the darts. This Ka just keeps going and going



## Public feedback invited on Road Races Bill 2015



Public feedback is being invited on  
proposals to modernise the laws governing road racing in the Isle of Man.

The Department of Infrastructure is seeking to update key elements of legislation to ensure that motorsport festivals continue to flourish and make an important contribution to the Island's economy and culture.

The Road Races Bill 2015 aims to better reflect the needs of event organisers, participants and fans by reducing bureaucracy, enhancing safety and increasing the period over which road racing can take place.

The proposals will also remove an overlap between two current pieces of legislation by restricting the use of the Road Races Act to powered vehicles and the Highway Act to other types of entertainment such as bicycle races, soap box derbies and carnivals.

The draft Bill and consultation documents are available on the Government website at <https://www.gov.im/transport/ConsultationDetail.gov?id=515> and people are encouraged to comment on a wide range of issues, including event management and safety, the appointment and powers of marshals, prohibited spectator areas and Sunday racing.

Views can be emailed to [doiconsultation@gov.im](mailto:doiconsultation@gov.im) or posted to Jeffrey Robinson, Director of Highway Services, Department of Infrastructure, Sea Terminal, Douglas, IM1 2RF. The closing date for submissions is Thursday 17 September 2015.

The proposed modernisation would relax the current restrictions on Sunday racing. Evidence suggests that allowing motorsport festivals to take place at weekends would increase visitor numbers and boost the Manx economy. Infrastructure Minister Phil Gawne MHK said: '33 years ago, when the current legislation was written, Sunday was considered a day of peace, free from events and commercial entertainment. Since then, our culture and expectations have changed dramatically. Restaurants, cafés, shops and pubs are open on Sundays and people increasingly travel to events at weekends. The Department of Economic Development believes Sunday racing will support the visitor economy, although organisers would still be expected to work with affected communities.' He added: 'We believe the time is right to bring forward new legislation that will continue the legacy of road racing in the Isle of Man.'

## BRINGING MOTOR CLUBS TOGETHER



MOTOR SPORT GROUP



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



# Clitheroe & District Motor Club



The Club Meets at 8-30pm

**Every Tuesday**

at Waddington Sports & Social Club

Waddington, Nr Clitheroe

M/R 103 / 731 437

Website : [www.cdmconline.com](http://www.cdmconline.com)

## What's On at CDMC

### Tuesday 1st September Road Rally Marshals Training Night

Everything you ever wanted to know about running any type of control on a Road Rally. (Also very useful for Road Rally Navigators)

### Tuesday 8th September Committee Night

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

### Tuesday 15th September Tim Finch Fixed Head Restraints

Tim Finch will be coming down to explain all about FHR. Tim will be bringing down some Hans devices, and Simpsons Hybrids for us all to try on, for those that want to go stage rallying next year.

### Tuesday 22nd September Pre Clitheronian

### Tuesday 29th September Clitheronian Wash Up

*How was it for YOU ?*

*Come along & tell us All about it*

### October Committee Night **THURSDAY** **15th October**

Moved from the traditional Tuesday night because most of the Committee will still be on their way back from MULL

## July 2015 Clubnights

**Tuesday 4th August : F1000 Junior Night**



### Tommi Meadows & Jack Hartley

#### Tommi Meadows :

Now an 'Old Hand' at this F1000 rallying, Tommi is now in his second year campaigning his Micra. He got his 1st Podium at Wheeton and is currently lying in second overall in the championship behind Charlie Barlow. Despite it being another 2 years before he can take his driving test he is currently in the process of building a car to tackle the BTRDA 1400cc series for when this is done.

#### Jack Hartley :

In his first year in the F1000 Junior Championship Jack is currently lying in 10th position. Jack lives next door to Daniel Harpur of Mini Sport and is currently building a 'classic' Mini 998cc in readiness to contest the F1000 Junior series next year.

A cracking good night listening to the stars of tomorrow talk with such enthusiasm for the sport (they chat with far more maturity than their years) NB. See photo above. Daniel Barrett, in the background, probably looking for his future rides !

**Tuesday 18th August : Show us your Car**



I expected a night full of Protons and there was not a sight of even one! Don't know what's happening with the weather at the moment but its certainly got a downer on CDMC. Every Tuesday night it seems to shed buckets of the wet stuff!

**Tuesday 25th August : Spares Sale & BBQ**





# 2015 John Easson Award

## The 2300 Club is proud to announce the details of the 2015 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2015, the John Easson Award will feature some changes to once again ensure a successful format of assisting a young British competitor with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.

### **Allan Durham, Award Scheme Manager, explained:**

"As a committee we are always looking at ways to manage the award to ensure the winning applicant receives the full benefit of the prize to assist them in their rallying activities. The award is open to drivers and co- drivers. Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

**The prize is as always fantastic; and this year the prize has been increased to £5,000 cash to the selected applicant, a huge reward for only a little effort and absolutely no cost."**

The £5,000 prize fund will be used to pay entry fees for a selection of rallies the winning applicant takes part in during the 2016 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

### **The Award is free to enter and open to all drivers / co drivers who fit the following criteria:**

- Age under 25 on the 31 October 2015, Resident in the British Isles, including Northern Ireland
- Holders of a MSA competition Licences.

### **• Entries close at midnight on the 31 October 2015**

### **Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:**

- A current motorsport CV outlining experience and results to date
- Video footage from a rally or test session from outside the car; i.e. spectator or TV footage, as well as in car footage.
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any 3rd party

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

And of course applications from previous applicants are always welcomed, and it should be noted many of our winners had been previous applicants.

### **Entries should be sent to the John Easson Award Manager, Allan Durham at the contacts below:**

#### **John Easson Award**

**Allan Durham**

**C/o Pro-Tec Motorsport**

**Unit 6, Clifton Business Park**

**Preston New Road**

**Clifton, Preston**

**Lancashire, PR4 0XQ**

#### **Previous JEA winners:**

2004: George Collister, Isle of Man

2005: Stevie Brown, Scotland

2006: Ryan Borthwick, Scotland

2007: Alick Kerr, Scotland

2008: Philip Scholes, England

2009: Mark McCulloch, Scotland

2010: Sara Williams, Wales

2011: Osian Pryce, Wales

2012: Matt Griffin, England

2013: Chris Ingram, England

2014: Aaron McClure, England

2015 ? it could be you..

### **Further information:**

**Email: [alland@2300club.org](mailto:alland@2300club.org)**



# 2015 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

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

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points.

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2015 Events occurring, and results notified to the compiler, before the end of February 2015 points will be allowed to be back dated.)

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



# 2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

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

Please register me for the SD34 Championships listed below;

I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE.....DATE.....

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

**N.B.** You do not need to register in order to claim points\_for the Interclub league championship but you must register for the individual or disciplined championships.

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

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

.....

## CLASSES

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

**Road Rally;** Expert; A competitor who, in the role registered has finished in the top 10 of a Nat B Or higher grade rally.

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

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

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

## 2015 SD34MSG Inter Club League

### Division A

Club	Points	Div	O/A
Clitheroe & DMC	723	1	1
Bolton-le-Moors CC	572	2	2
U17MC-NW	481	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	11

### Division B

Club	Points	Div	O/A
Manx AS	148	1	12
Accrington MSC	146	2	13
Wallasey MC	115	3	15
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	453	1	4
Blackpool South Shore MC	259	2	8
Knowlale 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

## 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
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

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



Last Updated 25th Aug. 2015



# 2015 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 6th July 2015*

### Airedale & Pennine MMC

### Accrington MSC

<b>Tracey Smith</b>	<b>70</b>	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

<b>John Harden</b>	<b>70</b>	<b>David Hunt</b>	<b>70</b>
<b>Bill Gray</b>	<b>60</b>	<b>Andy Fell</b>	<b>60</b>
<b>Phil Gough</b>	<b>60</b>	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

<b>Les Eltringham</b>	<b>60</b>	<b>Alan Shaw</b>	<b>60</b>
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

<b>Robert O'Brien</b>	<b>70</b>	<b>William O'Brien</b>	<b>70</b>
Anne McCormamack	20	Dave Read	20
Joanne Mackman	20	Adrian Lloyd	10
Colin Burgess	10	Alan Burns	10
Colin Cresswell	10	Alan Crossley	10
Stephen Ellison	10	Ian Heywood	10
Adrian Lloyd	10	Steve Price	10

*Total Club Marshalling Points : 270*

### Wallasey MC

### Wigan MC

### 2300 MC

### Motorsport NW Ltd.

# SD34MSG 2015 Championships Current Standings

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	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	Martin Lloyd	30	E	S061MC	3
10	Louis Baines	23	N	PMC	3
= 11	Mark Johnson	22	E	CDMC	3
= 11	Paul Buckel	22	E	CDMC	3
= 13	Matthew Broadbent	19	E	KMC	4
= 13	Dave Whittaker	19	E	CDMC	3
= 13	Pete Tyson	19	E	CDMC	3
= 16	Ayrton Harrison	18	E	CDMC	3
= 16	Ian Bruce	18	E	BLMCC	3
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
= 1	Alan Barnes	59	E	GPMC	8
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	Rob Lloyd	30	E	S061MC	3
9	Richard Crozier	28	E	ManxAS	3
10	Jason Crook	23	E	U17MC	3
11	Maurice Ellison	22	E	CDMC	4
12	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 25h Aug 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

*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	Andy Williams	Y	69	U17MC
2	Steve Price	Y	65	BLMCC
= 3	Steve Johnson	Y	58	U17MC
= 3	Steve Lewis	Y	49	CDMC
4	Duncan Woodcock	Y	41	Liv MC
4	Gary Jakeman	Y	38	HMMC
= 5	David Goodlad	Y	37	BLMCC
= 5	Matthew Jakeman	Y	37	HMMC
7	Steve Butler	Y	30	CDMC
8	Jason Crook	Y	26	U17MC
9	Roger Barfield	Y	25	U17MC
= 10	Louis Baines	Y	23	PMC
= 10	Anthony Dixon	Y	23	CDMC
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	68	CDMC
17	Alexander Tait	N	55	U17MC
18	James Williams	N	49	U17MC
19	Phil Clegg	N	46	BLMCC

*Last updated 25th Aug. 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
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	September Autosolo	Lymm, Services, M6
13-Sep	Autotest	Yes	Bolton-le-Moors CC	September Autotest	Lymm, Services, M6
13-Sep	PCA	Yes	Bolton-le-Moors CC	September PCA	Lymm, Services, M6
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	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 Stage Rally	Oulton Park
7/8Nov	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

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

# McDonald & Munro

## Speyside Stages

### THE BOY DONE GOOD!

Readers who have taken the slightest interest in my co-driving activities this season will know that I have twice travelled north of the border previously to sit alongside young Scottish star Colin Grant in his 1600 twin-cam powered mark 2 Escort on rounds of the ARR Craib Scottish Rally Championship.

I had mentioned after the Jim Clark Reivers, my second even with Colin, that were on the verge of a breakthrough as he had set a fastest stage time after making a slow start to the day. I felt that I could see possibilities here to help him to step it up a gear and get on winning pace.

We agreed to tackle the Speyside Stages which is Colin's local event. This would be his sixth year tackling this rally, either co-driving or driving, and he was quietly confident he could put in a good performance, given the fact he knows the stages quite well.

Two days before travelling up we had a quick chat on the blower and I told him: "You have the capabilities to win your class – we know the car is capable of setting fastest times and you are the bloke in charge of it, so let's give it a real crack!"

And with that thought in mind, Friday July 31<sup>st</sup> saw me departing at 7am for the long, long journey to the wee village of Kiltarlity, some 20 miles to the west of Inverness, which is 360 miles from Preston.

I arrived at Colin's at 2pm – seven hours on the road – and helped out by giving Beryl the Yellow Peril, as I have now named her, a wash and a vac out to remove dust and mud from the previous outing.

We went off to scrutineering at 4pm, arriving in Elgin at 5.30, and after an age waiting to be scrutineered we got back home at 10pm. We still had a lot to do before turning in for the night. Pacenotes needed checking and modifying, using the DVD that accompanies the Scotsmap notes by Bill Sturrock. I left that to Colin while I sat at the dining table and went through the roadbook, translating the info, including all stage locations, service area and timings, onto my 1:50,000 scale OS maps.

People comment on this every time I go up north to do a rally. They think it quite old school, and maybe it is, but how are you going to get your head around a re-route at short notice if a road becomes blocked and the organisers are not there to wipe your little botty and give you an amended roadbook handout?

At 10 past midnight my peepers were giving up the ghost and it was time for bed.

I was up at 5:50am, into the shower, into my rally suit and carrying out final pacenote amendments before either Colin or his dad Norman emerged just after 7am.

We arrived in Elgin for the start at 8:30 and we were due to book in to the stage arrival control at Cooper Park, for the first of two spectator stages in the town centre, for 09:38.

Colin was relaxed, happy and determined – a good combination. I had told him in no-nonsense style that I was going to kick his arse all day long to get the best from him and he accepted it, saying he knew he was a slow starter and needed a fast start to the day's rallying. As you will find out as you read on, it worked, although we were right on the ragged edge at times!

Back to Cooper Park and we walked down to the start line and watched as the top crews including David Bogie and Jock Armstrong set the rally off to an impressive start. Cars were getting round the half-mile stage, complete with hairpin left bend and two bridges and jumps in a shade under 50 seconds. In fact, David Bogie set a time of 46 seconds first time round, then 45 seconds.

So when we clocked a time of 52 seconds at the end of SS1, I knew Colin had made a decent start.

"I will be quicker second time through it," he promised, and he kept his word, recording a time of 50 seconds on SS2. I don't know how it looked for the spectators but it felt sensational in the car as he expertly handbraked Beryl around the hairpin left, using the car's diff and power to drift her round in great style. Those opening stages set Colin up for the first proper forest stage at Balloch.



Colin Grant / Alan Barnes





## **Speyside Stages**

### **Continued from Page 20**

For readers not conversant with the ARR Craib Scottish Championship, the class Colin's car is in is Class 4 for 1600cc 16-valve-engined vehicles. The duo setting the pace and heading for the title were Alex Curran and Heather Grisedale in a well-sorted Bill Falconer-powered Vauxhall Corsa. Heather, as many of you will know, is a member of Kirkby Lonsdale Motor Club and a proper rally gal! She lent us a battery on the Border Counties when ours packed up halfway into the first stage and is a real sport.

We knew that they were our yardstick on the Speyside Stages and Colin realised how quick he needed to be, in order to put any kind of pressure on this talented partnership if we were to pose any questions of them at all.

I kept reminding him that he could do it, that he had already beaten them once, albeit by a two-second margin on the Jim Clark on one stage, and that if he could do it once, he could do it again.

On SS3 at Balloch, a testing 7.98 miler, he lived up to his pledge and recorded a time only three seconds down on them, stopping the clock on 8:49. That was a lot better than being 30 seconds in arrears as had been the case on the first stage of the Jim Clark.

Then came stage 4 at Malsach Burn and Colin, I thought was really tramping on this one although he complained afterwards that it was crap and that he hadn't been able to get into his rhythm. He recorded a time of 5 minutes and 30 seconds, nine seconds down on Alex Curran. I don't think his rhythm was helped by the fact I struggled to turn a page of the notes as we thundered into a left 4 – a medium left – over crest and we got a bit of a tank slapper on. I was a bit late with that call yet he handled it and it was going well in my opinion.

We were in for a surprise when we arrived at first service as it transpired that Colin was leading the class, albeit by a mere two seconds, from Mr Curran.

It turned out that on SS1 in Cooper Park, Alex had suffered a high speed spin and lost time restarting the car and getting going again. It meant that when we both left Cooper Park we held a precious 14-second advantage. I don't believe that Colin was expecting to hear this good news at service but it helped to gee him up for the next trio of stages before second service. SS5 at Rapplich, a 5.65 mile stage, saw us record a time of 6:22, eight seconds slower than Alex, so we were now six seconds behind our main rivals. SS6 at Cats Craig saw us record a time of 4:31, four seconds adrift of Mr Curran – but better driving from Colin on this one as he gritted his teeth and gave it his all.

And then came the stage that changed everything – SS7 at Auchindinnie Hill. This was an 8.51 mile stage and we knew we needed to stay close to Alex's pace and try to keep the pressure on. It was a tough stage, very tricky in places, and Colin gave it everything he had. There was one point where I was caught out by how quickly a hard 90 left came up, immediately after a medium right and a crest. We were carrying about 20mph too much over the brow and I have never been sideways as fast in my life! We very nearly lost the car but Colin somehow kept his composure and controlled her beautifully to power her round on the diff. I bet the marshals needed a change of underwear after that close call!

Colin told me at the end of the stage that he had not enjoyed it, while I told him I thought he had driven it very well, bearing in mind our big moment. Keep calm and carry on and all that!!!!

**Continued on Page 22**



**Colin Grant / Alan Barnes**



**Colin Grant / Alan Barnes**



**Jock Armstrong / Paula Swinscoe:2nd O/A**



**Alex Curran / Heather Grisedale**



**David Bogie / Kevihn Rae : 1st O/A**

## Speyside Stages

### Continued from Page 21

We set off back to Service B unsure of our progress and on arrival, being handed a time sheet, were none the wiser as neither our time or those of our rivals for the class were on it. Service was to last 30 minutes so after a few minutes I wandered back to the marshal handing out the time sheets and asked if there had been any update. He handed me a new time sheet and, lo and behold, we were back up front in the class, with a lead of 54 seconds over Alex and Heather. We had clocked a time of 9:47 in Auchindinnie Hill while they had made an excursion into a ditch and lost precious time, finally emerging from the stage with a time of 10:41.

With two stages remaining, it was ours to lose now and I told Colin that given his pace, the fact those two stages were a 4.86 mile stage and a six-miler, there was no way Alex Curran could claw back the deficit, so long as Colin maintained his pace and made no mistakes. It's all very well being the psychologist and saying all of this, but actually carrying it out is another matter! SS8 at Gartly Moor was a very enjoyable stage. The note delivery was spot-on, according to Colin, and we recorded a time of 5:30, four seconds adrift of Alex Curran. We had 50 seconds in hand with one stage to go. The final stage got a bit ragged. At one point with about two miles to go Colin was fighting to keep the car under control as he battled to stay on a fast pace. I advised him to back off a touch and to keep her tidy, otherwise we were heading for a big off. I suppose that's a bit of common sense and a bit of experience for you. He listened, he got back in control and kept the pace up, recording a time of 6:59, nine seconds slower than Alex Curran.

It wasn't over yet, though. On the way back to the finish in Elgin we phoned Norman, Colin's dad and head mechanic, to see if he could find out if we had won the class. Yes indeed we had! But when we got back to the rally HQ our car was pulled out for a post-rally check and officials had Colin remove spark plugs so they could record the bore of the cylinders/pistons and the length of the stroke and check other things which befuddle a simple soul like myself.

It seemed to take an eternity for the checks to be carried out but the result came back that the car was within the technical spec for the class and we had indeed won Class 4 on the Speyside Stages. **Happy days!**

Very sportingly, Alex Curran and Heather Grisedale were the first to congratulate Colin on his efforts and we commiserated with them on their bad luck. Nice people!

Finally we got our hands on our awards and at 8:15pm I started out on the long journey back down the road, finally arriving home at 3:15am, having pulled over for an hour's sleep between Glasgow and Carlisle.

And so, to summarise: Colin has had his first success in Beryl and I have won my first ever stage rally prize. It feels really good.

Now I am focusing on the **Mull Rally**, which I will be tackling with Neil McCarthy in a 660cc Hockly-built Daihatsu Cuore, a four-wheel drive turbo powered sewing machine which puts out a reputed 139bhp. Neil has won his class up there before and been second on another occasion. He can pedal it a bit and we will need to be on it to be competitive.

**Who ever said rallying was boring????!!!**

**Alan Barnes : Preston Motorsport Club**

Medical Term	YORKSHIRE Definition
Artery	The study of paintings
Bacteria	Back door to cafeteria
Barium	What doctors do when patients die
Benign	What you be, after you be eight
Caesarean Section	A neighbourhood in Rome
Cat scan	Searching for Kitty
Cauterize	Made eye contact with her
Colic	A sheep dog
Coma	A punctuation mark
Dilate	To live long
Enema	Not a friend
Fester	Quicker than someone else
Fibula	A small lie
Impotent	Distinguished, well known
Labour Pain	Getting hurt at work
Medical Staff	A Doctor's cane
Morbid	A higher offer
Nitrates	Rates of Pay for Working at Night, normally more money than Day Rates
Node	I knew it
Outpatient	A person who has fainted
Pelvis	Second cousin to Elvis
Post Operative	A letter carrier
Recovery Room	Place to do upholstery
Rectum	Nearly killed him
Secretion	Hiding something
Seizure	Roman Emperor
Tablet	A small table
Terminal Illness	Getting sick at the airport
Tumour	One plus one more
Urine	Opposite of you're out



Rhyl & DMC

# Rali Gogledd Cymru

22nd / 23rd August

## Cocks, Arses, Mud, Rain and Cow Shit

I do like a snappy, eye-catching headline, having worked in the tawdry gutter that is Fleet Street, and this one sums up my first impressions of Welsh road rallying. There is a saying that what doesn't kill you can only make you stronger – and that is precisely sense of perspective that I feel, having had a few hours to mull over the Rali Gogledd, a counter for the SD34 Road Rally Championship in 2015.

Seeded at seven and finishing 21<sup>st</sup> overall with two fails for missed codeboards is the top and bottom of our result. On paper not great; but in reality much better as, on the points gathering front for the SD34 Road Rally Championship, driver Louis Baines garnered nine points while Yours Truly salvaged a barely believable eight for the navigators' standings. How strange rallying truly is! It was a first event in Wales for Louis and myself. Over the years I have thought often about tackling a Welsh event and people have said to me that they are run very much along the lines of road rallies from the Motoring News targa era. Proper, no-nonsense events.

I beg to differ on that assessment on the basis of what I experienced on the Gogledd. But I don't mean it in a negative way by any stretch of the imagination. All will be revealed here...

I had no idea what I was in for until a couple of hours before the rally when Matlock member and fellow navigator Gary Evans, seeded two in front of me at car five, wandered over into the sports hall at St Asaph Leisure Centre and sat down for a chinwag.

My preconceptions went firmly out of the window when he told me, "Alan, you will find it very stop-start, you will occasionally wrongslot, you will struggle to keep your poti in the right place on the map as you deal with manned passage checks and codeboards coming at you thick and fast."

It wasn't intended as a wind-up, just good, honest info from a bloke who has my respect as a proper rally man.

And he was right on all counts!

At the drivers' briefing Clerk of the Course Paul Jones welcomed everybody then got down to the nitty gritty of reminding competitors to obey the Road Traffic Act on stop and give ways.

He told the packed hall: "It is time for the growing practice of ignoring stop and give ways to be put to bed – anybody caught doing it on the Gogledd will be sent home, no disputes, no arguments".

Paul Jones is clearly a man of his word as, to my knowledge, somewhere in the order of ten crews received an early bath for their crimes and misdemeanours. Eventually crews will get the message if an expensive night's sport goes out of the window through recklessness that is checked.

*Continued on Page 24*



*Spiders Web Map*



*Drivers Briefing*



## Rali Gogledd Cymru

### Continued from Page 23

Captain Sensible lecture over. Route-wise, we were given just shy of two hours to plot the route and I simply did not have time to plot it all, having around a dozen plots to finish off at the petrol halt. When you see the picture of the route handouts – four almost full sides of A4, you will understand why.

Crafty CoC Paul Jones used all of his knowledge of those twisting, not as map lanes on Map 116 to put on a route that demanded accuracy of route plotting and accuracy on the maps in relation to where the car was in real terms, compared to your grip of where you thought the car was on the map. Sounds Irish this, but navs will get it!

So on to the first section and barely a mile into the first competitive section, half a mile north of the village of Henllan, we had to take a slot left from the B5428 onto a yellow going north west towards Dolban on a 90 right corner.

As we steamed towards the slot we were greeted by a group of male spectators standing in the road on the junction, gesturing to carry on up the B road, trying to send us the wrong way. We ignored them but they managed to achieve their aim with some crews, including unlucky Gary Evans, who told me about it and was kicking himself about it at the petrol halt.

Those mischief makers were so intent on causing havoc that they had parked their estate car facing out on to the B Road on the side of the road we would slot into (the left hand side of the yellow as we came along to slot left) and their cheerleader was brazenly standing there, unelected Member of Parliament in hand, casually p\*ssing into the hedgerow and pointing to us to carry on up the B Road! The cheeky bar steward!

I told Louis, "Ignore them, it's a wind-up, slot left", and they scattered as we passed them and found a control board and a codeboard some 200 yards up the lane they were trying to block.

Welcome to Wales, eh? LOL!!!! And so the night went on. I have never seen as many spectators on a road rally in my life, and in some unusual places! I remember one right slot, at around 3 in the morning, when after turning in, we saw a rather large gentleman of 20-stone plus, clinging on to a hedgerow, four feet off the ground, his arse hanging out into the road whilst sporting a hi-viz jacket. Strange what people do sometimes to get their kicks!

The difficulty I had, and I am sure many other crews who took part on the Gogledd would agree with, was how to fit all of that info required onto the map without making the map into an un-intelligible, indecipherable mess of spidery pencil lines! I have taken a photograph of my rally map to try to illustrate this point and I am sure people who try to have a night's fun in the silly seat will share my sense of pain!

From the navigator's point of view, it was a full-on examination all night, with very short neutrals between the tests, with intermediate time controls thrown in and section 8 being the hardest test I have ever faced so far on a modern road rally, comprising seven route checks, six passage checks and a total of 27 plots between SS8 and SF8. Busy!!!



Continued on Page 25



## **Rali Gogledd Cymru** **Continued from Page 27**

For Louis, too, the Gogledd was a tough one in only his sixth or seventh full night rally. His Peugeot 106 has been put together on a shoestring budget. He has no limited slip diff, his tyres were part-worn A021s, and at £100 a corner for new ones it was too much money to shoe her properly. It was slippery, it was muddy, roads were covered in cow shit, it was thundering, it was raining, it was lightning, it was pissing it down most of the night, it was foggy in places. In short, it was Wales! Oh, and the car had no electric windows which means today my left bicep is of Popeye proportions after winding the window up and down around 200 times on the event! Arriving at Treimerchion at the finish venue, we were greeted by Clerk of the Course Paul Jones, who was checking all cars for damage before allowing you to hand in your time cards and DSO cards – these are apparently common practice in Wales, a bit like a passage check and are signed by various DSOs en route, after Give Way junctions. Not a bad idea to take time out of cars.

Mr Jones said with a grin: "So you made it back then!" I told him it had been a real baptism of fire for us as Welsh virgins, if you will excuse the phrase, but we were grateful to have brought the car home in one piece, fails or no fails. A pint of Guinness never tasted so good at 4:30am!

But back to the now and we still haven't worked out where we missed the two codeboards yet and it isn't up there at the top of my list of things to hunt down and get to the bottom of. We didn't hang around at the finish as we wanted to hit the road and get home, along with our willing and able group of supporters – Kris Coombes, Louis's dad Colin, his partner Jo, Terry May and Sam Coombes. Thanks for coming down and supporting us and thanks Colin for towing the car to and from the Principality.

So my overview of the Gogledd? All in all it was a tough, tough event that asked so many questions of both drivers and navigators. Importantly, it is one that I will learn a lot from, as I am sure will Louis. Would I go back to Wales? Yes. No problems on that one. It's all about a learning curve and all experience is valuable, whatever the slings and arrows of outrageous fortune that rallying throws at you.

So that's Wales done for 2015 and all that remains is to say a huge thank you to Paul Jones, his well-organised team at Rhyl & District Motor Club, John Leckie of Old Stables Garage and Dutomn Motorsport for sponsoring the event, and to the amazing and hardy band of marshals who gave up their time and turned out in some truly atrocious weather so that we could have fun. Jez Turner travelled all the way from deepest Yorkshire (Hebden Bridge) to do his bit. Top man! And he was not on his own. Also making the Long haul into North Wales were Richard Hemmingway and Sambo Collis - All the way from North Humberside Thank you one and all!

**Alan Barnes – Car 7**  
**Preston Motorsport Club**

*Photos Courtesy Jez Turner*







# PROMENADE STAGES RALLY

Friday 4th & Saturday 5th September 2015



Accident Advice  
Solicitors  
*RACING*

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This coming weekend will see the promenade at New Brighton transformed into one of the UK's most popular and exciting rally venues, with the running of the Accident Advice Solicitors Promenade Stages Rally.

To celebrate the great success of last year's Rally the organisers Wallasey Motor Club have decided to repeat a two day format for this year's Rally.

The Rally will start on Friday evening with 95 of the country's top rally crews tackling two flood lit special stages.

The action resumes again early on Saturday, then throughout the day competitors tackle a further 10 demanding special stages around the twists and turns of the promenade. By the end of the rally over 50 stage miles will have been covered and there will only be seconds dividing the winner and the eventual class winners from their rivals.

The rally provides a unique challenge to the competitors due to the very tricky nature of the course layout, having a reputation of punishing the slightest mistake in a way that leads to retirement.

As qualifying rounds for the ANWCC, SD34 and Rally Championships the Accident Advice Solicitors Promenade Stages Rally always guarantees exciting motor sport action.

This year's Rally is once again sponsored by Accident Advice Solicitors, who are pleased to be associated with the event.

Accident Advice Solicitors have over 25 years experience in dealing with the complex legal elements of personal injury claims, they pride themselves on not only being professional but more importantly being approachable, straight talking down to earth people who care about their clients.

Accident Advice Solicitors also sponsor last year's rally winners, the locally based crew of Paul Evans and Lol Powell in their MK2 Ford Escort who will be out to defend their title again this year. Other local contenders include David Burns and Steve Hallmark in their BAT Motor Sport prepared Vauxhall Corsa and father and son Neil and Adam Philpotts in their Mitsubishi Starion. All of which will face some very tough competition from two times previous winner John Stone and Paula Swinscoe in a R-GT Porsche 911GT3.

R-GT is a new class of car that has been introduced to allow road legal sports cars to compete in the World Rally Championship. The car has been developed by Tuthill Porsche and this year it has already competed on numerous European Rally Championship and World Rally Championship rounds including France and Germany. This is definitely a car not to be missed!

The layout of New Brighton Promenade provides ideal viewing opportunities for both the ardent motor sport fan as well for the first time visitor. Not only can you see the cars competing but spectators can also access the competitor's service paddock where the cars return to after completing each stage.

For visitors to the rally there is also a Rally Village featuring trade stands and competition car displays.

Throughout the entire spectator viewing areas Wallasey Motor Club provide live commentary of the rally keeping the spectators informed as the competition between the top teams develops stage by stage.

The rally action starts from 7.30pm on Friday evening and restarts again at 8am on Saturday morning. The action continues all day as the crew's race against the clock as they tackle the tight twists and turns of the closed road circuits on New Brighton promenade.



**Further information is available on Wallasey Motor Clubs Website,  
[www.wallaseymc.com](http://www.wallaseymc.com)**



**Memories are made of this . . . .**

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**Keeping warm-Sweden 2005**



**Matt Wilson-Sweden '06**



**1985 Acropolis Rally**

**Kirkland / Levitan Nissan 240 RS**

**Just getting to this location, high in the mountains of northern Greece, was an adventure in itself !**

**Dervaig**



**Paul MacKinnon - Daniel Barritt-Mull 2008**

**TV camera Cyprus Rally 2005**





# Solway Coast Rally



15-year-old up and coming rally driver Tommi Meadows continued his promising season campaign in the Junior 1000 Rally Championship by bringing home a solid points haul at round 5 of the championship in Dumfries. The Solway Coast Rally is the only rally that is incorporated into the Irish Junior Challenge, as well as the British Championship. This led to a bumper 35 car entry, with local lad Tommi Meadows and co-driver Ian Oakey starting 18th on the road.

The pair were cautious in the slippery first stage, which was understandable after having failed to finish this event in 2014 where the Sagar Insurances backed Micra left the road causing some costly damage.

However, the Bowland High School pupil quickly grew in confidence as the morning wore on.

'We dropped a few seconds in the first stage, and we were going very well in the second stage until we came across the Citroen C1 of Michael McGarrity in flames. Because we were one of the first cars on the scene, we were forced to stop and offer help,' said Meadows, 'luckily the whole stage was scrapped so we didn't suffer any time loss from this.'

The afternoon's stages saw a rise in pace from the crew, which resulted in some very promising times. Of the 35 cars entered, 16 of those were Nissan Micras with much less power than the Citroen C1s and Suzukis, and Tommi consistently set stage times faster than the other Nissan drivers.

No more dramas and a clean run meant that the junior challenger took 8th overall out of 35 in the main event, and more importantly 4th overall out of 13 in the Kick Energy category, thus picking up some valuable points. Speaking at the finish, Tommi commented, 'I'm really pleased with how the weekend has gone, especially after last year's dramas. The car felt great with the freshly rebuilt Proflex Suspension, and everything went as planned. This result leaves us third in the championship, 1 point behind second place and 15 points behind first, so it's all to play for!'

'I'd like to thank Proflex Suspension, A-Frame Engineering, TAROX Brakes, Cybox Exhausts & Sagar Insurances for all their valuable support.'



Joe Cruttenden (Knowldale CC) was out on both the Senior and Junior rallies **Solway Coast Rally**.

Saturday, Joe sat in with Dom Delaney in his Peugeot 205. Seeded at 81 the pair were having a good day, climbing up to 50th place, but at the end of stage 5 the Head Gasket let go.

On the Sunday Joe was sat with Tom Delaney, in the Suzuki Alto. 33 Juniors in the field from Scotland, Ireland, Wales and England, 10 stages over the ranges, many of the Jrs on notes for the first time. Joe and Tom finished 6th overall and 3rd in the Kick Jr drivers.

## Under 17 Motor Club NW Production Car Autotests 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](http://www.anwcc.org) and  
[www.sd34msg.org.uk](http://www.sd34msg.org.uk).



Under 17 Motor Club (North West)

# AutoSolo, PCA, A/T

J4 Darwen Services, 23rd August

## Statistics, Statistics, Statistics !!!

The event started at 11:00

35 cars did 12 tests each, so that was 420 tests in total.

The event finished about 15:25 last car, 4 hours and 25 minutes of none stop driving.

So we have a total of 420 test in 265 minutes making each test on average 0.63095 minutes or better still 37 seconds per test.

We had three paddock marshals, one on duty at all times, to keep the event running, provide new cars after every 4 runs. This worked well without any stoppages.

We also had three safety marshals, again one on duty at all times, to oversee safety at the site as the timekeepers had little time for other tasks! With two timing teams.

You consider that a timekeeper has set the car off, watch the test and marshal for any penalties, writes the finish time and any penalties, gives the timecard back to the driver and get ready for the next car in 1 minutes and 14 seconds. is that good training for timekeepers on 30 second starts for stage rallies!

All competitors helped to have the event fully cleared away by 15:40 and results final 16:00 awards 16:10

All I can say is club motorsport at its best and thanks for all your help on the day.

And to put the cherry on top of the cake : everyone had a cracking good days Motorsport in the sunshine before the rain came down (16:15)

**Steve Johnson**



*Hello Steve, I just wanted to congratulate you and your team for providing such a friendly and safe motoring event on Sunday 23rd August 2015.*

*These type of events provide an outlet for me to engage with my family whilst socialising with likeminded people. What impressed me about the event was that young drivers are mentored and taught to respect vehicles and recognise the dangers if handled in the wrong manner.*

*The venue is particularly good, with a choice of food outlets and toilet facilities, in addition to this, the discount vouchers which you provided made a big difference to the reducing the cost of attending the event.*

*The passion of the people at this event, extended to providing advice to less experience drivers and participants, which are new to motorsport and the marshals kept the event running safely and smoothly throughout day.*

*I maintain that, the Under 17 Motor Club is a fantastic idea and a method of promoting safe driving and car control from an early age, whilst making young people more employable.*

*Me and my son got a fastest time of the day and a first in class, so we went home in high spirits.*

*See you at an event soon*

*Many thanks. **David Taylor CAE MIMI BA(Hons)***





# MOTORSPORT FOR THE OVER 75's

1960's due to family and business reasons and even though I competed in rallies, races, sprints, hill climbs at both National and International levels and in the UK and Europe, I never really missed it until the early 1990's when I became involved in the organisational side of classic rallies and due to that involvement kept thinking about getting involved in the sport as a competitor. The big question is what type of motorsport can a 75 year old compete with any chance of success. Stage rallies were considered but I doubted if a 75 year old would have much success in this type of event without many hours and even years of practise and time is something older people do not have. Classic rallies were out as they concentrate too much on regularities so you need a good co-driver, racing may still be considered but failing the medical examination may decide that route. So we are left with sprints, hill climbs which were a strong contender however you spend all day for around 30 minutes of actual competition so what is left, classic car trials, sporting car trials and production car trials. As those thoughts were going through my head, similar ideas were being considered by fellow LAC member and long time friend John Waddington who also retired from motorsport in the late 1950's for business and family reasons who also competed in rallies, races in the UK and Europe at both National and International level. However John did have various flirtations with Sporting Trials and Production Car Trials in the intervening years but never really got into it and these philanderings never really came to anything. However out of the blue one day, John saw a Peugeot 309 diesel advertised that was fully prepared for MCC type events. These type of events are multi location events in that one travels from one rough road and field and quarry linked by short or long road sections. These type of events are similar to the car trials of the 1930's and late 1940's beautifully described in Austin May's books 'Wheelspin' and 'More Wheelspin'. John decided to enter an Ilkley & District Motor Club event who run an MCC type event, with me as passenger and occasional driver. It was the event that Tiff Needell entered a Russian motor bike and sidecar for the Channel 5 motoring programme 5th Gear. They were filming the antics of this bike throughout the event. Around this time I went as a passenger on an MCC event with my brother in his Peking I Paris prepared MGB. This event started in the Midlands at around 3.00am and we went from location to location up these very rough tracks. Neither John or I liked these type of events in fact I hated them.

So next on the list was Sporting Trials which John had some experience and this was off the list because this championship runs from October I November to February so winter weather and very open and exposed cars. So the last on the list was Production Car Trials. As the Peugeot was much modified it was only eligible for the modified class, it was too big for that class so an alternative had to be sought.

We spent about half the year going to trials to decide which class and what car to buy. After going to a Grand Final where there was only one car in the Standard Production Class, we thought that was the class to enter now what car should we buy. After much deliberation and annoying various officials about regulations we decided on a Ford KA because it was fairly small, did not have a front spoiler and had plastic bumpers. Cars in this class had to be post 1998, no modifications were allowed other than the fitting of a sump guard and summer tyres had to be used. We tried to find the best tyres and evidentially decided on Uniroyal Rainexpert which are now used by many competitors. So now we are ready and our first trials were planned to take place in 2011. A Competition Licence was obtained for the first time since 1967, if you can produce your old licence you can have your old number, needless to say I could not produce my old licence.



**Continued on Page 31**



## Motorsport for the Over 75s

### Continued from Page 30

So 2011 was very much a learning curve, the driving technique and discipline is not like racing or rallying in fact I was told very early in 2011 that unlike many other types of motorsport, trialling is 80% driver and 20% car. In that year I scored one point in the championship and the winner of the Bronze category - where new comers start - scored 42. John did not enter the championship that year.

The format of the events is that there are around 14 /15 events in the calendar, these are in various locations, one or two in Yorkshire, one in Dorset, one in Kent, one in Herefordshire, two in Shropshire Kidderminster area, one in Warwickshire, one in Staffordshire and 6 in North Wales. These are single locations in a field, orchard or open country, between 8 and 10 hills are set up and we have to attempt to climb each hill, after each round the hills are tweaked or changed and normally we would have between 3 or 4 rounds so around 30 to 40 hills.

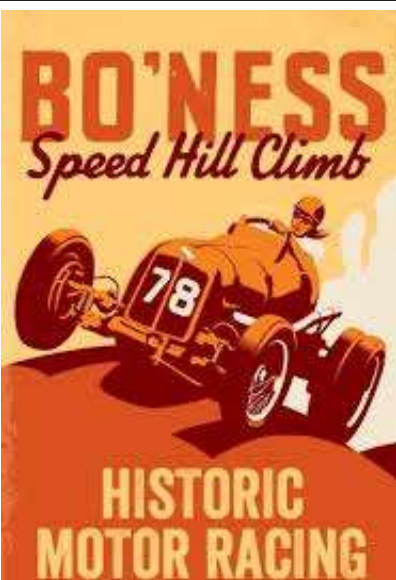
The hills are marked out with penalty posts starting from 12 to 1 so the higher you climb the lower the penalty. The competition is within one's class and using a formula the best in the class is calculated as the person who has the biggest percentage gain over the second in the class, the one who has the biggest gain over the second in the class is the winner of the event. The class winners, second, third etc are given points with 10 as a class winner and reducing . These scores then eventually give a final score for the whole year.

So over the next few years we very gradually improving however the choice of the standard class had obviously caught the eye of others as it is now the most popular class but It was great to get back into competitive motor sport, we were entering three championship, all mainly using the same core events with some additional ones unique to each championship, however the other competitors were also getting better and it was not until 2014 that we started to get some better results. We think that was mainly due to some changes in the regulations which allowed us to fit larger wheels and tyres. However John only competed in a few events in 2014 due to minor health

issues which meant that I was venturing out on my own and had to get a passenger on each trial that John did not come with me. This in many ways was an advantage as I managed to get very experienced trialist who were an enormous help in deciding the line and how one tackles the various hills so I had my best year to date winning my class in two championships, scoring the most points in the BTRDA championship and winning the Bronze award.

We are competing against a whole range of ages and it is great that despite being over 75 and John is over 80, we still can compete with the rest in motorsport. We still have a lot to learn and hopefully we will benefit from the experience we have gained so far.

*John Wadsworth : Lancashire A.C.*



## September 5/6th

Now with a full entry list of 90 cars now but have enlarged the paddock so can now take 110 entries. Chris Williams is entered in the tyre smoking famous 24 litre Napier Bentley and saloon car ace Anthony Reid is driving the very famous Connaught racing car.

If anyone wishes to enter, buy tickets or enter the classic show they can do it online. They have put in new spectator facilities, more viewing areas, another grandstand, even a new access from paddock to classics show so now very easy to go between the top and bottom of the hill, there is even a shuttle bus laid on for anyone who doesn't wish to walk up the short distance between the two areas.

Only a few minutes from the motorway and Edinburgh ring road so dead easy to get to.

**September 5/6th, so not long now. All detail online visit**

**<http://www.bonesshillclimb.org.uk/>**



# Spadeadam MC

## Blue Streak Targa Rally

On Sunday 16/08/15 Spadeadam Motor Club organized the inaugural Blue Streak Rally, it started and was based around Brampton Cumbria, rally HQ was at The Howard Arms hotel who also sponsored the event and supplied the meal at the finish.

Maurice Millar my navigator and myself stayed at Abbey Bridge the night before and had a nice easy start to Sunday morning (or so we thought ) with a 5 minute drive to scrutineering and noise check in the industrial estate at Brampton, we unloaded the car from the trailer and parked up the trailer and tow car and set off for the noise check, all went well and we continued into the town center and found The Howard Arms, checked into rally HQ and went to sign on to be told scrutineering was also at the industrial estate, no one had mentioned this previously, we returned to the car and found that the starter motor was just clicking, plenty battery power but no starter, the solenoid was the culprit so we bumped started it and got through scrutineering. Car no 1 was due off at 10:00 with 2 minute intervals and ourselves at car no 12 at 10:24.

The road sections were marked up in the form of Tulip diagrams with intermediate and total distances being marked in the road book, test 1 was an easy drive from the start at only 3.3 mile, we drove straight into the test and had a few seconds to look at the diagram and off we went ( no stopping the engine, great !! ) An open test with a couple of slaloms and into the finish, a nice easy test to open the event and get us settled into a routine, and onto test 2, again straight into the test no queuing or stopping the engine, again a nice open test with the start on a weigh bridge and into the test on loose gravel and a mixture of loose and hard surfaces with a jump from loose to either tarmac or concrete. Test 3 was another open area but very slippery as it appeared to be a storage yard for bark or some other similar substance with large areas of brown standing water. Onto test 4 for the first running of this test., this test was quite long with long distances between cones but very tight as it was a farm track, mid test a cone all on its own and a 360 degree turn made it more interesting. Test 5, a flowing test and into lunch. A bump start again after lunch and we headed back into the same test as no 4 before lunch for a re run, this time test 7, mid test I had a senior moment and at the 360 decided to go back where we came from instead of continuing through the test, much shouting from Maurice got me back on the right track and to the end of the test. Test 8 was a very tight lorry park, with no chance of using the hand brake as no momentum or speed could be built up, with the test being more like an auto test my arms were hanging off by the end and our least favorite test of the day.

Test 9 ran parallel with the motorway and flowed, into test 10 at a dis-used MOD site, this test was blind from the start line but we could hear the competitors before us screeching around the test which looped around on itself and test 11 followed immediately after 10 in the same area. On both these tests we suffered from fuel vaporization, due to leaving the car running and the high ambient temperature. Test 12 was a farm track into and back out of a farmer's dirt road, with the added spectacle of a water splash just before the stop astride, this lead to several cars flooding and struggling to get going again. Test 13, a farm yard with a fast run in and back out. Test 14 was a re runs of our least favorite test in the lorry park and onto the final test of the day Test 15, a quick dash up a track with a 6 cone

Chicane and through a gate 180 turn around and back down the 6 cones on the opposite side this time and into the finish. A very enjoyable days rallying with good company, well laid out road book and tests, it looks like growing into an enjoyable event, it is one of the few events where we have arrived at tests with no other competitors waiting in a queue and got straight on with the job, just as well as the starter problem persisted to the end of the day, but thanks to other competitors, marshals' and spectators we managed to finish and get 13<sup>th</sup> overall and be 5<sup>th</sup> historic, I am sure we will be back next year.

**Ian Dixon : MGBGT : Car 12**



**Photos : Tony North**



## Spadeadam MC

# Blue Streak Targa Rally

The latest addition to the **NESCRO** calendar of events, the Blue Streak Historic & Targa Rally made a successful debut appearance with a reasonable entry of some 30 cars contesting this first running of the event, victory going to the nicely turned out Imp of Mike Dent / Mark Gilmour which lay third after the fast morning runs but moved up the podium positions as the afternoon session featured tighter tests.

There was a wonderful atmosphere as the competitors lined up in the little Cumbrian market town of Brampton, the Victorian buildings and cobbled streets providing a period backdrop to the proceedings. A short run out to the first test, a fast affair around the former Kirkhouse brickworks where the smart MK1 Escort of John Bertram/Andre Fish set the pace. Already in trouble were Ian Dixon / Maurice Millar (MGBGT) who were struggling with a defunct starter motor, a problem which was to last all day and saw them require a hefty push from marshals on several occasions

Test two, saw Dent set the first of his fastest times in a very dry and dusty warren House Quarry, this was followed by a long road section which meandered North over Walton Moss and Bolton Fell to a great new Test venue at the former Mossedge Peat works, a great open test which included two ramps where several cars became airborne. Heading back South and skirting Carlisle Airport, the next test was on a disused former stretch of the A689, complete with the narrow, sturdy stone Ruleholme Bridge. Several crews got this one wrong and there were surprisingly high penalties. The mornings final two tests were a re-run of the opening two and Bertram fairly flew to head for lunch with a mere 1second lead over Dent with the other imp of Hodgson / Eggleston the best of the rest. Further down the field an interesting battle saw Dave Alexander (Viva GT), John & Marion Sloan (MG Midget) and Ian Anderson (MK2 Escort) all covered by just 5 seconds. The very smart, and original, Cooper S of Murray / Palmer was suffering from overheating, Dent was worrying about Oil surge, David Agnew (Porche) was rueing a couple of wrong tests and Dixon was still looking for a working MGB starter motor.

The afternoon session opened with another blast down the Ruleholme test before another long road section which headed North west to the vast expanse of concrete that is the Murray Haulage depot. Unfortunately the space had been curtailed somewhat since the test was planned and it became an extremely tight affair which saw severe penalties incurred/. Another long road section saw the route cross the M6 motorway and head for Mossband and a short sharp test down the access road to Mossband Hall. Just across the Motorway lay two tests in the MOD's Longton Depot, these featured a lot of hidden curbs and were a bit of a memory test, giving the navigators some hard work. There then followed two interesting tests at Plump Farm, one of which featured a water splash which some drivers took with considerable caution while others, quite literally sailed through at undiminished speed, either way, there were no reports of any cars sinking!

The re-run of the Murrays Haulage Test and a final blast at Ruleholme brought proceedings to a conclusion and a short run back to Brampton saw the day end with dinner in the town's Howard Arms where results showed Dent to have claimed a very popular victory, albeit a mere 9 seconds up on Bertram with Hodgson/Eggleston taking the final podium place, their best result to date on a NESCRO event. Their was unanimous agreement that the first Blue Streak Historic Rally had been an outstanding success with some fabulous test venues and slick organization from a hard working team. Hopefully the Spadeadam Motor Club will make the rally an annual event for it will certainly be a popular addition to the North's Historic Rally Calendar

**Ed Graham : Hexham & DMC**



**Photos : Tony North**



# Spadeadam MC Blue Streak Targa Rally A Soaring Success!

Spadeadam Motor Club launched their Blue Streak Targa Rally in August and it was voted a huge success by all those who competed on the Brampton based event.

Starting and finishing at the town's Howard Arms Hotel some twenty-five crews contested the 70 mile route that was split into two legs interspersed with 15 tests on a mixture of concrete, tarmac and gravel surfaces. Amongst those competing was Jon Stynes who's company Jon Stynes Design was the principal sponsor of the event. Jon, who was co-driven by his 17 year-old son Kieron, drowned his Peugeot 205 at the Plump Farm water splash but fortunately it was soon running again and he completed the event 14<sup>th</sup> overall.

He said "We've only done one similar event before so we're novices. It was brilliant, great from start to finish, we were smiling all day!"

Targa debutants Quentin James (BSSMC/KLMC) and Tom Howe (KLMC) finished 18<sup>th</sup> overall in their Citroen C2 GT after which Quentin said "Arriving at each test venue not knowing what sort of surface we'd be driving on made it all the more challenging especially given that we were running on standard road tyres. It was a steep learning curve but we thoroughly enjoyed it and plan to enter more Targa rallies in the near future."

Victory on the day went to Mike Dent and Mark Gilmour in a Hillman Imp whilst the top modern crew to finish were Andrew Graham and Michael Holmes in a Ford Puma.

Bouyed by the events success organisers are already looking at potential new test sites for next year's rally. For more information about Spadeadam Motor Club visit [www.spadeadammotorclub.co.uk](http://www.spadeadammotorclub.co.uk)

Phil James : [www.pro-rally.co.uk](http://www.pro-rally.co.uk)



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EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)



**Mike Dent / Mark Gilmour**



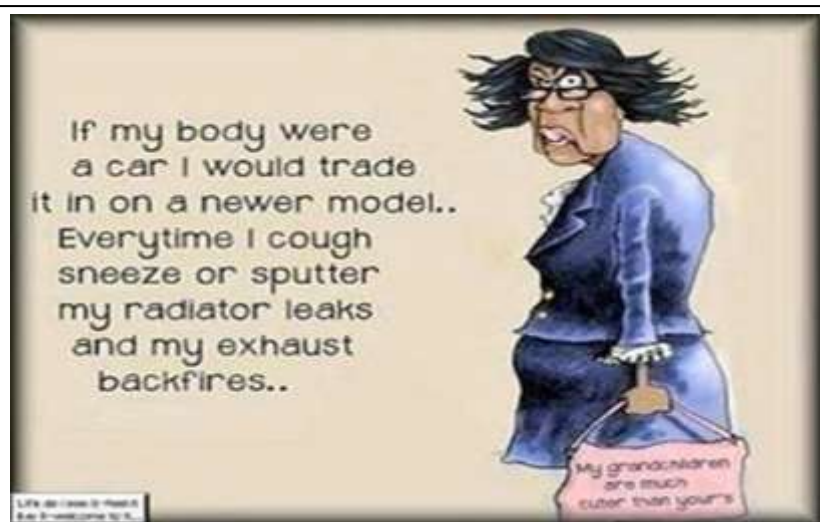
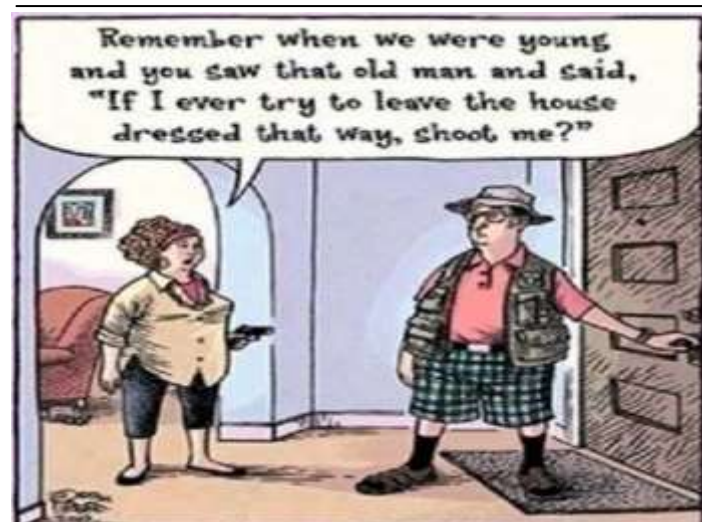
**Jon & Kieron Stynes**



**Quentin James / Tom Howe**



**Andrew Graham / Michael Holmes**





# St Wilfrid's Classic Rally

THE battle for the HRCR Clubmans Championship will go down to the wire, after Steve Entwistle finished third overall on the penultimate round, the St Wilfrid's Classic.

The Rishton-based driver now has a slender one-point lead over reigning champion Howard Warren, who finished one place ahead of him on the Ripon-based event.

Entwistle and mapman Matt Fowle turned in another giant-killing performance in their 1293cc Orangebox Mini.

Despite being comfortably outpowered – on paper – by the Porsche 911 of Warren, and the two-litre Ford Escort of his son Matt, who won the rally, Entwistle was able to stay on the pace on the special tests and the regularities.

"It was just the result we were looking for, as we have been in the top four all season, bar one rally, and that consistency is now paying dividends," he said.

"It's all to play for on next month's Vale of Clwyd, which is the final round.

"There is only one point difference between me and Howard.

"All I have to do is either beat him, or finish no more than one place behind.

"We are helped by a scoring system that gives me an extra point for being in a historic class car, which Howard's Porsche isn't eligible for."

The Vale of Clwyd takes place on September 7, comprising a series of special tests and regularities in North Wales.

Steve Entwistle is sponsored by Mini Sport of Padiham and Bowker BMW of Preston.



*Lancashire Telegraph*

**Photos : Tony North**



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# St Wilfrid's Classic Rally

I originally intended marshalling on this event, but after securing a run on the Rally of The Tests in November with Manx resident Noel Kelly, it was decided as we would compete in his 1966 Volvo 122S. I had navigated for Noel on last year's RoTT, so we already knew how each other worked. On the Saturday we met and travelled to Ripon where we scrutineered and signed on, collected the start and finish map references of all the regularities, together with the test diagrams and the presentation for two sections of regularity for the next day.

This year's St Wilf's started from the Market Square, Ripon and had all the usual HRCR Clubman Championship contenders in attendance. Starting at 19 we collected two other sections of regularity at 07:49 and plotted them within ten minutes. 08:49 came and we set for Test 1, which was basically a car park test, with nearly everyone beating the bogey time. Onto the first regularity and at IRTC1 we came in smack on time, but a couple of junctions down the road I reset the Brantz trip at the wrong place, gaining a 9 second penalty at the end of the regularity. Next came six tests in a quarry at the back of Lightwater Valley Theme Park. These went OK although with us using road tyres we understeered our way round them, didn't hit any cones though!!

A couple of miles up the road and we were into regularity 2. From the regularity start we went down the road, turned left at 1.78 miles and changed speed. A further 0.63 along, we turned right and changed speed again to 30mph. This I assumed was on private land as 30mph on public road is not often used and there were no road junctions on the map 0.63 miles from the previous junction. This turned out to be correct and after turning into the track we found our next control (2 seconds early). Then we had a run around the farm track that runs around the local grass track course, finishing off with a run across the next field and the farm track at the other end into the next control (9 secs late). We were handed the next set of presentation which took us to the end of that regularity. This is where it all went wrong!!! First of all I missed a note at the top about passing the name of a certain house 'from a southerly direction', so had to turn round and go around a loop which had a farmer and wife travelling in their Land Rover at 15 mph, 'surveying his land'. Secondly, we had to turn left onto a NAM before passing 'Oak Tree' (99/367847). No diagram was given, so we turned hairpin left down a new road for 200 yards before turning right and crossing under the new M1 and right again along the other side. In hindsight it would have been beneficial if an arrow was put up just to confirm where to go after passing under the A1 as more than 30 cars out of the entry of 58 dropped 1 minute or more at the next control. We dropped 4:25, but a maximum score of 3:00 was allowed for being late at any regularity control. From here to the end of the regularity went OK for us, but many others wrong slotted at the next T-junction which was on a white and they should have passed through some large gates onto private land (Low Swainby Farm). At this point we were travelling at 15mph and about ½ mile down the road we were passed by about 6 cars travelling at well over the allotted speed. It was OK for the competitors as the next control was miles down the road, so pulling time back was no problem, but what did the organisers tell the land owner what speed we would be travelling at, as we passed 3 properties, all of them having people watching us.

Next up was another car park test which appeared tight for the Volvo, but we were only 3 seconds slower than fastest. Another regularity followed which went over Thimbleby Moor, Caydale Ford, Boltby, Felixkirk, Thirlby, Sutton-under-Whitestonecliffe, Kilburn and finishing just outside Coxwold.

*Continued on Page 37*



**Photos : Tony North**



## St Wilfrid's Classic Rally

### Continued from Page 36

This went OK for the first three controls (1sec, 1sec, 2sec) then we were behind 2 cars that had reversed for a tractor and trailer. Typically the control was about ¼ mile up the road, but the marshal 'clocked' us in as I handed my time card, not when we stopped in the queue. The next 2 controls the same happened and we ended up with 36secs, 21secs and 15secs). The marshals did not realise as the Liege watches hold 10 times and are 'released' when each time card is 'chipped'.

Lunch was taken at Coxwold Village Hall. All homemade sandwiches, cakes etc. Yum, Yum!!!

Regularity 4 started just up the road. I thought as I had a 5 second penalty at the next control, but looking at the results I have 1:05. Funnily enough, 7 cars around us all have a penalty of over 1 minute. Just checked and my notes say 5 secs and I have ticked it – *read on for further problems with results!!* Next 2 controls and we end up with a 6 secs and 2 secs. Now into Test 9 at one of the sponsors premises at Beadlam between Helmsley and Kirkbymoorside. Another car park test with a complicated route around one particular cone, which had to be passed 3 times, all from different directions. We did the correct route, albeit 10 seconds slower than fastest, but 16 crews managed a wrong test.

Regularity 5 followed and we dropped 8 seconds over the two controls. Regularity 6 was next with seven timed to the second controls. The first 4 went OK with clean, 3secs, 17, 2 and we'd found the 100 yard sneaky white into the farm. At next control we dropped 1:19; haven't the foggiest what happened there??? From here it all went wrong again. The presentation is what is known as Deeliarity (a set of presentation devised by a bloke whom it was called after). Basically the left hand column is distance, next a tulip and third column, instructions. The difference being that not all the distances were given.

Any junctions without mileages were obvious, as long as you had the distance, you couldn't go wrong. There were also instructions informing us what speed and where to change. We set off OK and got the cross road OK and on time. Somewhere around here I lost my total distance, from there I was snookered!! Somehow I either reset it or I hit the off button, underneath the Brantz. We turned at the T-junction and found the white to the right at 1.79 miles, basically as we'd used it the other way last year and I remembered it. There were also a set of tyre marks in the gravel. Found next control, only 9 secs out, then, having to change speed, find the cross roads, still didn't know the correct mileage and my adding up went wrong, we wrong slotted, but we couldn't turn round until another mile as we were on the busy B6265, cars everywhere out for a Sunday drive. Finally we found the correct junction and arrived at the end of the regularity over 4 mins late, receiving another 3:00 minute penalty.

Now totally p\*ssed off with myself we went into 3 tests, back at the quarry. These were the original quarry tests 1&2 combined, as were 3&4 and 5&6. The surface around the cones was now about 6" deep in shale and we couldn't get any grip. Must have been the same for everyone else as we weren't all that far behind the crews in front of us.







All that was left was the final regularity, with three controls. From just north of Ripon we passed through Wath, long way round at next junction to Melmerby, through Rainton to Topcliffe and the final control. We had signed an amendment at MTC1 in the morning, saying as there was a set of traffic lights on the final regularity that had just gone up in the last few days, between the first and second control and we were to add an extra minute to our times; that went OK. We had a NAM diagram with a map reference and after 0.30 miles we turned right. This happened to be an Industrial Estate in the middle of nowhere, dropped our speed to 20mph and at next junction (about 1/4 mile) turn left and travel at 30mph. Another farm track with a control at the end, only 3 seconds dropped. (Phil James/Pro-Rally was taking photo's here). In the presentation we were told of another set of traffic lights and we had to do the same again and wait a minute. Typical, they were on green when we arrived. Only dropped 1 second at final control.

The final MTC was at the Angel Inn, Topcliffe and we dropped off our time cards. The results were up until lunch time and I checked them with every penalty agreeing with my penalties. Next was food - Sunday roast and a pint. We waited until results were provisional. I only checked the results from Lunch until the end and they all agreed with my notes. We were a bit disappointed as we ended up 37<sup>th</sup> o/a and 9<sup>th</sup> i/c, but with the two x 3 minute penalties that was possibly the reason.

Next morning I received a full set of results and found that in the morning regularity where we had received the 3 minute penalty, we had also received another two x 3 minute ones at the next two controls, whereas I had already checked them as we'd arrived at the finish and they were 5 secs and 2 secs. I have my own theory as to what had gone wrong, clocks not chipping correctly, results team had time to check all the time cards and amend where necessary before first car arrived at finish. Results programme reset and the amended times were lost and full 3 minute penalties were given. I found out as Martyn Taylor had a similar problem and he ended up with 6 minutes extra. Heard on the grapevine as a couple more had funny times.

### Lesson learnt, check ALL times when provisional.

Apart from the results problem it was a good enjoyable event with a well thought-out route, excellent food at Lunch and a cracking roast at the finish.

0.53		turn right off B6265
-.-		cross road, turn right
-.-		T-junction turn right
1.79		turn right
-.-		cross road, turn left
5.41		turn left

# Wigton Motor Club The Cumbria Classic & Motorsport show at Dalemain



The Cumbria Classic & Motorsport enjoyed a record attendance on Sunday (23rd) with huge crowds enjoying the great weather and the superb display of cars at Dalemain.

The Wigton Motor Club run event has run since 1989 and gets bigger every year. Over 700 cars were on display with some 25 clubs also putting on displays. All aspects of motorsport were represented with an M Sport Fiesta rally car and some 30 cars from the members of WMC.



Once again the autotests proved to be a great attraction and there were impromptu drives by Russ and Paul Swift, both multiple British Autotest Championships and now professional stunt drivers for many top TV shows. They auctioned passenger rides on aid of the two charities that the Wigton Motor Club are supporting this year, the Eden Valley Hospice and the Cumbria Blood Bikes.

The Mercedes Benz Owners Club also auctioned a Mercedes cake in aid of the Blood Bikes.

In mid afternoon the class award winners were gathered in the arena to vote for the Car of the Show and this year it went to Ian Tomlinson's beautiful Triumph Italia. The best club display went to the Land Rover Series 1 Club.

Wigton Motor Club were running a special offer on membership and gained around a hundred new members.



**Simon Mauger has elected to withdraw his entry from the Old Forge Garage Mewla Rally and, as such, is confirmed as the 2015 REIS MSA Asphalt Rally Champion. However, the battle for the Co-drivers' title is very much alive and could still go a number of different ways!**

The recent cancellation of the Cheviot Keith Knox Stages, which was due to take place in early October, brings the Old Forge Garage Mewla Rally (30th August) into the spotlight as the final round of this year's REIS MSA Asphalt Rally Championship - and what a final round it promises to be!

Eleven special stages, totalling 80 miles, on the Epynt Military Ranges are on the menu and the organisers, Epynt Motor Club Ltd., have amassed a capacity entry of 120 cars. Leading the field away from the start at the Royal Welsh Showground, in Builth Wells, will be last year's winner Damian Cole, with Jack Morton, in his Ford Fiesta WRC, followed by the Subaru Impreza WRC of 2014 runners-up Steve Simpson



# Harry Flatters Rally

## PRITCHARD MASTERS MONSOON CONDITIONS TO TOP BHRC TITLE RACE

**Whilst Damian Cole and Jack Morton claimed overall Harry Flatters Rally victory for the second year in succession, Jason Pritchard and Phil Clarke revelled in the wet conditions to claim the BHRC honours.**

Rain, of biblical proportions and sideways in nature, greeted the 100+ Harry Flatters Rally entrants as they set off on the first of five stages across the infamous Epynt military ranges, where a slightly disappointing BHRC entry of just 38 was more than made up for by a whopping 79 in the modern event.

### MODERN RALLY

Stage 1 was particularly treacherous with standing water leaving the possibility of aquaplaning at any given location. And being first on the road in Damian's new WRC Fiesta, Cole and Morton may well have encountered the worst of these conditions. Whilst it therefore may not have been too much of a surprise to see the #1 seeds only register third quickest time through stage 1, few would have anticipated the pace of Mark Jones and Terry Martin.

In just over 14 stage miles the rear wheel driven BMW M3 crew had managed to set a time that was 18 seconds quicker than the 4WD Ford of Cole; a simply incredible stage time from a crew who must surely have had their Weetabix on Sunday morning! In fact, such was their level of performance, that it wasn't until the slightly less damp stage 3 that Jones would inevitably relinquish the lead to the Get Connected liveried machine.

Intercom problems had slowed Cole and Morton on stage 1 but once fixed the Epynt masters managed to set a time which was almost 1 minute quicker over the identical, if not slightly drier, stage 2. And whilst Simon Chapman and Paul Wakely in the Proton and Eian Pritchard and Stephen McPhee in their Focus WRC were more competitive over the remaining stages, Cole and Morton would go on to set fastest time on three of the events five stages to take rally victory by 49 seconds; the Hereford man's 4th Harry Flatters win in 5 years. Meanwhile, Mark Jones and Terry Martin drove the wheels off their very powerful M3 to consistently record top six times, the fastest 2WD machine on every single test. Whilst not able to match the outright pace of their 4WD rivals in the afternoon, they had built a margin significant enough over the morning tests to ensure the runner up spot remained firmly in their hands by the Brecon finish; capping off what must be one of the truly great Epynt performances of recent times.

### HISTORIC RALLY

Nick Elliott and Dave Price's final stage exit from the Severn Valley Stages had blown the British Historic Rally Championship wide open as the crews headed to the unforgiving tarmac roads of Epynt. And with tarmac expert Jason Pritchard managing to snatch second place on the Mid Wales gravel, many would consider the Welshman title favourite over the asphalt biased second half of the season.

Rain can sometimes be a leveller but it was clear from the start that the battle for historic honours on the Harry Flatters Rally would be between the MK2 Escort of Pritchard and Clarke and the similar machine of historic interloper and tarmac legend, Melvyn Evans, co driven by the vastly experienced Patrick Walsh. In fact it was Evans and Walsh who were quickest out of the blocks, setting a time 3 seconds quicker than their rivals over the very tricky stage 1. However, this would be the rally car preparation man's only stage victory of the day as Pritchard and Clarke went on to better the time of the #8 machine on all four of the remaining stages, taking the lead on stage 3 and establishing a 27 second winning margin by the end of the day.

*Continued on Page 40*



## Harry Flatters Rally : Continued from Page 39

This had been some drive by Pritchard, taking historic victory is one thing but beating Melvyn Evans in equal machinery is one hell of an achievement!

Rounding out the podium positions, was another F2 specification MK2 in the hands of Neil Williams and Peter James who ended the day just 58 seconds down on the rally victors; A great result for the Welsh crew, who registered their best BHRC result of the season by some margin.

Behind, a titanic battle for class D5 was taking place between historic heavyweights Nick Elliott and Richard Hill. While both are more comfortable on the loose, Hill has more experience on the black stuff and it was he and Iwan Jones who held an early advantage after stage 1. Elliott and Price meanwhile were holding their own and would gain the class lead with equal fifth quickest time on stage 2.

Hill's experience would come to the fore over the second half of the event though as he and Jones reclaimed the class lead on stage 3 before going on to record a 29 second class victory. 6th overall however is a more than respectable result for the Cheltenham based reigning RAC champs, who will be looking to build on their Epynt performance when the championship moves to the Isle of Man in mid September.

Meanwhile, third in Category 3, just 1 minute and 1 second behind Elliott in 7th position overall was the D3 specification Ford duo of Ian Jones and Iestyn Williams. The pinto powered MK2 Escort crew put in a consistent performance on the Welsh tarmac to take class honours by over 6 minutes!

Category 2 stalwarts David Stokes and Guy Weaver looked to be heading for yet another victory as they held the category lead by a massive 1 minute and 23 seconds after just 3 stages. A slower time in stage 4 however signalled problems; the crew having to retire from the event shortly after the stage with Stokes not well enough to carry on.

The unfortunate demise of Stokes and Weaver therefore left the way clear for Jimmy McRae and Pauline Gullick to take category victory in the awesome Vauxhall Firenza. But with the multiple British champion not registered for points it was Ernie and Will Graham who came away with the maximum class C5 and Category 2 tally ahead of Class C3 winners Neal James and Kevin Jones in a similar MK1 Escort.

In line with recent trends, category 1 entries dwindled to just 5 for the Harry Flatters Rally, where only 2 managed to reach the finish. That said, another strong performance by Malcolm Rich and Jonathan Hawkins saw the Ford Anglia duo claim the category 1 honours with 23rd position overall.

Dessie Nutt and Geraldine McBride were the only other category finishes and were rewarded for a trying day on Epynt with class B5 victory, albeit some way down on the Category victors, finishing the event in 27th position overall.

### RAC CHAMPIONSHIP

Phil Burton and Mal Capstick were back to winning ways on the Harry Flatters Rally, recording their third RAC Championship victory of the season by over 3 minutes from the MK2 Escort of Barry Stevenson-Wheeler and John Pickavance. The 2.4 litre Millington powered Escort looked at home on the Welsh tarmac and 9th overall in the 'Modern' event represented a great performance against some very strong Epynt regulars.

### LEADING BHRC CREWS AFTER RD5

Pritchard – 278 (275 from 4) : Elliott – 241 (238 from 4) : Stokes – 230 (225 from 4)

Perrott – 220 (220 from 5) : Hill – 204 ( 199 from 3) : Robinson – 182 ( 178 from 3)

\*Brackets indicate current likely dropped scores position.

Jason Pritchard and Phil Clarke are now sitting pretty at the top of the BHRC points table, their tally of 278 points being derived from 2 victories, 1 runner up position and a 4th place on the Mid Wales Stages. And in theory, a good result on the Manx double header in September could see them take the title prior to the final round in Yorkshire.

Richard Hill, Nick Elliott, Matthew Robinson and David Stokes are all likely to have something to say about that however, where Hill and Stokes, having previously gone well on tarmac, could find themselves as biggest challengers to Pritchard's crown. Hill has also effectively used his drop scores already meaning any points picked up on the Manx and Trackrod would count towards his final championship score.

Meanwhile Elliott and Robinson are both likely to feature at the sharp end of the Trackrod leader-board, and so any bonus points gained on the narrow roads of the Isle of Man could keep them in the title fight. And should Pritchard and Clarke encounter trouble on the Manx, the concluding round in the Yorkshire forests would not be one to miss! Whilst short on BHRC numbers and despite the horrific July weather, this had been one of my better days on the tarmac roads of Epynt. The commitment of the leading crews over the centre road jump on the final stage of the day was a sight to behold, with Melvyn Evans barely lifting! A reminder, if needed, of why the slightly mad rally community travel hundreds of miles for a slice of the action.

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**Bala & District Motor Club**  
**Minafon Garage / Terraclean**  
**Gareth Hall Memorial Rally**  
**Trawsfynydd**

## Charity the winner at Car Rally

Sunday the 16<sup>th</sup> of August saw the ninth running of Bala and District Motor Club's Minafon Garage / Terraclean Gareth Hall Memorial Rally with the event attracting 46 crews from all over the UK.

Leading the field away at the Trawsfynydd Ranges based event was former Nissan and Proton works driver Geoff Jones who was partnered for the day by Simon Jones; prior to the event Geoff had auctioned the navigators' seat on e-bay with the winning bid of £415.00 being donated to The North Wales Air Ambulance post event. Hot on his tail at Car 2 was Matt Edwards making a welcome return after a short lay off due to injury, he would be partnered for the day by Glenn Lathan, rounding off the top 3 was the Llanybydder Subaru crew of Emyr Morgan and Paul Jones.

During the day a tough battle ensued between Jones, Edwards and the Denbigh crew of Will Rowlands and Heather Merrison in a Mk2 Ford Escort at Car 5. Rowlands held the lead after the first loop of 4 stages which was shared with Geoff Jones and again after 8 stages where he tied for the lead with Edwards. However Rowlands suffered a slipping clutch and a small spin on the last loop of stages with Matt Edwards and Glenn Lathan taking the victor's laurels by 14 seconds. Geoff Jones and Simon Jones rounded off the top 3.

Class 4 for cars over 2000cc was won by the Subaru crew of Emyr Morgan / Paul Jones with Warrington crew Dale Carter / Mark Carter and Mark Fisher / Ian Jones taking second and third in class. Rowlands / Merrison took the class award in Class 3 followed home by Geoff Jones / Simon Jones and Meilyr Evans / Lowri Evans in second and third in class. There was only one finisher in the road rally class with the class award going to the Clwyd Vale Motor Club crew of Andy Darlington and Peter Williams.

Mathew Roberts / Sarah Edwards took a convincing win in the up to 1600cc class with Corwen's Gary Edgington / Kate Bannister taking second in class and Llandudno siblings Chris Phillips / Sarah Hughes taking third in class.

Class 1 for up to 1400cc was won by the local Bala Motor Club crew of Hefin Lloyd Davies and Aled Wyn Jones in a Vauxhall Corsa, Llangollen Driver Martyn Quant partnered by Chris Evans took second in class from the Broughton and Bretton Motor Club crew of Gareth Roberts and Alun Roberts just 2 seconds separated these crews at the end of the day.

This year we also welcomed competitors from the Gwynnespeed Citroen C2 Challenge to the event with 7 crews taking the start, there was a close battle for overall honours in this class between Ross Leach / Rebecca Goatman and James Giddings / Aled Edwards, Leach finally took the win by a mere 2 seconds after a competitive day long battle between the two cars. With Leach taking the overall win, the class was taken by Giddings / Edwards followed by Stuart Cameron / Marc Neal and Jack Walby / Mark Watkins in second and third in class.

The rally saw a record number of spectators with just over £700 being collected at the spectator entrance gate; this will be added to the £415.50 raised by Geoff Jones to make a total of just over £1100 which will go to local charities. A spokesman for the club said that "as one of the smaller local motor clubs it is important to recognise local charities, it's likely that the money will be split between The North Wales Air Ambulance and another local charity"

### Results:

1, Matt Edwards/Glenn Latham	(2.0t Mitsubishi Lancer Evo VII)	20m05s;
2, Will Rowlands/Heather Merrison	(2.0 Ford Escort Mk2)	20m19s;
3, Geoff Jones/Steve Jones	(2.0 Ford Escort Mk2)	20m24s;
4, Meilyr Evans/Lowri Evans	(2.0 Ford Escort Mk2)	20m31s;
5, Mathew Roberts/Sarah Edwards	(1.6 Citroën Saxo)	20m33s;
6, Len Jones/Don James	(2.0 Ford Escort Mk2)	20m47s;
7, Emyr Morgan/Paul Jones	(2.0t Subaru Impreza)	20m48s;
8, Cliff Evans/Dave Davies	(2.0 Ford Escort Mk2)	20m53s;
9, Gary Thomas/Chris Walton	(2.0 Ford Escort Mk2)	20m55s;
10, Gary Edgington/Kate Bannister	(1.6 Peugeot 106)	21m05s



*Matt Edwards / Glenn Lathan*

### *Photo Courtesy of Duncan Littler*

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# Bala & District Motor Club Gareth Hall Memorial Stages

**Trawsfynydd : 16th August 2015**

Matt Edwards made a successful return to the driving seat, after a long recovery from an accident in March curtailed his 2015 rallying season.

Organised by Bala & District Motor Club, the event is run in memorandum of former club member and competitor Gareth Hall who passed away in 2002 shortly after becoming Welsh Association Class Champion.

Running over the former military ranges at Trawsfynydd, nearly 50 crews were set to tackle the twelve challenging tarmac stages and leading them away were Machynlleth's Geoff Jones who was joined by a new navigator, who had won an online charity auction to sit alongside last years winner in a Ford Escort Mk2. Simon Jones, from Nercwys bid over £400 for the ride and was excited at the prospect of sitting alongside the former works Nissan and Proton driver.

The day was to feature a close battle among the top three and after the first four stages the top crews were separated by just one second, as Matt Edwards and Glenn Latham in their Snowdonia Cabin backed Mitsubishi Evolution were just behind Denbigh's Will Rowlands, with Abergele based Heather Merrison alongside, who were level pegging with Geoff and Simon.

A wrong tyre choice cost Geoff and Simon time in the middle loop of stages as Will Rowlands and Matt Edwards were then tied for the lead on stage eight. Going into the final four stages Edwards was keen to keep momentum, "We came here to get back into the swing of things, it certainly has been a while since I last competed so to be back on the pace is encouraging. We'll see what we can do, but we are happy with the way the day is going."

As the rally entered the final stage, Rowlands had pushed too hard and worn away his tyres. With no grip, the Denbigh-based driver was to drop ten seconds to Edwards, giving the Llandudno man the victory. "We're delighted for today, it's been a tough few months being injured and not competing. But this shows the recovery process has worked and thanks to Bala Motor Club for organizing an exceptional event in honour of Gareth."

Eventually Geoff Jones and new navigator Simon Jones were to finish third overall and second in class. Geoff said "It is always a pleasure to come up here, a worthwhile event and we've raised some money for charity."

After agreeing to swap roles for the rally, usual pairing Dan Nieroda from Chester and Dolgellau's Sion Ellis exchanged seats to allow Dan to drive on the rally. A good run saw Dan finish the rally in 31st place, fifth in class. Dan said "I've got to thank Sion and AutoMax for letting me use the car. I hope I didn't scare him too much in the passenger seat! It certainly was entertaining getting into that side of the car for the day." But normal service will resume for the Morris Lubricants backed pair next month at Rally Yorkshire.

With the online auction and the money from the events car park being put forward to charity, Bala and District Motor Club will be able to donate £700 to Wales Air Ambulance and around £400 to be donated to local Bala charities.

Event organizer Emyr Hall said, "Once again we have been overwhelmed by the support for the rally, with such a good entry the spectator numbers were greater than last year too. We are already looking forward to next year now."



## Malton Motor Club Presents: An Evening With, Ian Hutchinson - 11 times TT winner!

**Wednesday**

**30th September**

In the Drama Studio at Malton School, Middlecave Road, Malton, North Yorkshire, YO17 7NH

**Hosted by  
Steve Plater**

(also a TT Winner!)

Doors Open: 7pm  
Talk Starts: 8pm  
Interval: 8.45 to 9.15pm (bar)  
Talk Ends: 10pm  
Doors Close: 10.30pm

To book a place:

**Call: 07711 094 309 - 9am to 9pm only**

**Email: [events@maltonmc.co.uk](mailto:events@maltonmc.co.uk)**

Please Note: Places will be sold on a first come first served basis. Payments must be made at the time of booking, by cash or credit/debit card.



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

For more information on the event, or the club please check out the website or search

Malton Motor Club on Facebook



# **NORTH WEST RACERS**

*With Dave Williams,  
Rachel Bourne & Phil Rainford*

## **NON STOP ACTION FOR NORTH WEST RACERS**

The North West racing series had a busy August. The Avon Tyres Northern Formula Ford 1600 Championship had 4 rounds – three at Anglesey on 8<sup>th</sup>/9<sup>th</sup> August and one more at Oulton Park on 22<sup>nd</sup> August, the Demon Tweeks/Sparco XR Challenge headed to Silverstone for a Triple Header on 15<sup>th</sup>/16<sup>th</sup> August while the same weekend the CNC Heads Sports/Saloons were at Oulton Park for a single round of their championship.

### **CNC Heads Sports/Saloons**

Another bumper entry of Sports/Saloons was attracted to the mid-length Island configuration of Oulton Park. With 44 drivers wanting to compete, two races were required.

In the contest for faster A/B/C Class cars, it was an all

Saker front row with Paul Rose setting a pole time that was more than 1 sec faster than his team mate Steve Harris. When the red lights went out it was the nimbler Westfield and Stuart Taylor Locosaki of Garry Watson and Joe Spencer respectively that were quickest away. They swarmed past the Sakers on the run down to Old Hall.

The Saker may not be the weapon of choice for a drag race but once up to speed these sleek sportscars are very rapid around Oulton Park and by the first corner of the following lap, Rose had taken the lead from Watson.

At the Island Hairpin on lap 5, Spencer overtook Watson to take second but the man who was now in third wasn't too concerned as he knew Spencer was on fresh rubber and would have an advantage during the early stages.

Watson planned to attack later in the race but it was not to be as his engine went sick forcing a retirement in the pit lane. Back home, after he had stripped down his power unit Watson discovered a broken valve spring. The damage was far less severe than he feared and the Westfield driver will be back out when the Championship resumes at Anglesey in late September.

Harris caught Spencer then made his move at the end of lap 11 when he squeezed through a narrow gap that existed between the Locosaki and the pit wall to make it a Saker 1-2.

During qualifying for the D/E/F classes, Ilsa Cox suffered overheating problems having fitted a new turbo to her Seat Leon Cupra. This restricted the number of laps she could complete but did not prevent her from taking pole from the Ginetta G20 of Stuart Pearson.

It was Pearson who led the opening lap of the race but soon he had been demoted to third as Tony Ellis in his Mazda RX7 and Cox's Seat blasted past. It was a surprise to see Ellis in the lead as he had only qualified fifth. With Cox focusing on preventing her engine from getting too hot by not hitting maximum revs she was unable to unleash the full power of her car on the straights. This enabled Ellis, who in contrast was working his engine for all it was worth, to just keep ahead and take his first outright victory in the CNC Heads series.

A focal point of this event was the charge up the order by reigning champion Steven Hibbert in his Lotus Elise who had to start from the back of the grid with a 10 secs penalty due to his car being found to be underweight after qualifying. He had a busy race passing one car after another until he reached the fourth placed Mazda RX7 of Peter Davies. The latter held him off to take the flag half a second ahead.

The Dave Simpson Memorial Trophy is awarded annually at this meeting to the driver who wins his class by the largest margin. This was Class F's Graham Saul who was having his final race in his Ford Fiesta before it goes to a new home.

©Phil Rainford



*Paul Rose was uncatchable*

©Phil Rainford



*Tony Ellis holds off Ilsa Cox*

*Continued on Page 44*

## **NORTH WEST RACERS**

**Dave Williams,  
Rachel Bourne & Phil Rainford**  
*Continued from Page 43*

©Bourne Photography



## **Avon Tyres Northern Formula Ford 1600**

The Avon Tyres Northern Formula Ford 1600 Championship enjoyed their only Triple Header Meeting of the year at Anglesey Circuit on 8<sup>th</sup>/9<sup>th</sup> August.

This season has seen a battle in almost every race between the Van Diemen LA10's of the McArthur brothers – David and Tom. Doug Crosbie has fine-tuned the JL13 model that he purchased over the Winter to the point where he can now race on equal terms to the Mancunian siblings. As expected, it was this trio who were the fastest in the Post89 class.

During qualifying for the first race on Saturday track conditions were very warm with the best laps being set early on before the tyres overheated. Crosbie was on the pace immediately but David McArthur was able to find a little more speed to take pole.

It was Tom McArthur, who qualified third, that led the first encounter throughout although he admitted to having to drive a very wide car to keep his pursuers behind. Crosbie made a big effort to pass him in the closing stages but the attempt failed and allowed David McArthur to demote him to third making it the first ever B-M Racing 1 – 2 finish. Crosbie had tried to split the two team mates at the Corkscrew on the final lap but only succeeded in having a big lock up.

Conditions were very different for qualifying for race 2 on Sunday morning with light rain making conditions very slippery. The precipitation ceased early in the session meaning everyone set their best laps at the end of the 20 minutes when the track was almost dry. Crosbie opted for a soft set up which meant his car wasn't at its best after the rain ended therefore Tom McArthur was able to take pole from where he won the race.

The outcome of this contest could have been very different if Crosbie hadn't spun when trying to pass Tom at Rock-et on the final lap. This allowed David McArthur to finish runner-up as Crosbie took the flag in fourth on the road behind the first Pre90 car – more on that class later.

Crosbie had another off track excursion while contesting the lead on his next racing lap which was the first of the third race for which the grid was decided by the results of the earlier contest. He completed the opening circuit in fifth but battled back up the order to win at the third time of asking. David McArthur notched up a hat-trick of runner-up placings with his brother Tom in third.

The Post89 and Pre90 Formula Ford 1600 cars ran together this weekend. In the older cars, Jaap Blijleven (Reynard 88FF) took the honours in the first event when Jamie Jardine was absent due to other commitments. Jardine was back behind the wheel of his Reynard 84FF for races 2 and 3. He ran just a few seconds behind the race leaders and took a pair of wins in the Pre90 races within races. Blijleven was runner-up on Jardine's return with Matthew Cowley third in his Reynard 88FF, this pair swapped positions in their final outing.

***We will cover the Formula Ford 1600 races at Oulton Park on 22<sup>nd</sup> August  
and the XR Challenge Triple Header at Silverstone on 15<sup>th</sup>/16<sup>th</sup> August  
in the next edition of Spotlight.***

***Dave Williams***

## **The British Penny - European Union Directive No. 456179**

In order to bring about further integration with the single European currency, the Euro, all citizens of the United Kingdom of Great Britain and Northern Ireland must be made aware that the phrase "Spending a Penny" is not to be used after 31 December 2015.

From this date onwards, the correct term will be: "Euronating". It is hoped that this will be a great relief to everyone. If you have any questions, just give [your MEP](#) a tinkle!



# Help needed at Aintree!

- 1) **Sunday 6th September  
Sporting Bears Charity  
Dream Rides for Kids Day  
Aintree**
- 2) **Wednesday 23rd September  
Greenpower Electric Car  
Races – Aintree**

Liverpool MC has two charity events coming up at Aintree in September and we're looking for volunteers to watch over the activities on track.

Can you help? Previous marshalling experience not essential at these fun events.

1) Sporting Bears (North West) – Sunday 6th September.



**Background:** During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. The "Bears", as they are affectionately known, are a dedicated group of classic car and sports car enthusiasts with one primary aim - to raise money for children's charities through their own social and touring events, and to support other charitable events. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities. Since the Club was formed in 1989 they have raised over £1,000,000 for children's charities in the UK. At Carfest North, they raised an incredible £57,000.



On 6th September no money changes hands, the public don't get the rides, but instead the children, their carers, families and staff from 8 North West charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars.

## How can you help?

If you can spare some time to keep an eye on the "on-track" activities, please do come along. I'm proud to say that it's the most rewarding thing I do in motorsport and many a helper goes away with a tear in their eye when they see the reactions of the kids, virtually all of whom are being treated for serious and sometimes life threatening health conditions. "The best day of my life" is an oft heard response from the kids. Those who helped with the Dream Rides for Kids day at Aintree last year without exception said afterwards that they had a thoroughly enjoyable time.

I need at least a dozen volunteers to keep an eye on the Circuit, to act as my eyes & ears and to report any problems so that we can ensure that the event runs safely. This is not a race, it's not competition, and overtaking isn't allowed, but many of the cars will be driving at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe. To see the kids' expressions when taken round the circuit in a Ferrari, Porsche or Police car (yes, the Police give rides too!) is amazing – the hardest of men have been seen to shed a tear or two, it really is that emotional! For a flavour of the kind of cars taking part, there's loads of photos here of a previous Sporting Bears event at Aintree.

## Can you help?

**Date: Sunday 6th September,  
the day after our next Aintree Sprint  
(we need marshals for that too!).**

### Intended timetable:

- 6.30 – Gates open
- 8.30 – Signing on opens
- 9.30 – Marshals Briefing
- 9.30 – Drivers briefing and butties/teas/coffees provided for Drivers, Marshals and helpers
- 9.30 – Children start to arrive and sign on
- 9.50 – Participants sighting lap convoy run
- 10.00 – Dream Rides start.
- 12.30 – Lunch provided for Drivers, Marshals and helpers
- 12.30 – PM session children sign on
- 13.30 – Dream Rides start for PM session
- 16.30 – Dream Rides finish
- 16.45 – Pack up

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

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

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

*Continued on Page 50*

## Help needed at Aintree!

### 2) Greenpower Electric Car Races Wednesday 23<sup>rd</sup> September



We need people to help with this year's Greenpower event as once again we are looking after safety on-track for the Greenpower's eighth annual visit to Aintree. I need a dozen people to act as my eyes and ears & to radio in when cars stop and to ensure the safe running of the event.

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

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



#### What is Greenpower?

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

#### How?

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

For those of you who haven't been before, there's nothing strenuous or dangerous about your duty, but don't jump out in-front of one of the cars, some can be averaging over 35mph round the circuit and they don't slow down for the corners! The day is particularly suitable for our less active (or more senior) helpers as you can sit down in the comfort of your car or arm chair (if you bring one!) and watch the cars go by.

#### Can you help?

**Signing on is from 8.30 to 09.00am**, and the last race will finish at 4.30pm. There will be Breakfast from 7.30am for early arrivals. Hot and cold drinks and a sandwich lunch will be provided to volunteers too, but as the lunch break is just 30 minutes we recommend that you bring food & drink with you, as that 30 mins includes getting to & from your post.

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

#### Timetable for Greenpower Aintree 2015 event: Date: Wednesday 23<sup>rd</sup> September

06.30 – Gates open  
08.30 – Marshals Signing-on  
09.00 – Marshals' Briefing  
09.30 – 11.00 – Practice  
11.45 – 13.15 – IET Formula 24 Race 1 (competitors ages 11-16) 90 Min Race (Awards at 1400)  
13.45 – 14.45 – Formula 24+ (competitors ages 16-25) 60 minute race (Awards at 1530)  
15.15 – 16.45 – IET Formula 24 Race 2 (competitors ages 11-16) 90 Min Race (Awards at 17.00)  
16.45 – Pack up

If you know of anyone else who would like to come along to keep an eye on the circuit on either of these great events, please spread the word. But I do need to know who's coming so that I can ensure there's enough food for all.

If you volunteered earlier in the year for either event, please contact me again anyway so that I know you are definitely still coming along.

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

Both the above events take place on the 1.5 mile Aintree Club Circuit which forms part of the historic Grand Prix Circuit, located within Aintree Racecourse.

Aintree Motor Racing Circuit was constructed in 1954 and held five British and European Grand Prix events in the 1950's & 60's. This year is the 60th anniversary of Stirling Moss winning his first British Grand Prix when he drove a Mercedes W196 at Aintree in 1955.

Whilst spectators are welcome we'd rather you helped, even for just half a day.

**Access is from Melling Road, Liverpool L10 8LF – just follow the signs for Aintree Golf Centre. But please tell us you are coming along!**



# Pendle & DMC Scammonden Dam Hill Climb

**Sunday August 24th**

Pendle's annual event at Scammonden, took place on 16<sup>th</sup> August, with 24 cars /entries eventually signing on. A counter for SD34 & ANWCC championship it still does not get the entries to make it a viable event...With the club experiencing a bigger than normal loss. That said entries got 2 practice and 12 timed runs..Giving good value for money for the £70 fee. Entries came from just 4 Sd.34 clubs including several from Pendle...

For those that are not aware the hill has seen some remedial work over the last few months, with a grant from the MSA to enabling the "bottom paddock" to be drained and resurfaced with road planning's...which has appeased the single seater racers, This year's event was greatly enhanced by the admission to SD34 of Liverpool MC who supplies 5 entries ...and it is always a welcoming site to see new faces at the event.

This year's event saw a new Chief Marshal ...who contrary to other "Spotlight" contributors informed me that we had all marshals post manned as per the MSA Track Licence ...otherwise the MSA Steward would not have allowed the event to run. The problem was..Not knowing in good time before the event...and like most motorsport events...relying on sufficient volunteers on the day...Our rallies tend to suffer much the same scenario. We had thought of getting competitors to marshal and then switch to competing...but in reality I feel it would not work....would we get the same 14 runs (in total)..And dealing with dual entries, would make it impractical. Asking competitors to pay (entry) to Marshal???? I do not have the answers...but this problem is not something new...road rallies in the 70's & 80's always relied on last minute volunteers.

Anyway enough of this grizzling, A big thanks to all that Marshalled..Especially the Start line crew who really had a busy day. Running this event is now a relatively easy task...Timing is booked year on ..Chris Winstanley doing an awesome job...His comprehensive results service is just fantastic...with breakdown of intermediate times/speeds at various points up the hill. Race & Recovery again booked in year on Richard Ashton of Calder Rescue ...MSA marshal of the year!!!!.

Classes for this event literally mean anything with 4 wheels can compete...the classes we run to are the Northern Speed Championship regulations.

4 new class records were set David Goodlad ...Bolton Le Moors..bettered his own record of 2014 at 29:71 returning a 29:43 on his 5<sup>th</sup> run, Dave runs in class SB with his Standard Peugeot 205Gti.In class 1B late entry James Kerr in his Peugeot 205 Gti. Who also bettered his 2014 record of 27:9 with a new record of 27:73 on his 8<sup>th</sup> run, the final new record was set by Liverpool member in his TVR Chimera in class 1E...2 & 4 Seater sports cars over 2000cc...also in the class was the Porsche 911 Turbo....The driver was also a late entry..Alongside James Kerr, it appears the driver had "borrowed" the car of his mother...allegedly telling her "I am going for a day out to the Trafford Centre " !!!!.The final record broken on the day was set by Rob Bailey in his bike engine Caterham in Class 3H...This was an exceptionally quick car stopping the clocks on his 4<sup>th</sup> run at 24:08

The weather was great it kept dry throughout the day..which also helped get the 12 timed runs...a couple of incidents ,resulted in the red flags being shown...neither driver suffered injury...just over enthusiastic driving in one incident. This was the immaculate Fiat 500 Special Saloon of Ian Medcalf, who had forgot to lock the Dzus clips holding the rear bodywork over the engine. This resulted him dragging the fibre class cover up the hill...exposing the Swiftune A series engine. This car is a feat of engineering with the A series engine sat in the back, he is a regular class winner.



*Duncan Woodcock*

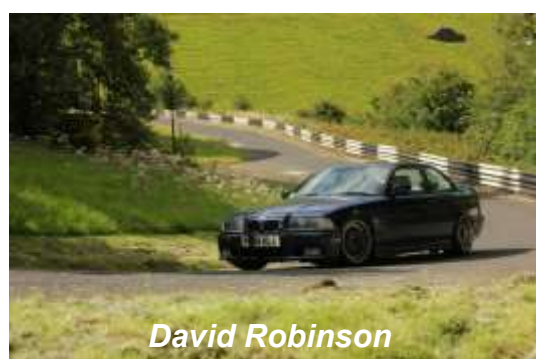
*Photos Courtesy of BrianTaylor*  
[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)



*Simon Bailey*



*Andy Williams*



*David Robinson*



*Martin Rowe*

***Continued on Page 48***



## **Sacammonden Dam Hill Climb** **Continued from Page 47**

Others of note are SD34's Andy Williams..who this year decided to Leave his Suzuki Ignis at home and come and play with his more powerful Saab 93 Turbo winning his class with a time of 29:32.Steve Price (Bolton) in the Impreza was jumping around, as if he won the event setting his personal best of 28:78

The main interest of the event is always with the single seaters,with these motorcycle engined racing cars,adding a lot of interest ..this year there 3 entries in Class 5 ...Racing cars up to 1100cc ..Pendles Michael Tomlinson was entered in his AFE special and was hoping to retain his FTD Trophy from 2014.However this was not to be,both Simon Bailey in OMS and Glynn Sketchley in the Megapin were out to beat him ..At the other events held a Scammonden..Mick has been down on power to Glynn and has struggled to "keep with him"...It looks like the AFE special will be re-incarnated into something more competitive for 2016.

Micks best time this year was a 24:10 a time that would have bettered his 2014 FTD ...but it would only nett him 3<sup>rd</sup> in Class....The class being won by Simon Bailey with a 23:22 which gave him FTD this year,Glynn setting a 23:34 and giving him a 2<sup>nd</sup> in class.

Of the other SD34 entries ..father and son duo of Simon & David Robinson in the E36 BMW M3.with David winning the class with a 28:47 and Simon taking 2<sup>nd</sup> with a 29:03..to hear the big engine on full chat as it struggled for traction up the hill was brilliant.

Car 4 Martin Rowe from Liverpool MC in the Honda S2000 won his class with a 28:00,Robert Holt also from Liverpool in the Lotus Elise won his class with 30:98..the engine on the Elise did not sound well all day, so probably not a truly representative time. Pendle's Simon Nicholson once again made Class 2B..road Going & Kit cars over 1700 ..Car derived engines his own domain..Winning his class with a 26:84.

Of Interest was Tom Brown ..who rung me up for an entry on Saturday evening...he lives in Newbury !!!..He set off at 4am Sunday to compete and just could not believe how friendly his fellow competitors were..and the amount of runs he got...Down Sarf...we would be lucky for one practice and 2 timed runs ..for an entry of £120 plus !!!..I will be back in 2016.

Finally a comment about Scammonden ...as Pendle made a loss and also the others that run here..The time is very close when it does not become a viable proposition ..to run events....No- one wants to see the same thing happen at Scammonden as did at Baitings ...Basically it's a case of use it or loose it. Pendle are trying to attract other championships/clubs to include our event in them.

My philosophy on it ...competitors can do the event in any car...most have a National B licence and have MSA approved Helmets/overalls (stage rally ).It would be easy to score points not only in the Gazzard SD.34 League..but also in the individual championship..where you have to do another discipline of motor sport.

**Should any one wish to get to know more of hill climbing/  
Sprinting ..Please get in touch.**

***Rod Brereton : (pdmc@clara.co.uk)***



*Ian Metcalf*



*David Goodlad*



*Rob Bailey*



*Robert Holt*



*James Kerr*



*Tom Brown*



*Simon Nicholson*



*Martin Walker*



# Back to School - 2015

As many of you will no doubt be thinking, what is an article about going back to school doing in this issue? Well I recently had the good fortune to be part of a work colleague's retirement party that just happened to consist of a visit to the TI Rally School based at Melbourne airfield near York. In my experience rally schools don't always get a good end of term report so as the group consisted of a cross section of young'uns, old'uns plus a mix of male and female I thought it would be interesting to assess and report back upon the collective experience.



*A would-be Michelle Mouton spotted at Melbourne!*

In terms of rally experience the group was very biased to the marshaling/organization side of the sport with Martin Wildsmith (the retiree) plus Phil Reade both being very experienced stage marshals, John Binns who is a senior stage commander and MSA official, yours truly a current historic co-driver (!), Tony Povah who had kindly organized the day but has no competition experience and the "ladies who lunch" plus various money draining teen-aged male offspring who were all aiming to put the oldies in their place completed the group!

The day was bright if breezy and upon arrival it was nice to see 2 (plus a third spare just in case!) fairly tidy Mk2 Escorts lined up in the sun next to a couple of well equipped porta-cabins that form the school briefing/ changing/catering facilities. I had expected a lengthy briefing at the outset but it was great to just get some overalls and helmets on and basically once the Ti team had decided (based upon height) who was going in each car and, in which order, it was straight onto the test stage.

The two instructors are very experienced competitors, Phil and Mick Gallagher, who have spent many years (and no doubt many £k!!) pounding various Escorts around the rally circuit...and it showed as the first runs were conducted with a great coaching manner which quickly instilled confidence in the whole group whilst still allowing a laugh at the mistakes we all made. The first runs on the concrete/loose concrete concentrated upon getting the 2 litre pinto engined cars to effectively corner a lap of tight bends....I have never been in a car that wanted to just turn in so much as you lifted/handbraked round the very tight corners! I suspect that the cars are very deliberately set up this way with possibly some help from a treatment sprayed onto the track just before we got underway! All in all, it allowed all of us to get used to the car sliding and moving around under safe and controlled (well sort of.....) conditions before the later runs concentrated upon increasing the drivers pace but on a slightly quicker course layout. Quickly we had all reached the stage where the timed run was upon us and its here that the competitiveness inherent in the rally lads came to the fore.....Binns (Snr) started to regale us with his MSA Committee observations (zzzzzzz...), Wildsmith (Snr) talked incessantly of great drivers he had seen (all 30 plus years ago...), Reade went into a tantric state and Povah (never short on confidence) simply announced that he would be quickest!!

Well the fact that this was a timed run suddenly seemed important and I could certainly sense the tension as I walked to the car...suffice to say all was going well until a half spin two corners from the end of the test blotted my copybook and any chance of a FTD...but as the times were withheld until the end it was difficult to assess the finishing order...apart from Reade who, running last managed to spin it big time early on in his run and created one of the biggest clouds of dust I have ever seen!! As Phil said later..."the instructor told me not to set off again until the dust had cleared a bit as he was totally dis-orientated (and he has done thousands of miles there!)"...needless to say Mr. Reade needed broad shoulders as he climbed out of the car (eventually...) to endless supportive "banter!" The winner proved to be Binns (Snr), by a second, from yours truly.....I am certain Binns used his MSA standing to blackmail the timekeeper into giving him a flyer!! The final runs at the end of the day ,with Phil and Mick driving, proved that they can still drive....and we have a lot to learn!

Overall I thought the whole group enjoyed the experience.....it was not too "official" and we all learnt something in a safe and fun environment and I personally thought it was worth the £60 cost. If I was considering a driving career and about to spend a lot of money on a car I think it would be money well spent to have one of the more comprehensive coaching packages on offer.....or even a couple of days of one on one coaching would possibly minimise the risk of parking your shiny rally car half way up a tree on your first event....the cost is minimal compared to the initial and ongoing monies required to go rallying as an owner driver!!!

Thanks to Theresa, Phil and Mick Gallagher who have been doing this for 20 plus years now....and it shows as it ran faultlessly and we all enjoyed it. A gold star and 9/10 for our end of term report. Thanks also to Tony P for his impeccable organization and I trust Martin W is still regaling all who will listen about just how quick he is in his retirement.....

*Tony Vart : Clitheroe & DMC*

# Doom, Gloom & Despondency

## And more Questions than Answers

Back in 1974 the Health & Safety at Work Act came into force. At the time I did not think it would be the all changing bit of legislation that it eventually proved to be.

I am not a Solicitor or in any way qualified in the Law but do have experience of dealing with the HSWA in my working life and I think the current changes in Motorsport rules & regulations will probably, in my opinion, be going down this path. Some one who is qualified in these matters can put me right if I am wrong (Please feel free to correct me). Below is just a small section of the Act

If you can imagine that the organiser of a Motorsport event as the 'Employer', Marshals as Employees, Spectators as the general public and Competitors as Customers and then that the Forest or Stage or Circuit is the place of work or premises, then you might see where I am coming from. And yes I know this is probably going to be very boring

**The Health and Safety at Work etc Act 1974** (also referred to as HSWA, the HSW Act, the 1974 Act or HASAWA) is the primary piece of legislation covering occupational health and safety in Great Britain. The Health and Safety Executive, with local authorities (and other enforcing authorities) is responsible for enforcing the Act and a number of other Acts and Statutory Instruments relevant to the working environment.

### **General duties of employers to their employees.**

- (1) It shall be the duty of every employer to ensure, **so far as is reasonably practicable**, the health, safety and welfare at work of all his employees.
- (2) Without prejudice to the generality of an employer's duty under the preceding subsection, the matters to which that duty extends Include in particular—
  - (a) the provision and maintenance of plant and systems of work that are, **so far as is reasonably practicable**, safe and without risks to health;
  - (b) arrangements for ensuring, **so far as is reasonably practicable**, safety and absence of risks to health in connection with the use, handling, storage and transport of articles and substances;
  - (c) the provision of such information, instruction, training and supervision as is necessary to ensure, **so far as is reasonably practicable**, the health and safety at work of his employees;
  - (d) **so far as is reasonably practicable** as regards any place of work under the employer's control, the maintenance of it in a condition that is safe and without risks to health and the provision and maintenance of means of access to and egress from it that are safe and without such risks;
  - (e) the provision and maintenance of a working environment for his employees that is, **so far as is reasonably practicable**, safe, without risks to health, and adequate as regards facilities and arrangements for their welfare at work.

### **Onus of proving limits of what is practicable etc.**

In any proceedings for an offence under any of the relevant statutory provisions consisting of a failure to comply with a duty or requirement to do something so far as is practicable or so far as is reasonably practicable, or to use the best practicable means to do something, it shall be for the accused to prove (as the case may be) that it was not practicable or not reasonably practicable to do more than was in fact done to satisfy the duty or requirement, or that there was no better practicable means than was in fact used to satisfy the duty or requirement.

### **General duties of persons concerned with premises to persons other than their employees.**

- (1) This section has effect for imposing on persons duties in relation to those who—
  - (a) are not their employees; but
  - (b) use non-domestic premises made available to them as a place of work or as a place where they may use plant or substances provided for their use there, and applies to premises so made available and other non-domestic premises used in connection with them.
- (2) It shall be the duty of each person who has, to any extent, control of premises to which this section applies or of the means of access thereto or egress therefrom or of any plant or substance in such premises to take such measures as it is reasonable for a person in his position to take to ensure, so far as is reasonably practicable, that the premises, all means of access thereto or egress therefrom available for use by persons using the premises, and any plant or substance in the premises or, as the case may be, provided for use there, is or are safe and without risks to health.
- (3) Where a person has, by virtue of any contract or tenancy, an obligation of any extent in relation to—
  - (a) the maintenance or repair of any premises to which this section applies or any means of access thereto or egress therefrom; or
  - (b) the safety of or the absence of risks to health arising from plant or substances in any such premises;that person shall be treated, for the purposes of subsection (2) above, as being a person who has control of the matters to which his obligation extends.
- (4) Any reference in this section to a person having control of any premises or matter is a reference to a person having control of the premises or matter in connection with the carrying on by him of a trade, business **or other undertaking (whether for profit or not)**

# Grumpy Old Git



**Continued on page 50**



## **Doom, Gloom & Despondency**

### **Continued from Page 50**

So, it's the Health & Safety at Work Act and its been around for 40years, nothing new there then. We have all had to deal with it (one way or another) in our working lives and seen what its effects have been.

The recurring theme throughout the Act is **so far as is reasonably practicable**

We might have had to comply with it in our working lives and we might like to think we have addressed the H&SWA in motorsport but have we really taken it as seriously as we should have? I dont think so.

How many times have you heard 'We cant afford that' or 'The timing is unreasonable, its just not practicable' when the msa bring in new rules. You just have to look at recent 'new technical rules' such as the lifing of Seat Belts, Seats and most recent the use of Fixed Head Restraints and the kafuffle that has generated from the Sprint & Hill Climb boys. All of the above might cost more than we had planned to spend but they are neither unreasonable nor are they impracticable when weighed against the cost of serious injury or in the worst case death.

Back in 2010 Raymond Monroe sued William Sturrock of Scotsmaps, in a £2m court action, after Monroe crashed out of the Speyside Stages claiming that the 'Safety Notes' were inaccurate in describing the severity of a bend. The case was a Civil action but as any accident 'at work' is supposed to be reported to the HSE it could have been brought by the HSE. Monroe lost the case but it very nearly bankrupted Sturrock in defending the case. It was lost because Monro was the only competitor to go off on that corner and when the Safety Notes were checked, were found to be accurate in the description of the severity of the bend. Safety Notes are available for Multi venue Stage Rallies and are provided by independent businesses at a cost to the competitor. It could be argued that 'Safety Notes' should be provided to all competitors by event organisers as part of their instructions and not left to each competitors choice. After all they are 'Safety Note' not 'Pace Notes' and as such are both reasonable and practicable (see section 2 of 'General duties of persons concerned with premises to persons other than their employees

### **Marshals**

#### **General duties of employers to their employees.**

(c) *the provision of such information, instruction, training and supervision as is necessary to ensure, **so far as is reasonably practicable**, the health and safety at work of his employees;*

We now need to be registered and graded as to our competence. (see pages 53 & 54 : Johnsons Jottings)

It is hard enough getting enough marshals for any event. Now they need to be registered and trained. It is essential that clubs encourage their members to register as marshals, and once registered undertake training and then get out there and put that training into practice.

How much information, instruction and supervision is needed to comply with section c ?

How many marshals will we need on a stage? Where do you locate that marshal? Will it be a solitary marshal or will they need to be in groups? What are the duties of the marshal? How does the Stage Commander communicate with the marshal and vice versa? Will each group of Marshals need to be able contact a radio operator or will all marshals need a radio? I assume that will be decided by the 'Risk Assessment'

In the past I have been sent to marshal, all on my own, on a forest track, not knowing who or where the next marshal was located. The map showed the locations of the Radio cars but had I had an incident there was little chance of my being able to contact that radio car to pass on that information or for the radio operator to pass information to me. Do we need a separate hand held radio system to keep marshals in touch with one another and relay instructions etc. Will it be necessary to hold a marshals briefing at each stage start complete with an instruction / action plan?

### **Competitors**

How does the msa assess the competence of a competitor? The current system would allow me to undertake a BARS test, which is very basic and then I can have my Competition License. I can then (if I had the cash) go out and buy a Fiesta R5+ and enter a Stage Rally. It might be considered that I am stupid to do so but whats to stop me (other than I don't have the cash). I would probably stuff it on the first corner and cause mayhem. Are we going to have to be able to prove competence. Will that competence be car specific? Would it then mean that if I changed the car I would need to prove competence in that car too? Or would you have to start with say a 1 litre Micra and work your way up?

Co-Drivers - are they going to have to prove competence too? The biggest requirement at the moment seems to be the ability to pay the entry fee and be small & light

*Sorry if all the above is a disjointed and probably overly pessimistic (I have only scratched the surface with the above,. I could probably fill the whole newsletter if I put my mind to it) but when the H&SWA first came out I was enthusiastic because it got rid of the Factories, Shops & Mines & Quarries Acts that were prescriptive. I slowly came to realize that the H&SWA was even more onerous than what it replaced. In the end it was for the better but the hoops that I had to jump through to get there were much bigger than I ever imagined*

**Its all going to get even more bureaucratic with a whole load of requirements and a never ending paper chase. Where are we going to find Clerks of Course, Event Officials & Marshals with both the time & energy to do it all? Will it all be worth it? Probably**

# Out & About with Gemini

**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**



# Gemini

## Communications Team

**2015**

**Golden Microphone Trophy**

**RESULTS AFTER 14 ROUNDS**

*The Last Event was*

**Ormskirk Fest (30/8/15)**

**Current Scores**

G 23	Ian Davies	80 points
G 12	Chris Jarvis	75 points
G 33	John Ellis	75 points
G 14	Adrian Lloyd	75 points
G 37	Lee Skilling	70 points
G 01	Bill Wilmer	65 points
G 07	Tony & Avril Lee	60 points
G 39	Alan and Les	50 points
G 48	Peter Langtree	50 points
G 56	Tony Jones	50 points
G 25	Chris Woodcock	50 points
G 13	Stuart Dickenson	45 points
G 09	Keith Lamb	40 points
G 24	Paul Henry	35 points
G 03	Les Fragle	35 points
G 06	Dave Crosby	35 points
G 11	Mark Wilkinson	35 points
G 21	Derek Bedson	30 points
G 31	Duncan Stock	20 points
G 04	Ian Winterburn	20 points
G 18	Eve & Graham	20 points
G 17	Robin Mortiboys	20 points
G 41	Jerry Lucas	20 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 26	Mark Dickenson	10 points
G 50	Michael Dodd	10 points
G 51	Gerry Morris	10 points
G 53	Tom & Vicky Mercer	10 points
G 43	Tony Jones	5 points
G 46	Ray & Mary Kavanagh	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

**Gemini Communications Team**

[www.geminicommunications.org.uk](http://www.geminicommunications.org.uk)

*Bill Wilmer 07973-830705*

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# August Radio Mutterings

## Ashes come to Accrington Cricket Club

### Friday 14<sup>th</sup> August.

Ok so it wasn't the Aussies but the outcome of the latest fire training session organised by Go Motorsports very own RDO for the North West Steve Johnson and our long term friends from Pennine Fire Safety Limited. On a wet Friday evening new and experienced marshals gathered at the Cricket Club for an evening of fire theory and practical training, followed by pie, peas and a natter. Nine Gemini crews attended the event including our team leader Bill, further enhancing the skills and capabilities of team members.

Supported by the MSA this event has now been held for a number of years and provides an essential opportunity for us to all gain practical hands on skills in using powder and foam extinguishers in a safe and controlled environment under the expert eyes of John and Dave from Pennine Fire & Safety. With kerosene and tyre fires burning, in small groups John takes us through the finer art of using powder to knock down a fire and then foam to cool and prevent re-ignition.

This hands on training helps build personal confidence and personal safety when faced with the danger of a vehicle fire, often in an isolated stage location when a trained and equipped marshal can make all of the difference. It doesn't matter how many times you have used an extinguisher before the opportunity to either gain new or refresh skills is important as competencies need to be maintained and of course evidenced in our litigious world. All those who took part on the evening were presented with training certificates and registered marshals had their cards signed. Interestingly Steve managed to attract a number of virgins, sorry new marshals to the event and a number completed registration forms on the night, the first step to becoming an MSA registered marshal.

Alongside the fire training Steve also played the latest MSA training video which seems to star our very own Derek Machin in the section covering rally radio operations. Of course with any group of marshals gathered together as the night wore on the stories began to flow and tales became ever longer. It's at times like this that I'm sure we have a lot in common with fishermen ??, tall tales of the one that got away and the size of that or another incident or roll !. I should add a thanks that the pie and peas at the end of the training was very much appreciated as most people had left work or home early to get to Accrington for a prompt 18:30 start.

Finally however a big thanks to John at Pennine and his rather smart 'Fire Training Unit', aka a white van, with plenty of kerosene and extinguishers. After each practical session John made available for those who wished for a small donation to charity a fully serviced 2kg powder extinguisher. Often out on a rally stage other than perhaps on the start and finish any fire extinguishers are what you bring yourself or what you can remove from the stricken vehicle, assuming you can get to them safely. John's kind action meant that for those who wanted it they at least could add to their rallying kit a proper extinguisher. If ever you or perhaps the company you work for need professional fire safety advice, training and equipment you could worse than contact Pennine Fire & Safety Limited.

Hopefully the feedback forms completed on the night with suggestions for further training can release additional funds in the future to support similar training events. Our sport needs to retain and train the marshals we have and attract new blood into the sport, events like this play an important role.



**Ian Davies : Gemini 23**



**WARNING: MOTORSPORT CAN BE  
DANGEROUS**

DESPITE THE ORGANISERS TAKING ALL REASONABLE  
PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN IN  
RESPECT OF THESE YOU ARE PRESENT AT YOUR OWN RISK



# Marshal Special.

*Johnson's Jottings  
with the help of others.*

## Why are motor club members not becoming Registered Motorsport Marshals?

A frequent objection has been "I have been an experienced Marshal/Stage Commander/Chief Marshal/whatever for 20 years, there is no way that I am going to sign up with the MSA to be on the bottom rung of the ladder and have to spend years getting one upgrade at a time before I can do the same job again".

But you don't have to start on the bottom rung. You can apply for a higher grade part way up the scale if you submit a paper application with your motorsport CV - a list of jobs you have done and training you have had - and get a club to sign it for you. You don't actually have to be a member of the club; you could get a regional association to endorse your application. The MSA will consider each case individually on its merits, but they will be keen on formal training, make sure you mention any and all training that you have had. Be aware that you can apply for multiple roles at once - for instance, you could apply for Timekeeping Marshal and Sector Marshal and Radio Marshal at the same time if you are experienced in all these jobs.

**We recommend you to register, with a CV, for as high a grade as you can justify. If motorsport is to continue then it is up to us all to help if they can.**

### Training Dates for the diary

Lookout for the 2016 MSA dates out soon; these are open to all club officials and would benefit any competitor or marshal wishing to help at events. Even licenced officials could learn from the next round of training, book early to ensure a place. And don't forget, it is totally FREE!

Also

**ANWCC have training in Stockport on 30<sup>th</sup> January 2016**

**ANCC have training in York on 31<sup>st</sup> January 2016**

**Again, all free, so what is stopping you?**

### Should competitors marshal?

Motorsport has many disciplines and, as volunteers, we are free to help motorsport, as and when we want to. However, how many of us as competitors help to run our sport? I attended a Hillclimb at Scammonden Dam in August. The event was short of marshals and a few more competitors would have helped things but it got me thinking. Motorsport needs to evolve if it is to survive. Could sprint and hillclimb take a leaf out of the AutoSOLO way of running an event? Drivers compete then marshal the course.

***Continued on Page 55***



# Johnsons Jottings

## Continued from Page 54

The Hillclimb or Sprint event could be split into two groups and one group drives whilst the other group marshals. What is the alternative - no events?

We need to sell the sport by looking at what we get out of motorsport, after all churches, charities and community groups are all looking out for your volunteer. Skills learnt within motorsport can easily help the marshal at work to get a better job.

**YES, WRGB has lots of marshalling jobs on offer, but so does your local motor club.**

The Under 17 Motor Club, ran an AutoSOLO and Autotest on Sunday 23<sup>rd</sup> August. A full entry of 36 cars, these are spilt into 3 groups and then all are given marshalling points.

**All competitors, Drive – Marshal – Rest.**

The event starts at 11:00 am and finish when all have completed 12 tests i.e. 3 runs of 4 tests. Cheap motorsport in a road car, for the £30 entry fee!

If we consider that all the above do these events several times a year then these events have a great number of trained motorsport marshals that could easily become experienced MSA marshals for stage rallies. All the key skills required at an AutoSOLO to run the event safely are also required to marshal a stage rally.

If this article has made you think, then please contact your motor club and offer help all jobs tend to be available. Motor clubs can contact their MSA or Regional Association training officers or the Go motorsport RDO working together to promote your motor club and motorsport.

## Useful documents on the MSA site

### Marshals Registration Form 2015

### Rally + CC Grading Scheme Briefing Notes

### Rally and Cross Country Grading Scheme 2015

**Steve Johnson**

**07718051882**

**Go Motorsport**

**NW Regional Development Officer**

U17 Autosolo, Autotest & PCA 23 August 2015							Marshal's Role
Entry List and Groupings							

The new roles of Stage Commander and Examining Rally / Cross Country Marshal have been added. Applications for these grades for 2015 must be made via a paper application form and not on-line due to the changes in the grading scheme.

If you wish to apply for a lower grade in the new scheme, you are of course able to do so.

This briefing document and the revised grading scheme flowchart is available on the MSA website ([www.msauk.org](http://www.msauk.org)), along with the grading schemes for Race, Kart etc.

There is also a self-declaration on the renewals form to state that you have undertaken the required elements for events / training in the previous year.

Former 2014 Role Description	becomes	New 2015 Role Description
		Examining Rally / Cross Country Marshal (Appointed Role not Grade)
Event Official	➡	Senior Official
		Stage Commander
Senior Marshal	➡	Senior Stage Marshal
Experienced Marshal	➡	Rally / Cross Country Marshal Timing / Radio / Sector
Rally Marshal	➡	Rally / Cross Country Marshal
Trainee Marshal	➡	Trainee Marshal
Cadet Marshal	➡	Cadet Marshal

In order to assess the competence of those wishing to upgrade to Stage Commander from Senior Stage Marshal, there will be a requirement to be assessed by an Upgrade Assessor / Examining Rally Marshal.

If you have any queries with regards to which level to apply for in 2015, please contact the MSA Licensing Department on 01753 765050 in the first instance.



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

Sorry I'll be a bit brief this month. Not to bore you a lot going on Chez Gilligan. Firstly we're moving house, a dreadful experience in every way, but will be worth it in the long run. Secondly Mrs G has had a minor operation meaning me adding Chief Male Nurse (a role to which I'm particularly unsuited) to my responsibilities. September new plate is coming, and then there was Dalemmain.....

## **Sizzling September Looms**

As I write we're just a week from the start of September, which of course brings another new registration plate, 65 this time. Whilst the March plate change occurring in the Spring is the biggest sales (read registration) month of the year, September is in many ways more important. That is because after September sales dip towards the end of the year when the fat guy with the red suit and white beard seems to take over earlier every year. So for manufacturers and dealers who are a long way behind the optimistic targets they set at the end of last year, September is the last chance to pull back some of the shortfall. And shortfalls there are.

A friend of mine recently took over as Van Fleet Sales Manager for the British end of a European manufacturer. He started in July to find that to end June they had achieved 40% of the target, target for the first 6 months not for the full year. So let's say for a moment target for the year was 10,000 sales, they should have done 5000 by end June, they've done 2000. ONLY 8000 to do in the second half year then! No plugs but he's asked me to help, so if you want a CHEAP van.....

Many others are in similar difficulties, and many bargains will result. Some of the September offers I'm seeing take believing, and we're still in August! As if that wasn't bad enough for the industry:

## **China Stalls**

Most of you will have read recently about the economic problems emerging in China. After many years of explosive growth it seems the arty is coming to an end. Chinese stock markets and property prices are plunging, other stock markets around the world have followed and there's no bottom in site currently. Of course China has emerged as the World's largest car market, with new car sales trebling between 2005 and 2014. This of course attracted the attention of American and European manufacturers, particularly the German makers, who by 2014 had 27% share of Chinese new car sales.

In the US there used to be a saying that "When Detroit sneezes America catches a cold". That reflected the importance of the car industry then very much centred in Motown to the US economy. Now we could rightly say the when China sneezes the whole World catches a cold. Those German manufacturers with a 27% share of the Chinese market now find that a bit of a poisoned chalice. Because 27% of a lot less is a LOT less. Jaguar Land Rover sales in China are one third down on last year even after they have made BIG price reductions in China.

As I've said many times before falling demand doesn't mean the factories stop making them. So the cars will have to go somewhere. Even though many European and US manufacturers have established joint venture factories in China, that doesn't mean the cars produced have to be sold in China. So perhaps even more cars for Europe to absorb, at even better prices?

## **A Long Way From Coventry**

For those of us of a certain age Jaguars were made in Coventry, Browns Lane to be exact. Like Fords were made in Dagenham etc. Browns Lanes no longer exists as a car factory, neither does Dagenham, although it at least makes millions of engines every year. Jags are now made in the plant in Castle Bromwich Birmingham and in the old Ford factory in Liverpool, and in China, India, and Brazil with perhaps Dubai to follow.

However in addition Jaguar have just signed a letter of intent to build a new factory in Slovakia. You'd have thought that one of those could make a Le Mans winner?

## **Dalemmain**

Sorry it would be wrong to end without saying what a wonderful day Dalemmain was this year. Of course we were amazingly lucky with the weather. Saturday night monsoon. Sunday night strong winds and monsoon. Of the 18 hours between we grabbed about 12 which proved to be the best day of the year. This is of course due to the whole of your Committee having behaved perfectly in previous lives.

As usual these days I was running the admission gate with a great team of helpers, and we were BUSY. Attendance was about 60% up on last year (I haven't done all the numbers yet, but I'm guessing about 2500 visitors.), but the nice thing was how many of our visitors took the time to tell us on the way out what a great show it was and what a wonderful day they'd had.

So a big thanks to all who made this great showcase for the Club happen, particularly my Gate Team, even more particularly Debbie Rushton who I kidnapped to do all my admin (it's not easy counting all that money you know). We got almost 50 new members which Graeme thinks will take us over 800. So only 200 more to where I want to see us then?

***Paul Gilligan***

**pg@gvcontracts.co.uk**







## BRC announces competitor 'open day' in September

The organisers of next year's MSA British Rally Championship will hold an open meeting for competitors and teams on Friday 18 September at Castle Combe circuit.

The event, to be held on the afternoon before Rallyday, will enable those considering an entry in any of the classes of the 2016 BRC to hear the latest news about the championship and to ask any outstanding questions about the series.

"The feedback from competitors and teams to the outline plans for next season has been incredibly positive," said Ben Taylor, IMS Managing Director. "Things are really coming together nicely and there will be further announcements during the coming weeks, but this open day will enable everyone to get all the information in one place and importantly to ask the questions they need addressing. Doves-tailing with Rallyday at Castle Combe makes a lot of sense as many people will be heading there anyway for the Saturday, so we look forward to catching up with as many people as possible over the weekend."

The meeting will begin at 1.30pm on Friday 18 September with a sandwich lunch available from 12.30pm. Those wishing to attend should email their details to [brc@msaevents.co.uk](mailto:brc@msaevents.co.uk) as access to the circuit will be restricted on the day. Those not able to attend are also invited to register their details at [brc@msaevents.co.uk](mailto:brc@msaevents.co.uk) so that full information can be sent to them on the day. BRC representatives will also be available for further discussions throughout Saturday's Rallyday on the main Wales Rally GB stand.



Neil Robertson behind the wheel for the first time in 17 years

## Allan Dean-Lewis retires after 20-year MSA career



Allan Dean-Lewis MBE has retired from the MSA after 20 years at Motor Sports House, most recently as Director of Training & Education. Dean-Lewis first became an MSA consultant in 1995 and was a full-time employee from October 1998 to July 2015. His various roles focused mostly on volunteer training; he ran the annual MSA Officials' Seminars for many years and has also been responsible for the MSA's international training programmes. In July HRH the Earl of Wessex, President of the Sport & Recreation Alliance (SRA), presented Dean-Lewis with the SRA Emeritus Award, awarded for life-long service to sport (pictured). MSA Chairman Alan Gow also gave Dean-Lewis a commemorative award in recognition of his distinguished career.

## The Way Forward ?

"Let's be honest, a number of clubs have sat round the table at the monthly committee meeting thinking, 'Is this what's left of the club?' The same people are organising the same events, with no one to take over the future of the club. Eastern Counties Motor Club hit that point last year; luckily we had already committed to running a couple of events in local championships for 2015 and had started to dabble in the 'interweb thingy' - we had a webpage!

***"Recognising your weakness is often an invigorating process... 'What the hell is social media?'"***

People kept telling us it's the answer but we didn't understand the question! So we found ourselves a couple of social media friendly people, which led to a slicker webpage and a Facebook presence. We re-established the monthly club night, not in the pub but in a local restaurant and bar.

"Being a rural club, we also reverted to type and got ourselves invited to a number of local spring shows. At many of the shows we received no immediate interest, which was very frustrating (though we became experts in prize winning fruit cakes)! But, when we came to run the South Suffolk Classic in May we received record entries and things looked promising.

"The omens were not good for our annual Autosolo on 19 July. The venue was lost two months before the event and had to be re-located. Despite this, we experimented with online entries and BACS payments for the first time and received our biggest entry to date and had the biggest entry in the local championship.

"This is all very much an ongoing process and we are not sure where it will lead but our efforts early in the year have allowed us to open discussions with the local cruising community and the local drifters. Both groups have the cars and enthusiasm; we just need to show them where it can be directed."

## Veterans try club motor sport

The Baron Crew organised a Taster AutoSOLO at Weeton Army camp near Blackpool, for the limbless veteran's charity BLESMA. Matt Kitson of the Baron Crew brought the hand controlled Renault along to allow the ex-service members the opportunity to drive. **North West RDO Steve Johnson** was on hand to highlight that AutoSOLOs and Production Car Auto-tests are run by many motor clubs round the UK and open to any motor club member.

### Counterfeit equipment

We have previously published examples of counterfeit seats, harnesses, helmets and homologation labels, so it is no surprise that a counterfeit Frontal Head Restraint (FHR) has now surfaced, albeit abroad.

Look closely at the image; the device is not symmetrical, the corner radii are not identical, the yoke section is unusual, the upstand is not of the normal profile and the threaded inserts are not of the design you would expect to see. Another clue was its weight – it was overly heavy at 1.35kg.

Manufactured from fibreglass and body filler, it was demonstrated to have little in the way of strength. With FHRs having recently been made mandatory across several disciplines of the sport, competitors are advised to inspect any FHRs closely prior to purchase.



### Camera mountings

The image is an example of a camera mounting that appears to have been given little thought. As shown, the end of the clamp handle was within 75-100mm of the driver's head. In a side impact a driver's head may easily move that distance, thus imposing a point loading on the side of the helmet and consequently on the driver's head. Competitors are advised to mount their cameras with due consideration, noting that scrutineers have been advised to be vigilant.



### Harness requirements

The MSA Technical department wishes to remind competitors of the requirements for harnesses/seat belts. The relevant requirements are set out in (K)2. The only time that three attachment points are acceptable is when the restraint is a diagonal lap-strap, as fitted to an everyday production car. (K)2.1.2 makes it clear that four anchorage points are required for a four-point harness, comprising a lap strap and two shoulder straps. The shoulder straps cannot merge into one strap, nor can the shoulder straps share a single anchorage point. The same applies to the shoulder straps for five- and six-point harnesses.

### Regulations for consultation

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

### MSA members get Autosport International trade ticket discount

Tickets to Autosport International (14-17 January 2016) are now on sale and once again the MSA has teamed up with Haymarket Exhibitions to offer competitors and volunteers a £5 discount.

This exclusive offer will only be available for the show's trade days. If booking online:

**Visit [www.autosportinternational.com/trade](http://www.autosportinternational.com/trade)**

**Click 'Register Now' to visit the registration page, then click 'Register'**

**Select the MSA licence holders option**

**Enter promotional code: MSA1616**

**Complete the registration form**

**Please note the form will only allow licence holders to book one ticket at a time.**

If tickets are purchased onsite, MSA members will need to show their competition licence to take advantage of the discount. Now in its 26th year, Autosport International is Europe's premier motor sport show, bringing together many of the sport's top cars and drivers. Held at Birmingham's NEC, the event also features a 5,000-seat Live Action Arena. For news and updates, follow [@Autosport\\_Show](https://twitter.com/Autosport_Show) on Twitter or visit [www.autosportinternational.com](http://www.autosportinternational.com)



# Sébastien Ogier moved within touching distance of a third FIA World Rally Championship title after leading Volkswagen to an emotional 1-2-3 in its home event at ADAC Rallye Deutschland on Sunday afternoon.

He finished the three-day asphalt rally 23.0sec ahead of Jari-Matti Latvala with team-mate Andreas Mikkelsen rounding out the German squad's podium lockout a further 1min 33.6sec behind. All three were driving Polo R World Rally Cars. Ogier will seal a third consecutive drivers' title at Coates Rally Australia (10 - 13 September) if he finishes ahead of Latvala. His sixth success of the season moved him level with Marcus Grönholm in second place in the all-time wins list with 30 victories.

Volkswagen has now won every round in the calendar since it entered WRC in 2013, ending a home round jinx which frustrated the team. Ogier led for all but two of the 21 asphalt speed tests on Baumholder's military roads, Saarland's country lanes and Mosel vineyard tracks near Trier. He ended Friday's leg 10sec clear of Latvala after a tight battle, but extended it to more than 30sec on Saturday.

Latvala was deflated at being unable to match his team-mate over the daunting tank training tracks on Saturday, but second provided some consolation after crashing out of the lead on the final day 12 months ago.

Mikkelsen was chased by Kris Meeke initially but when the Ulsterman went off the road on Friday, the Norwegian measured his pace to the finish.

Dani Sordo claimed his best result for almost 12 months after coming out on top of an inter-team fight with Hyundai i20 colleague Thierry Neuville. Elfyn Evans prevented Volkswagen achieving a clean sweep of stage wins on Sunday en route to sixth in a Ford Fiesta RS.

Mads Østberg finished seventh in a disappointing weekend for Citroën, with Ott Tänak eighth after twice going off the road.

Hayden Paddon was a frustrated ninth following turbo problems in his Hyundai i20, with World Rally Car debutant Stéphane Lefebvre rounding off the top 10.

Meeke eventually finished 12th behind Kevin Abbring, but Martin Prokop retired his Fiesta RS on Sunday's opening stage with a double puncture.



## A Toyota saloon powered by a hydrogen fuel cell opened the stages at ADAC Rallye Deutschland and could pave the way for a WRC version in the future.

Toyota will return to the World Championship in 2017 with a Yaris-based World Rally Car but the Japanese manufacturer is in Trier to showcase its latest emission-free production car, the Mirai, which goes on sale in the US, UK, Denmark and Germany later this year. The car is being driven by its Japanese owner Mitsuhiro

Kunisawa, a journalist and experienced rally driver, and has been modified only slightly for its competitive debut with special brake pads, competition tyres and a roll cage. The 113 kW fuel cell powertrain remains unchanged and accelerates the car from 0 to 100 km/h in 9.6 seconds. The Mirai's chief engineer, Yoshikazu Tanaka, is in Trier to supervise the project. *"It is our dream that one day our fuel cell vehicles will be able to compete in WRC. Therefore, we will continue to develop this technology with great ambition,"* he said. *"Spectators at the Rallye Deutschland will have to get used to this noiseless premiere at Trier, but they'll experience the art of an almost pollution-free future."* Launched in Japan in December 2014, the Mirai is fuelled by hydrogen, stored on board in an ultra strong plastic and carbon fibre tank. The hydrogen is mixed with oxygen in a fuel cell stack to create electricity which powers an electric motor driving the front wheels. The only by-product of creating electricity in this way is water, which leaves through the tailpipe.





# Jari-Matti Latvala won the fastest event in FIA World Rally Championship history when he claimed his third victory at Neste Oil Rally Finland

The Finn triumphed in an event affectionately known as the 'Finnish Grand Prix' at a remarkable average of 125.44kph, eclipsing the previous best of 122.89kph set at the same rally in 2012 by Sébastien Loeb.

Latvala headed Volkswagen Polo R team-mate Sébastien Ogier by 13.7sec after a thrilling duel over rollercoaster gravel roads near Jyväskylä. The win, his second of the season and 14th of his career, promoted Latvala to second in the championship behind Ogier.

Ogier and Kris Meeke both led before Latvala moved to the front midway through Friday. But Ogier refused to allow the Flying Finn to break clear by more than a handful of seconds, and only when he took a chunk out of a wheel against a rock on Saturday afternoon could Latvala breathe more easily.

Ogier finished second and is close to a third FIA title. Ogier, who took the maximum three bonus points by winning the final live TV Power Stage, extended his championship lead to 89 points and could clinch a third title at ADAC Rallye Deutschland at the end of the month.

Citroën's Mads Østberg secured his third podium of the season in third, 1min 23.1sec behind Ogier. The Norwegian inherited the place when team-mate Kris Meeke broke his car's suspension yesterday after hitting a tree.

Thierry Neuville finished fourth in a Hyundai i20, a feat that seemed impossible shortly before Thursday's start when his team faced a race to rebuild the car after the Belgian crashed heavily in the warm-up stage.

Fifth went to Ott Tänak, who recovered well after driving most of Friday with a broken damper on his Ford Fiesta RS after clipping a rock. Juho Hänninen completed the top six in another Fiesta RS.

Martin Prokop was seventh and headed WRC 2 winner and runner-up Esapekka Lappi and Pontus Tidemand, with Lorenzo Bertelli taking his first point of the season in 10th.

The first pure asphalt round of the season comes next, when Trier hosts ADAC Rallye Deutschland on 20 - 23 August.



Skoda Fabia R5



Alfa Romeo GIULIETTA WRC 2017 Concept





# Lewis Hamilton eases to Belgian GP win ahead of Nico Rosberg



***Lewis Hamilton beat Mercedes team-mate Nico Rosberg to take a dominant win at the Belgian Grand Prix to extend his championship lead.***

The world champion converted pole position into a lead on the first lap and was in control throughout, taking his sixth win and extending his lead to 28 points.

Lotus's Romain Grosjean took third after a rear tyre failure on Sebastian Vettel's Ferrari with two laps to go.

Vettel was holding off the Lotus on a one-stop strategy when the tyre exploded. It was the same tyre that had failed on Rosberg's Mercedes during Friday practice.

The failure, though, prompted a furious reaction from Vettel, who was one of several leading drivers to express their concerns about tyre safety at the drivers' briefing after practice on Friday.

Hamilton was on pole by nearly half a second from Rosberg and his advantage continued into the race.

He was helped by Rosberg being delayed by the Force India of Sergio Perez and Daniel Ricciardo's Red Bull, who beat him off the line from fourth and fifth places on the grid, as third-placed Valtteri Bottas's Williams dropped back.

But early pit stops for Perez and Ricciardo put Rosberg into second place by lap nine, by which time Hamilton was 8.3 seconds in front.

The lead stayed stable until they made their first pit stops, Rosberg coming in first in lap 12 and Hamilton on lap 13, the advantage of coming in first allowing Rosberg to reduce the gap to 3.4 seconds.

Hamilton had a brief concern when Rosberg somehow closed the gap by a second while the field was being controlled by the virtual safety car after Ricciardo's car broke down on the pit straight on lap 21.

But once the race was restarted a lap later, Hamilton soon stamped his authority on Rosberg, stretching the lead from 2.6secs on lap 23 to 5.4secs five laps later.

There, Hamilton stabilised the gap and cruised to his sixth victory of the year, out of 11 races to start the second half of the season in the perfect manner.

Vettel, fresh from his victory in the last race in Hungary, was the only driver to try to make a one-stop strategy work. He chose, like the dominant Mercedes not to stop under the virtual safety car, unlike most of his rivals. But unlike Mercedes, he did not stop again for fresh tyres.

That promoted the four-time champion to third, ahead of Grosjean and Perez, but as the Ferrari driver nursed his tyres to the end the Lotus closed in and Vettel's tyre exploded as he was trying to resist him.

The result, especially impressive as Grosjean had to fight up from ninth on the grid following a five-place gearbox penalty, was a welcome boost for troubled Lotus, fighting off financial legal challenges as they try to keep the outfit afloat.

Plus it was three years since the Frenchman received a one-race ban at the Belgian Grand Prix for causing a spectacular accident at the first corner, which saw his Lotus somersault on to the cockpit of Fernando Alonso's Ferrari. Behind Grosjean, Red Bull's Daniil Kvyat took advantage of a late final pit stop to pass Ferrari's Kimi Raikkonen, Felipe Massa's Williams and then Sergio Perez's Force India in quick succession in the closing laps to take a superb fourth.

The midfield was incredibly tightly packed, and Raikkonen also came under pressure from Toro Rosso's Max Verstappen on the last lap, the 17-year-old Dutchman just failing to take seventh when he overcooked a passing attempt at the Les Combes chicane. Earlier in the race, Verstappen had also overtaken Felipe Nasr around the outside of the high-speed Blanchimont corner.





# Steve Entwistle Leads the HRCR Clubman Rally Championship!



The HRCR always promises fantastic performances from some of the countries most talented Historic Rally drivers and Mini Sport's involvement with both the Old Stager and Clubman Rally always proves to be an exciting and valued experience, for both our team and our drivers. As another season of competitive rallying draws to a close, we can't help but be excited by Steve Entwistle's exceptional achievements over the last six months of the HRCR Clubman Rally Championship.

As we approach the final round at Vale of Clwyd on the 5<sup>th</sup> September, we are overjoyed to see our sponsored driver Steve Entwistle and his trusty Mini Sport prepared Marigold Mini Mayfair, lead the Championship with the highest score in the rally, reigning over the mighty capability of the Porsches and Escorts in which he is contending against.

Over the previous 8 rounds, Steve has battled with the notable giants of Motorsport to bring the 'Orangebox' to victory on some of the toughest stages and auto tests across the country.

We spoke with Steve, who summarised his 2015 season and illustrated those fine trials and tribulations of Historic Rallying which keeps us all anxiously anticipating the next round...

*"With just one rally left in the championship, the Vale of Clywd on the 5<sup>th</sup> September, myself and my famous ex Roy Mapple 'Orangebox' Mini with its Mini Sport Padiham 'works' engine and backing from the well known Mini specialist, we lead the championship from reigning champion Howard Warren and his orange (!) Porsche 911."*

*The year started off well with the Tour of Cheshire with last year's championship winning navigator Andy Pullan, 5<sup>th</sup> overall and a class win and good points. Next was the North Yorks with Bob Hargreaves, not a good result, 23<sup>rd</sup> overall with some damage to the car incurred in the tests in Duncombe park, which were very rough. Next event was the Ilkley Jubilee with Ali Proctor on the maps, a good event and a cracking result with 2<sup>nd</sup> overall and the class win.*

*Next we were off to south Wales with Matt Fowle from Hove in Sussex, despite Matt not arriving late due to delays and us not ever sitting in a car together we finished a very fast event 2<sup>nd</sup> overall again!! The next round was based in Kent, which we gave a miss, so the next round was the East Anglian with Andy Ballantyne, news reader on Heart FM Devon and co-driver to Julian Wilkes in the BTRDA championship. Again another new partnership, but a good day, lots of very fast tests, we caught and passed 16 cars during the tests, we finished an excellent 4<sup>th</sup> overall.*





# 2015 NESCR0 Classic Challenge

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

**The Challenge.....** are based on an Index of Performance. The Challenges are not Championships; it is just for fun, see how you can perform against your class rivals. There is a Challenge for Drivers, Navigators, and one specifically for the Targa class. Scores from 7 of the events will be used in the calculations.

## 2015 NESCR0 Targa Challenge

As has been noticed over the last two years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCR0 Challenge. Therefore in 2015 NESCR0 are introducing The Targa Challenge for the more modern vehicle, basically all prepared to road-rally specification.

The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Scores from 5 of the events will be used in the calculations.

**6th Sept**

**Wearside Classic**

**Durham Automobile Club**

[www.durhamautoclub.org.uk](http://www.durhamautoclub.org.uk)

Nissan, County Durham

Lindsay Burnip



**20th Sept**

**Doonhamer Classic Rally**

**South of Scotland CC**

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

Roland Proudlock 07824 847383

rolandproudlock@annandalefinancial.co.uk

**4th October**

**Devils Own**

**Kirkby Lonsdale MC**

[www.klmc.org.uk](http://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](http://www.wigtonmc.co.uk)

Graeme Forrester 01900 825642

graeme@gtforrester.freemove.co.uk

## TARGA CHALLENGE

**The Targa Challenge Rounds**

**Durham Dales Classic**

**Doonhammer Classic Rally**

**Devils Own**

**Solway Classic Weekend**



### Classic Driver's Challenge

1	Darell Staniforth	382.3
2	John Bertram	369.2
3	Howard Warren	304.2
4	Ian Dixon	278.9
5	Matt Warren	272.2
6	David Short	271.7
7	Colin Rose	242.5
8	Peter Williams	238.3
9	John Dignan	230.5
10	Jim Deacon	226.9
11	Steve Entwistle	208.5

### Classic Navigator's Challenge

1	Andrew Fish	298
2	Ali Proctor	294
3	Les McGuffog	284
=4	Andrew Pullen	272
=4	Roy Heath	272
6	Bob Shearer	243
7	Andy Darligton	238
8	Peter Dignan	231
9	Richard Crozier	207
10	John Youd	205

### Targa Driver's Challenge

1	Joe Harwood	157.4
2	David Lewis	156.9
3	Liam Charlton	114.8
4	Christopher Evans	108.3
5	Eric Patterson	106.7
6	David Chochrane	105.0
7	J.J. Farrell	103.3
8 =	Steve Hudson	102.3
8 =	Nick Pullan	102.3
10	Eamon Byre	101.7

### Targa Navigators Challenge

	Daniel Lewis	156.9
2	Kevin Fagan	108.3
3	Ray Donaldson	106.7
4	Alex Lyttle	105.0
5	Richard Murphy	103.3
6 =	Richard Crozier	102.3
6 =	Andy Pullan	102.3
8	Joanna Lenehan	101.7
9	Daniel Place	100.9
10	Alex Lyons	100.0

**Results up to & Including  
St Wilfreds Rally**

**MATLOCK MOTOR CLUB Ltd**



**Road Rally**

**7th-8th November 2015**



This year the rally starts and finishes at Bakewell Showground, offering a different approach to the route which uses new and familiar roads on **maps 118 & 119**.

- 140 miles of Derbyshire and Staffordshire lanes
- 12 miles of unsurfaced whites, all of which are easily traversed in a standard road car
- Running under a Navigational Rally permit allows us to minimise costs and administration effort but it does not mean a plot-n-bash nightmare. Do not be put off!
- Organised by current road rally competitors and will be a no-nonsense event
- All handouts which require you to plot will be given out in "non-comp" sections
- Handouts will be easy to read, no tricks, grids or complicated numbering

Some handouts require no plotting at all

Once again, the event is the final round of the EMAMC, ANEMMC and ANCC Road Rally Championships and the penultimate round of the SD34 and ANWCC Road Rally Championships.

Additionally, we are pleased to be a round of the HRCR Premier Rally Championship.

Maximum entry of 50 cars, enter early to avoid disappointment.

Entries open on 21st September 2015

Entry fee discount available for bringing your own marshal.

If you can't enter then please help out by marshalling, free goody bag for all and breakfast if you marshal 2 controls

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

Look out for updates posted on the Matlock Motor Club website, facebook page and rally forums or contact us on

**[dansportrally2015@gmail.com](mailto:dansportrally2015@gmail.com)**

**Gary Evans & Ben Briant (Clerks of the Course)**

Murphy says to Paddy, "What ya talkin into an envelope for?"  
He replies "I'm sending a voice mail ya fool!"

Bought some 'rocket salad' yesterday but it went off before I could eat it!



**MOTOR SPORT GROUP**

**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**

**WEL**

**WALES**

**New ag**

**years**



# Rainworth Skoda Dukeries Rally at Donington Park

Sunday 25<sup>th</sup> October 2015

This year brings an exciting new challenge as the 56th Dukeries Rally moves from the forests of Sherwood to Donington Park, the heart of British motorsport. The Rainworth SKODA Dukeries Rally at Donington Park will be the first competitive rallying that Donington Park has hosted since 1998.

The event will provide competitors with 51 stage miles in 7 stages. The organisers have limited the maximum number of entries to 80 to ensure that the event runs as smoothly as possible, so entries are likely to be at a premium. There will be a Stage Practice event over the later stages for competitors who retire on the early stages.

The Rainworth SKODA Dukeries Rally is a round of three popular Regional Stage Rally Championships; the Roadrunner/Phoenix Awards ANEMMC Sealed Surface Rally Championship, the Alexander Calder Finance EMAMC SV Rally Championship and the Heart of England Rally Championship, plus the Dukeries Motor Club Rally Championship. The event will be filmed by Special Stage for broadcast on Motors TV in November.

The event will make use of the excellent facilities at Donington Park and each entry includes 3 vehicle passes and 6 entry tickets.

For more information please go to

[www.dukeries-rally.co.uk](http://www.dukeries-rally.co.uk)

## Saturday 24th October



### JANET LANCASTER MEMORIAL RUN 2015

Starting at The Spread Eagle Hotel, Sawley, BB7 4NH

- 8.30am - Scrutineering and Noise Test.
- 9am - Tea, Coffee & Bacon Butty etc
- 10am - Cars will leave at 1 minute intervals commencing on the Morning Route of 75 Miles of Lancashire Countryside.
- Light Lunch Halt... at The Bay Horse Inn (Snaygill, Bradley, Keighley, West Yorkshire, BD20 9HB)
- Afternoon Route of 75 Miles of Yorkshire Dales
- Finish at Colne & Nelson Rugby Club for Buffet, Tea & Finally a Presentation of Prizes.
- Entry Fee: £55 per vehicle & £15 per extra person. (Includes breakfast roll, tea/coffee, a light lunch and a buffet meal at the finish for two people)
- All Participants will receive a Road Book, Rally Plate, Extras and Prizes



Entry Applications Call Sean Holly on:

Tel: 07545916080



SPONSORED BY



## TOUR OF HAMSTERLEY SG PETCH RALLY

### MARSHALS WANTED

OK Folks – it's that time of year again when we get on with recruiting marshals for this year's event, which, as you all know is running on a new date this year.

The event will be taking over Saturday 12<sup>th</sup> September, using both Hamsterley Forest and also a stage at Raby Castle, and since the tragic accidents on the Snowman and Jim Clark rallies of last year, spectator safety has become the number one priority for all special stage events organisers, and due to the new MSA requirements that we have all had to take on board, one of which stipulates that we **must** have a minimum number of marshals on the event. All the event Stage Commanders are on board and you can register with them direct, for the stages that you can assist the event on. The contact e-mail addresses for each Stage Commander is listed below:

Neil Cole (Hamsterley)

Elizabeth Klinkenberg (Raby)

Neville Simmonds & Dave Brodie (Hamsterley)

[neville.simmonds@live.co.uk](mailto:neville.simmonds@live.co.uk)

[davebrodie1@googlemail.com](mailto:davebrodie1@googlemail.com)

One very important side of assisting as a marshal on the event is as a radio marshal. Ideally all radio crews should be double manned, which is a Forestry Commission request in case one of the members of the crew has to go and investigate a possible incident. The Events radio co-ordinator is Mr. Bill Winning, and you need to directly register with Bill, who's e-mail address is:

[billwinning@onetel.com](mailto:billwinning@onetel.com)

The event is now getting very close, and I would like to take this opportunity to thank all those of you who have volunteered to assist with the running of the event so far – without you this event could not run and your help is really appreciated by all of the organising team, but if you know of any other Club Members and friends who can help on the day, please encourage them to register and come along – all help will be welcomed. Due to my many motorsport commitments, please can you register for the event with my very able Deputy Ms. Sam Macdonald.

Her e-mail address is

[sammacdonald72@aol.com](mailto:sammacdonald72@aol.com)

she is also on 'facebook' and 'twitter' so you can contact her direct.

Keep up to date with what's happening for all marshals on this fantastic event by logging onto the events website

Look forward to meeting you all on the day.

Ian A. Dixon Chief Marshal

**Lindholme Motor Sports Club  
and Slaithwaite Motor Club**  
**Vale of York Stages Rally**  
Melbourne Airfield, near York  
**Sunday 13 September 2015**

Sponsored by L & S Copcutt & son (Worksop).

**The Vale of York Stages Rally is  
a round of the following championships:**

- The Sheffield Rolling Road EMAMC Multi Surface Stage Rally Championship 2015
- Roadrunner Phoenix Awards ANEMMC Stage Rally Championship supported by Pantry Catering and Slicks Tyres
- Association of North Western Car Clubs Stage Rally Championship.
- and the Melbourne Challenge

**Regs and Entry form can be found at  
[www.valeofyorkstagesrally.co.uk](http://www.valeofyorkstagesrally.co.uk)**

**FODMC Rally Time Trial**  
**Sweet Lamb Motorsport Complex**  
Forest of Dean Motor Club  
**Sunday 4th October 2015**

**The Forest of Dean Motor Club will run a Rally  
Time Trial within Sweet Lamb Motorsport Com-  
plex over private roads.**

This year, as in previous years it is being held within Sweet Lamb and we are grateful to the Bennett-Evans family for their support. We have on offer up to 24 of the smoothest and fastest stage miles in Wales for cracking value for money of £225. Those that competed on the past 4 events will bear witness to this! It's a short sharp and enjoyable event run by competitors for competitors. With the ever increasing costs of gravel rallying, Rally Time Trial's may be the way forward, as a cost effective day's motorsport.

Also it's an ideal way to say thank you to a Sponsor, Mechanic, and Friend or keep the wife or partner quiet for the day (sorry ladies), so please come and support us, you won't be disappointed.

We would also like to take this opportunity to thank J Bennett-Evans, the local Police Forces, local inhabitants, county council, all stage and award sponsors and supporters, officials, marshals, safety crews and others who assist in running the event. We hope you have an enjoyable day's sport!

**The event will comprise a minimum  
of 24 miles of 6 timed runs.  
All 6 runs will count.**

**The Entry Fee is £225**  
**Regs : [www.fodmc.co.uk](http://www.fodmc.co.uk)**

**Mini Cooper Register**  
**Northumberland**  
**Borders Rally**  
&  
**Tynedale Rally**

**Saturday 17th of October**

We are pleased to announce the eighth running of this event taking place this year on Saturday 17th of October.

On offer are around 120 miles of the finest roads on OS maps 87 & 88, together with around half a dozen timed Special Tests on private land.

For novices, there will be the Tynedale Rally, which will run to a similar format but have a reduced mileage, simpler navigation and not require competition licences.

**REGS :**

<https://www.rallies.info/webentry/2015/northumberland/>

<http://www.northumberlandbordersrally.co.uk/s%2015.pdf>

**A.J Harrison & Co**

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armchair rally fan.**

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Marshals, Event giveaways, Rally teams,  
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**We can produce 1 offs or 1000s.**

**Email Paul : [paul\\_79\\_95@hotmail.co.uk](mailto:paul_79_95@hotmail.co.uk)**







## The ADGESPEED STAGES

**Sunday 11th October**

**Three Sisters, Wigan**

**12 Stages**

**28 miles of All sealed Tarmacadam  
£160**

### A Round of :

ANWCC Stage Championship

ANWCC All-rounders Championship

ANWCC Ladies Rally Championship

ANCC Stage Rally Championship

6R4.com Three Sisters Stage Rally Challenge

SD34MSG Interclub League

SD34MSG Stage Rally Championship

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

**Marshals & Timekeepers Wanted**

**Chief marshal : 07753-436397**

**Email : [ianpilkington@live.co.uk](mailto:ianpilkington@live.co.uk)**



**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](mailto:guy@guywoodcock.com)**

**or Pete White, Entries Secretary:**

**[entries@clwydclassic.org.uk](mailto:entries@clwydclassic.org.uk)**

**Regs :**

**[www.cvmc.org.uk/ClwydClassic2015.html](http://www.cvmc.org.uk/ClwydClassic2015.html)**



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**Pendle District Motor Club &  
Garstang & Preston Motor Club  
Millennium Coupling Company  
in association with  
Century Autosport**

## **Heroes Stages Rally Weeton Barracks 27th September 2015**



Pendle District Motor Club and Garstang & Preston Motor Club are pleased to welcome you back to the 3rd running of the Heroes Stages Rally at Weeton Barracks this year supported by Millennium Coupling Company and Century Autosport

We will once again be running a slick event giving you the competitor value for money. Subject to RACMSA approval of the stage routes we will put on an event of approximately 60 miles on mixed surfaces. This event qualifies for the 2015

ANWCC Stage Rally Championship, Allrounders & Ladies Championships as well as the SD34 MSG Stage Rally, Individual & League Championships, For further information please look at the ANWCC website. [www.anwcc.org](http://www.anwcc.org)

In order to allow a crew to have as much sport as possible for their money, any crew having retired from the event by virtue of having exceeded the maximum permitted lateness, (BUT NOT HAVING BEEN EXCLUDED), will be able to rejoin the event subject to the rules specified under the heading TROPHY RALLY.

May we thank all the people who have given their help and advice so far and all our advertisers for their contributions and particularly the championship sponsors/supporters. We look forward to seeing you all in September and would welcome anyone who is unable to compete to contact the Chief Marshal and volunteer your services on the day.

**The secretary of the meeting is:**

**Mr Rod Brereton,  
REST HARROW, MANCHESTER ROAD.  
BARNOLD SWICK BB18 5HQ**

**Tel No 01282 814381 Mob 07952377880 email  
[pdmc@clara.co.uk](mailto:pdmc@clara.co.uk)**

**Chief Marshal Mr Peter Jackson  
(01772 330010)**

**[email-gosheating@btconnect.com](mailto:email-gosheating@btconnect.com)**

**Regs available at**

**<http://www.pendledistrictmc.co.uk>**

## **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 reasons 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  
CONSTRUCTION LTD.**  
Civil Engineering & Building Contractors

## **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

**Regs : [www.cdmconline.com](http://www.cdmconline.com)**

**Marshals Wanted**

**Contact Terry Martin : 078176-184539**

**[terrymartin01@aol.co.uk](mailto: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.

## Kirkby Lonsdale MC **Devils Own** Classic & Targa Rally **4th of October**

Regs : [www.klmc.org.uk](http://www.klmc.org.uk)

## WELSH BORDER CAR CLUB **"Breidden" Road Rally** **31 OCT / 1 NOV**

"Breidden" Road Rally, which promises this year, to offer just over 100 miles of classic Road Rally action on the Mid Wales lanes of maps 125, 126 and 136. Organised by a reformed border 100 team from past years, we are looking forward to providing you with a no nonsense 100% ALL TARMAC event. Minimum use of 3mtrs and NO WHITES at all.

We are pleased to announce a new sponsor to the rally Alan Jukes Steel Framed Buildings Ltd and we thank him for supporting the event.

We will be changing the base of the rally to Llanfyllin High School with noise, scrutineering and start all within meters of one another. The finish venue once again being the Tan House Inn, Meifod.

This event is a round of the WAMC / ANWCC/ WBCC and TVMC Road Rally Championships, and therefore, to avoid disappointment, we advise entries are submitted as soon as possible. With only 75 spaces available.

**The regs and online entry system**  
[www.welshbordercarclub.co.uk/](http://www.welshbordercarclub.co.uk/)

# ADGESPEED

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

Telephone

Unit - 0161 777 9949

Mobile - 07960 964069

Fax - 0161 777 9948

E-Mail

[sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)

## The Wearside Classic **6th September 2015**

Following the successful running of the last four Durham Dales/Wearside Classic, at the Nissan factory in Sunderland, Durham AC are pleased to confirm that were are back for the 5th year.

The event will retain the successful formula of the last four years using one of the car parks and the test track, with the Sports and Social Club being the centre for the day, where refreshments will be available all day.

Note spectators will not be permitted at the test track.

As with previous Dales this is a tests only rally with a class for modern cars, and as there will be no road mileage tax and insurance is not required, the plan is to run 16 tests.

Regs : [poshbirdincontrol@btinternet.com](mailto:poshbirdincontrol@btinternet.com)



## Doonhamer Classic Rally. **Sunday 20<sup>th</sup> September**

The start & finish venue will again be the excellent Barony Agricultural College near Dumfries, where there are two test sites. The 2015 route uses all of our already well-established venues, connected by classic quiet roads in beautiful South West Scotland.

During the event you will be challenged by 16 driving tests on a mix of tarmac, concrete and some smooth gravel, all of the "open" variety, with no reversing, designed to test the driver's skill and not mental agility.

For 2015, we have striven to reduce queues at tests starts by reducing double usage.

Road sections between the tests are traversed by using simple navigation from a tulip style road book. No maps should be required to complete the route and there are no regularities.

This year, we are delighted to welcome the return of local firm WC in Fields as enthusiastic sponsors for their second year.

Thanks also to the other landowners & officials who have helped to create this Doonhamer.

**Ian Crosbie. Clerk of the Course.**

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



## Druidale Motor Club Limited (DMC) and Manx Auto Sport Limited (MAS)

will promote a series of Clubman status 'Navigational Rallies' through 2015.

Additional information to comply with these Common Supplementary Regulations including Permit will appear in each Event's 'Final Instructions' document.

Date	Organising Club	Event Title	Entries Close at
			8pm
3/10/15	MAS	Bridge Rally	Wed 23/9/15
24/10/15	MAS	Cushag Rally	Wed 14/10/15
21/11/15	DMC	Ed Inston Memorial Rally	Wed 11/11/15
12/12/15	MAS	Liz Lawson Winter Rally	Wed 2/12/15

## Rally Isle of Man

17th to Saturday 19th September.



Rally Isle of Man is part of the three main Historic Championships, Mintex British Historic Rally Championship, Clonakilty Black Pudding Irish Historic Tarmac Rally Championship and the HRCR Old Stagers Historic Rally Championship, this year and is the only event in the British Isle where those registered for these 3 championships will be able to compete against each other.

Also welcomed are those registered for the Clonakilty Black Pudding Irish Tarmac Modified Rally Championship and the Eurocars Motorsport Manx Rally Championship.

Regulations are available for all competitors on the event's website [www.rallyisleofman.co.im](http://www.rallyisleofman.co.im), and offer everyone a chance to come and enjoy one of the best known asphalt rallies in the world, with classes for every type of rally car. This event is also open to non-championship registered crews.

The event is open to competitors from around the world as it is registered as a 'National Event with Authorised Foreign Participation (NEAFP)', allowing Rally Isle of Man to accept entries from non-UK and Irish license holders. Interest has already been received from teams from Japan and mainland Europe.

Rally Isle of Man takes place over three days from Thursday 17th to Saturday 19th September.

To help take the stress out of booking arrangements, the rally has once again teamed up with specialist trip planners Isle of Man Events Limited ([www.iomevents.com](http://www.iomevents.com)). Sally and Natalie will be only too happy to look after the planning for your entire trip, covering travel and accommodation, with great prices, only available through Rally Isle of Man. Contact +44 (0) 1624 664460 or email: [sally@iomevents.com](mailto:sally@iomevents.com); [Natalie@iomevents.com](mailto:Natalie@iomevents.com).

**Regs : [www.rallyisleofman.co.im](http://www.rallyisleofman.co.im)**

## 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 14<sup>th</sup> RALLY OF THE TESTS**

5<sup>th</sup> - 8<sup>th</sup> November 2015

[WWW.HIROEVENTS.CO.UK](http://WWW.HIROEVENTS.CO.UK)



# Liverpool MC 2015 Sprints

Liverpool MC are now taking entries for our September 2015 Aintree Sprints.

You can enter on-line with our quick & secure booking service. It's now the same price to enter online or by post. You'll avoid the risk of postal loss or delays, you will receive immediate confirmation that we've received your entry, & you don't need a stamp or envelope! Why not join LMC too?

If you enter any three LMC events (sprints, hillclimbs or trackdays), your total discount almost pays for your membership. Enter a fourth event and you are in profit. And membership entitles you to join our popular Speed Championship that takes in up to 23 rounds at 9 of the most popular Sprint and Hillclimb venues in the North, North Wales, and Midlands.

So what are you waiting for? Join LMC today!

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

## Duncan Littler

2 Pendref, Dwyran,

Anglesey,

Gwynedd. LL61 6YL

Tel: 01248 430015, Mob: 07740 179619

e-mail: [postmaster@dtlittler.f9.co.uk](mailto:postmaster@dtlittler.f9.co.uk)

## Cheviot Keith Knox Rally

Otterburn Military Ranges

4th October 2015

# CANCELLED

We are sorry to advise that the MOD have notified the organisers of the Cheviot Keith Knox Rally that the Otterburn Military Ranges will not be available on the 4th October 2015, the published date of the rally, due to operational exercises being carried out during the rally weekend. As no other suitable date to run the event is available, and after exploring other options, the organising committee have regrettably decided to cancel the 2015 event. We thank you for your understanding and look forward to your continued support for the 2016 event.



## RETRO-SPEED

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[www.retro-speed.co.uk](http://www.retro-speed.co.uk)

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## Phil James

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## FOR SALE A5 SPIRAL BOUND SPEED TABLES

These are very manageable and useful in the smaller cockpit!! They cover the 20 - 60mph range.

There are only a small number left from the most recent print run and the original price has been held for the 4th successive year at £12 inc P & P

please send cheque to

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**Telephone: 01543 492722**

## Road & Stage Motorsport Ltd.



Whitegate, White Lund Industrial Estate,  
Morecambe.

Tel: 01524 844066

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

Email: [sales@rsmmotorsport.co.uk](mailto:sales@rsmmotorsport.co.uk)

# 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)

A Special mention of gratitude to  
**ALL THE PEOPLE WHO DO SEND IN REPORTS,**  
Jokes, Photographs, Information, reports etc

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Paul Gilligan 'Inside the Industry'  
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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

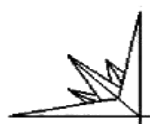


**Monday 26th October 2015**

**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 November 23rd 2015**

**8.00pm**

Tofts Cricket Club, Booths Hall, Chelford Rd.,  
Knutsford, Cheshire, WA16 8OP

**www.anwcc.org**



**07973-816965**

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

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

## Deadline

for copy for the **October** edition is  
**Monday the 28th September**  
which is due out on

**Wednesday 30th of September**

**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