



2015

October spotlight



**Old Forge Garage
MEWLA RALLY**

Photo Courtesy Geoff Bengough

www.sd34msg.org.uk

Volume 5 : Issue 9 : October 2015 : Maurice Ellison

Chairman's Chat

How expensive can motorsport get ? There is much talk about the mandatory requirement for Frontal Head Restraints for all circuit racing, stage rallying, hill climbs and sprints from 1st January 2016. While competitor safety is obviously paramount this requirement will significantly increase the cost of the sport which may well result in the loss of existing competitors or put off new ones.

At a higher level it seems totally wrong to potentially lose the Monza GP because the organisers will not be able to afford the ridiculous fee demanded by Mr Ecclestone. The F1 calendar should include all the classic circuits and not just the ones owned by those who can afford to put vast amounts of money into his huge piggy bank. I have said this before but it's time he retired and let someone who has the good of the sport at heart rather than sheer greed.

Best regards,

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

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WANTED

YOUR Clubs:-

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

Forthcoming Club Nights

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721



Comprising the following 10 Clubs



Blackpool South Shore Motor Club

www.bssmc.com



Chester Motor Club

www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club

www.eromc.co.uk



High Moor Motor Club

www.hmmc.co.uk



Fylde Motor Sport Club

www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club

www.stockport061.co.uk



Warrington & District Motor Club

www.warringtondmc.org



Wallasey Motor Club

www.wallaseymc.com



Preston Motorsport Club

www.facebook.com/prestonmotorsportclub



Garstang & Preston MC

www.gpmc.co.uk

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Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

1/4 page (ish - we are very flexible)

advert for a full 12 issues (1 year)

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Readership in Excess of 10,000

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

SD34 MSG Meeting Highlights

Bi-monthly Meeting 16th September 2015

- Six new SD34 MSG banners have been bought for a very good price and will be displayed at events from now to promote the group.
- The BleMCC Non Race/Rally October events (11th October) and the KLMC Lonsdale Belt Road Rally (21st/22nd November) will not be running.
- Clubs were asked to consider their dates for next year and send them to the Secretary.
- Alan Shaw is standing down as the Lancashire RLO in November and Chris Woodcock will be taking it on. Thanks to Alan for all his hard work. Chris is happy to accept routes for events from November and into the New Year. Another reminder that organisers need to send their routes to Chris before they go to the MSA and as soon as possible. Given the number of events now late submissions may result in the loss of some roads, it is first come first served.
- Regrettably it is unlikely that the constitutional issue affecting Larne MC will be resolved and the club will have to resign at the end of the year.
- The Championship positions were read out and can be found within this issue.
- David Barratt is standing down as the Non Race/Rally Championship compiler at the end of the year so we need a volunteer to take over.
- As we have several more sprints and hillclimbs in the calendar it has been agreed that we will split these from the Non Race/Rally Championship and reinstate the Sprint & Hillclimb Championship from 1st January next year.
- Any Trials run by A&PMMC will be included in the Non Race/Rally Championship next year.
- The next ANCC quarterly meeting will be held on the 26th October.
- At the last ANWCC meeting there was much discussion about the Frontal Head Restraints which will be mandatory for all circuit racing, stage rallying, hill climbs and sprints from 1st January 2016.
The next quarterly meeting will be held on the 23rd November and the General Secretary of the MSA will be in attendance.
The 2015 Awards Presentation Evening will be held on the 30th January 2016. Clubs were reminded that if any members go out marshalling they should let Dave Thomas and their name will go into the monthly marshals draw. Our Chairman collected a cheque for £25 recently !
- There was a plea for marshals for the PDMC/GPMC Heroes Rally on 27th September, the Cambrian Rally on 17th October and the WRGB in November.
- The DVLA is carrying out an investigation into registration plates on historic rally cars as some have been found to be fake. Unless vehicles have the required number of original parts original registrations cannot be used and the vehicle will be given a 'Q' plate.
- LAC had a stand at a recent charity car show in Warrington and it was a good PR exercise therefore it was suggested SD34 has a stand for the event next year.
- The Ormskirk Festival on 30th August had been a great success and a PCT run by U17MC had raised £500 for the North West Air Ambulance.
As above this was a good opportunity for pr, stands are free and for example Go Motorsport handed out many leaflets. We should consider producing a brochure for the group to hand out at such events.
- PMC has now joined Motor Sport (North West) that organises the North West Stages Rally.
- GPMC is running an inter-club quiz on 27th October so clubs should get a team together and get involved.
- CDMC have joined with Malton MC to run the MEN Stages Rally and thus this event will be included in our Stage Rally Championship from next year.
- In addition to Gazzard Accounts supporting the group Gazzard Media is now promoting it.
- Remember that nominations for the MSA Volunteer of the Year close at the end of October.
- **The next meeting will be on Wednesday 18th November at the Hartwood Hotel.**

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:-

•3rd October : Aintree Track Day 2

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

Rally of the Tests 8th November

Liverpool Motor Club : Police BMW "pursuing"

Classic Rolls Royce during the **Sporting Bears**
dream rides day at Aintree. Lots of smiles all round!

Photo courtesy of Bill Gray



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 27th October

Inter-Club Quiz

At G&PMC

Meet at

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

8:30

Supper Provided

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 Grand-
stand and are currently looking at re-
generating Club Night . See more at:

www.manxautosport.org/pages/club-meetings



**Meet at the The Delph Tavern,
Tontine, Orrell WN5 8UJ**

every second & fourth Monday of the month

Blackpool South Shore Motor Club



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



The Club Meets at 8pm onwards

Every Thursday at

Rising Sun, Hazel Grove.

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

Airdale & Pennine Motor Car Club

**The club meets on the second and
fourth Mondays of each month at**

The Rock & Heifer,

Rock Lane, Bradford BD13 3RH

from 8.30p

Regular social evenings are on the fourth Monday and
competitions are run at various times throughout the
year.



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 doing throughout the year. Please come and join in and see it from another side...

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

more to follow

Please contact me

Neil Evans chief marshal for wallasey motor club) by

email neilevo07@yahoo.co.uk

or on phone 07546413814

WAGS – Race for Life

Following on from the Race for Life report in the last newsletter, I received the following from Alan Smith...

"The 'Wives and Girlfriends (and Partners and Daughters) of members of the Club formed a team to participate in this year's 'Race for Life', which took place in Birkenhead Park on Sunday 28th June. The 'run/jog/walk' is held to raise funds for Cancer Research, and our team were campaigning in memory of my lovely Karen, who lost her brave fight just before last Christmas.

I was sorry that I was not there to support and cheer the team on, but a great effort was made by all who entered and completed the course, and they raised just short of £1200 - a fantastic achievement which I'm sure they are all pleased and proud of, and so are we - a great thank you to you all!

In continuation of our charity fund raising, for this year's Prom Stages Rally the nominated charity is Wirral St. John's Hospice.

They cared for Karen in the last few weeks of her life, with care and dedication, and gave support to the family and myself during that difficult time. Another motor club family also lost a loved one at the Hospice in that same week of Christmas. So I hope you will welcome and support the Hospice fund raising team and volunteers during the two days of the rally event, to assist this charity funded establishment to continue their vital work and support to patients and their families.

Thanks to everyone for your understanding and support.

Alan & Family"



Roundy Roundys do Pembrey

Following the report from Donnington in the August newsletter, Neil Philpotts decided to dust off his race car and have a play at Pembrey – a small old Airfield circuit in South Wales. I also decided to give my car a run out as it hadn't been out for nearly 2 years, and Pete Davies (Jnr) was also out in his Citroen Saxo for the Classic Touring Cars Pre05 Championship.

Unfortunately, Neil didn't have a great weekend, the flame spitting Starion pulled a tyre off the rim, and he also had to change the Headgasket on the car on Saturday night. Sunday saw the car blow a boost hose off mid race which halted his changes to push the leaders.

Pete Davies had better luck coming 2nd in class in his 1st race, but the car destroyed the N/S CV joint in the second race leading to his first retirement of the year.

My qualifying went well. I was in the Integra, racing in the Pre03 championship mixed with the production VWs. I qualified 8th on the 16 car grid, and was the top car on road tyres (Toyo 888s) with everything in front of me on slicks. In race 1, I made a great start, and picked up a couple of places, getting past a couple of slick shod cars.

At the end of the first lap I was settling in, and looking up the inside in to the first hairpin, trying to put some pressure on a Honda Accord as it squirmed in to the braking zone, and just as I was turning in to the hairpin – BANG! I was turned around after some ***** hit me from behind!

<https://www.youtube.com/watch?v=Srt30PN5J7g>

A big thank you to everyone who came with us that weekend – with the help of the recovery team, and their hydraulic rams, we managed to get the car running again, and Semi straight to race on the Sunday.

I set off from the back of the grid, and a shower ½ way through the race helped me (and my road tyres) to work up to 8th place...





Another busy old month has flown by for members of Preston Motorsport Club with lots of new developments to let Spotlight readers know about.

PMC Joins North West (Motor Sport) Ltd

Firstly, Preston Motorsport Club has joined up as one of the member clubs of Motor Sport (North West) Ltd and PMG chairman Kris Coombes said: "This is something we are delighted to be able to announce.

"Many people in local motorsport circles know that the member clubs within Motor Sport (North West) Ltd join forces to put on events such as the annual and popular North West Stages Rally. All the members of our new club are thrilled to have been accepted as one of the stakeholder clubs.

"We are keen to help out and look forward to running a stage on the 2016 event. And we hope that in the future, when closed roads legislation is finalised by Government, that we can play a significant role in the North West."

Autosolo Larks!

Preston Motorsport Club organised a closed-to-club autosolo on Sunday September 20, with 17 competitors taking part at Tony Harrison's premises, A.I. Harrison's at High Bentham. Tony, seen pictured with Kris Coombes and Louis Baines at the event, generously provided the use of the premises free of charge and Preston Motorsport Club is genuinely appreciative of such an act – thanks Tony!

The autosolo was won by talented Alec Tunbridge in his very smart Caterham 7, followed closely by Leyland-based mobile mechanic David Moss in his standard Vauxhall Corsa. A variety of cars were put through their paces on a tight and technical layout and more than 30 members were in attendance to help out, including evergreen club president Terry 'The Wig' May, to offer support to organiser Louis Baines.

Adam Cooper was present with his impressive results system (see picture) and coffee and chocolate chip cookies were provided by Colin Baines and partner Jo Ring. Thanks guys!

Further autosolos are planned this year with another one pencilled in for November 1st. Watch this space for more details.



Wallasey Motor Club Promenade Stages – Sept 5th and 6th

On the stage rally front, Preston Motorsport Club members were in action at a couple of venues in September. New members Jack Ives and his dad, Graham, were out on only their second-ever stage rally at Wallasey MC's Promenade Stages at New Brighton.

Jack, who owns and runs Causeway Garage at Rufford, has a Mk 3 Ford Escort 1600 and he finished a creditable sixth in class and 51st overall from an original field of 95 cars and having started seeded at car 93.

Also flying the flag for Preston Motorsport Club on the event were father and son Phil and Chris Boyle and they had mixed fortunes. Son Chris was sitting in with Ken Roberts in a Honda Civic Type R and they brought her home in 57th place overall and 27th in class. Well done Chris! Dad Phil, however, experienced the frustration of retirement in the co-driver's seat for Brian Whiting in his Ford Fiesta.

More PMC on Page 9



Continued from Page 8

Heroes Rally

Sunday September 27

At the end of September several members were involved in the GPMC/Pendle MC organised Heroes Stages at Weeton. Kris Coombes co-drove for Jack Darbyshire and the Chorley MOT inspector managed to finish a creditable third in class and

10th overall in his ex-Eddie O'Donnell Ford Escort in its distinctive lime green coat of paint

Phil Boyle sat in with Jack's 18-year-old brother Tom Darbyshire and the pair managed a creditable 15th overall in Tom's Subaru on his first proper outing.

Walter Ainsworth and Lorraine Nixon were out in Gertie, Walter's replica of the Per Eklund Works Golf – see picture – and they put on a show for the spectators in glorious sunshine. Preston Motorsport secretary Louis Baines spent the day spannering for several cars despite sleep deprivation. He had been up since 5am on the Saturday, pedalled his own road rally car to 6th overall on the Clitheronian the night before Weeton, and didn't get any sleep until 9pm on the Sunday night, meaning he had been on the go for 40 hours – BONKERS!!!!

Clitheronian Rally 2015 – Sat-Sun September 26-27

Several Preston Motorsport Club members took part in the Clitheronian Road Rally. To date, this is the largest number of Preston Motorsport Club members to have actively participated on a road rally and there were a total of six members out competing in the lanes. Great stuff!

Best news of all was that it was a road rally debut for Jonny Baines and for father and son crew David and Daniel Gillibrand. But the result of the night and a real eye-opener for many established road rally crews was the blistering pace of Preston Motorsport Club member Louis Baines in his Peugeot 106 1600 twin-cam.

Credit to Louis is due as he has built this car on a real shoe-string budget, applying practical skills to make components and working his way around potentially costly headaches rather than spending a fortune. With PMG chairman Kris Coombes on the maps, the bearded twosome scorched to sixth overall, setting some eye-watering times along the way! With the Clitheronian being an ANCC and ANWCC qualifier as well as an SD34 Road Rally Championship counter, there were some tasty crews out, with 11 master crews leading the field away.

Louis and Kris were seeded at car 30 in the semi-experts and at petrol they were lying sixth after the opening 65 miles. They hung on to sixth place with another consistent set of times in the second half of the rally and it meant they won the semi-expert class into the bargain. Well done lads, keep it up!!!

Other members out doing in the lanes included Alan Barnes, on the maps for regular sidekick Simon Boardman. Simon generously offered two free MoTs as prizes or the marshall's draw through his business, Grange Lane Garage, Accrington. Simon enjoyed the route and took his Mitsubishi Colt Mirage to 12th overall and third in the expert class. The pair now have a combined age of 115 and are still daft enough to go road rallying!

Jonny Baines, Louis's younger brother, was out on his first road rally as a driver, in a Rover BRM, with Ian Farnworth on the maps. They finished 33rd and had an enjoyable night by all accounts, with Jonny now truly bitten by the road rallying bug.

And last but not least a mention to father and son team David and Daniel Gillibrand in the ex-Simon Boardman Proton Coupe. They made it as far as petrol where according to results they were winning the novice class. However, the rallying Gods were not looking down kindly and in the second half, as the route reached Malham, their clutch cable snapped and it was game over. Unlucky fellas, better luck on your next event. It was Dave's first event ever as a navigator and it was Daniel's first ever event of any description on a road rally, so a big well done for having the necessary gonads to go and give it a go!!!



Above :
Phil Boyle & Tom Darbyshire



Right :
Jack Darbyshire & Kris Coombes (Heroes Stages Rally : Weeton)





Continued from Page 9

Magical Mull

So what else is in the offing?

Mull beckons and while Alan Barnes and fellow Preston Motorsport Club member Neil McCarthy are doing the event in Neil's Harry Hockly-built Daihatsu Cuore, with sponsorship from Penwortham Glass - and Clarriot's Care, Bamber Bridge (plug, plug!!!!), quite a few other members are making the trek to offer support and to spectate.

Members Richard Steele and Chris Grimes are spanningnering for Neil and Alan while Louis Baines and Kris Coombes are taking Colin Baines' motorhome up to the island for a romantic break and nights of steamy passion with their better halves, Sue and Kim respectively. Gribun Rocks, okay pop pickers!!!!!!



Coming Up – Rally PlayStation Night and Scatter Rally Night

The club has two club nights planned for October, starting with a second Playstation Rally night on October 13th. Organised by the battling Cooper Brothers, it promises a mixture of madness, mad-driving and mayhem.

On October 27 members will be taking to the lanes in Lancashire for a second navigational scatter rally event. Louis Baines organised a well-received scatter early in September, enjoyed by several crews, and Alan Barnes is organising the latest one.

Maps 103 and 102 are required with many simple clues waiting to be discovered. The event is open to members of the club but there is nothing to stop people joining the club on the night for £8, with the cost being £15 per crew on the scatter rally.

Alan said: "Rally scatters are a cheap way for newcomers to dip a toe in the water and learn a little about reading a map on the move and for navigators and drivers to work as a team. There is no timing on such an event, it is all about getting as many points in a prescribed amount of time, deciding which points to go to in order to find the answers to clues, which have different numbers of points awarded depending on distance and difficulty. I am sure that people entering will have an enjoyable time."

The event is scheduled to start and finish at the White Bull Hotel in Ribchester, from 7pm, with a free hot pot supper laid on back at the pub afterwards. For more details contact Louis Baines on 07792 903166.

Oulton Park – Neil Howard Stages – November 7

Kris Coombes has been invited to be a sector marshal on the Bolton-le-Moors CC Neil Howard Stages and so far at least ten club members have volunteered their services as marshals to help out.

Members marshalling save themselves the £16 entry fee so if anybody wishes to come along and help, please contact Louis Baines on email via louisbaines@hotmail.co.uk or by phone on 07792 903166.

Wales Rally GB

Also in November Preston Motorsport Club has been asked to marshal on the Wales Rally GB. Members will be present marshalling from Thursday 12th November through to the 15th. And so far seven members have signed on the dotted line to help out.

Christmas Do

The club's first annual prize presentation and dinner will be held at Charnock Farm Restaurant, Leyland, on Saturday December 5th, from 7.30pm. Tickets cost £20 per person for a three-course dinner. Entertainment and a disco will be provided and members are encouraged to bring their significant others and not talk about crankshafts, camshafts and limited slip differentials all night! Louis Baines, as always, is the man to contact for more information and for tickets on 07792 903166.

Club Night Calendar

13/10/15 – Round 2 of Computer Rally Championship at David Lloyd Gym and a catch-up.

27/10/15 – Alan's Scatter Rally starting in Ribchester at the White Bull Hotel, from 7pm.

10/11/15 – Motordrive seat and Hans Device demonstration evening at David Lloyd Gym.

24/11/15 - Round 3 of Computer Rally Championship at David Lloyd Gym and a catch-up

Bolton-le-Moors MC



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



07/11/2018 - OULTON PARK
#NHSTAGES
IN ASSOCIATION WITH GRAHAM COFFEY SOLICITORS

Marshals Required

For In-Stage & Timing Duties

Register Online from 1st September
<http://nhstages.blmcc.co.uk/marshals/>

For further information:
email: marshal@blmcc.co.uk
Call: Andy Long 07989 354260, Steve Price 07814 953346

Neil Howard Memorial Stages Rally Promo Day at Outlon Park 23rd September



Matlock MC



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

The club is primarily involved in road rallying but has members with a wide range of interests in motor sport.

We organise two regional road rallies each year: **The Rally of Derbyshire**, now sponsored by Global Brands' Kick Start, and the **Dansport Road Rally**.

Meetings every 2nd Thursday
from around 8.30pm

at the Black Swan, Ashover
MR 119/350 633

www.matlockmotorclub.co

Photos Courtesy
Jucy Rally Photography
www.jucyrally.co.uk



Hexham & DMC

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



Knowldale Car Club

Knowldale Car Club meet at
Milnrow Cricket Club



Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

at **Waddington Sports & Social Club**

Waddington, Nr Clitheroe

M/R 103 / 731 437

Website : www.cdmconline.com

What's On at CDMC

Tuesday 6th October Comps Catch Up

Event Catch Up. Whos done what on events. Competing or Marshalling.

Tell us all about it.

**Colman Tyres Road Rally,
Pendragon, Promenade Stages,
Heroes Stages, Mewla,
Wearside Classic, Solway
Doonhamer Classic and more**

THURSDAY 15th October 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

**NOTE DATE CHANGE
TO THURSDAY 15th**

Tuesday 20th October Mull Forum

Everything to do with the Mull Rally

Tuesday 27th October Inter-Club Quiz At G&PMC

Meet at

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

8:30

Supper Provided

Tuesday 3rd November The 54th AGM

**24th November
Hall Trophy Forum**

September 2015 Clubnights

Tuesday 1st September

Road Rally Marshals Training Night

Clitheronian organizers Paul Buckel and Steve Butler ran the evening focusing on how to operate the different types of control that will be used on the rally on 26/27th Sept.

They also explained how the 'summer' time cards work. It was an ideal night for anyone new to marshalling, and competitors, and an opportunity for experienced marshals and competitors to pass on some of their knowledge.



Tuesday 15th September : FHRs with Tim Finch



Tim Finch (left) brought along a selection of Seats & FHR devices. He explained the differences and costings of each device & the importance of matching the device to the wearer. Great Night : Thanks **Mike Figg** (right) picked up the 'Cock Up' trophy after loosing his trousers on the Prom Stages



**Tuesday 29th September : Clitheronian Road Rally
What a Cracker of a Rally ?**

No doubt about it, everyone seems to be in agreement that this years Clitheronian was the best Road Rally for many a long time.

Next years event is the 10th running of the Clitheronian with the current team and they are hoping to surpass this years event. The organising teams philosophy is to put on the kind of event that they would like to compete on and it certainly works. Thanks to all the PR crews, + Jez Turner (set up) who used his Sat Nav to locate all the Code Boards & controls. Steve Lewis & Andrew Duffy (Closing Car), Sam Ambler & Dan Sedgwick (clean up Crew) who ran out of 'spark' & lights when the alternator packed up on Halton Gill.

Dave Whittaker (Ticker) had a young (16yrs old) Welsh Navigator, Robbie Jones sat in with him. A star in the making according to 'Tick' 'Ticks' car (Honda TypeR) had a problem with brakes & had to change pads at halfway. Interesting to see Robbies map marking, he used marker pen and highlighted competitive and none-competitive sections in different colours.

The Clitheronian was 'spot on' and a brilliant event according to Simon Boardman and was the last event he will do this year.

Steve Cottan got the last space on the entry list and it was his first event for many a year. In the hot seat was his son Robbie who was doing his first rally. They were using the wife's 'shopping trolley', a bog standard Toyota Aygo which was by far the quietest car going through 'Noise'.

Mark Travis sang the praises of his Navigator Tony Vart 'Not a wrong call all night' Chuffed with 11th O/A

James Hothersall / Chris Rydehard were out for the first time in 3 years in the new (old rebuilt) car and had a good result

2015 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2015 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

Tel : 01282602195 email : shawalan.555@btinternet.com

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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

2015 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

Please register me for the SD34 Championships listed below;

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

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

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

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

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

.

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

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	740	1	1
Bolton-le-Moors CC	598	2	2
U17MC-NW	517	3	3
Garstang & Preston MC	299	4	5
Warrington & DMC	294	5	=6
Stockport061 MC	281	6	8
Wigan & DMC	262	7	9
Pendle & DMC	187	8	10

Division B

Club	Points	Div	O/A
Wallasey MC	165	1	11
Manx AS	148	2	13
Accrington MSC	146	3	14
High Moor MC	55	4	17
CSMA (NW)	52	5	18
Lancashire A.C.	17	6	20
Bury AC	0	= 7	= 22
Lightning MSC	0	= 7	= 22

Division C

Club	Points	Div	O/A
Liverpool MC	510	1	4
Blackpool South Shore MC	294	2	=6
Knowl Dale CC	165	3	11
Matlock MC	144	4	12
Preston MC	80	5	16
Hexham & DMC	49	6	19
Mull CC	13	7	21
Larne MC	0	= 8	= 22
2300	0	= 8	= 22
Airedale & Pennine MMC	0	= 8	= 22
Motorsport NW Ltd	0	= 8	= 22

Last Updated 11th Sept. 2015

SD34 MSG 2015 Stage Rally Championship Rounds

Date	Club	Event
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
3 Oct	Sheffield & Hallams MC	Jackson Trophy
7 Nov	Matlock MC	DanSport

Kirkby Lonsdale MCs Lonsdale Belt Road Rally

Scheduled to run on the

21st of November

has been

CANCELLED

This has reduced the number of Qualifying rounds to 12 in Total

And consequently the number of Rounds to count to 7 (*one over half*)

SD34 MSG 2015 Non Race/Rally Championship Rounds

6-Dec	Accrington MSC	Winter Autosolo
6-Dec	Accrington MSC	Winter Autotest
6-Dec	Accrington MSC	Winter PCA



2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 28th September 2015

Airedale & Pennine MMC

Accrington MSC

Tracey Smith	90	Steve Smith	50
Steve Johnson	20	Dave Barratt	10

Total Club Marshalling Points : 170

Blackpool South Shore MC

Bolton-le-Moors MC

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

Total Club Marshalling Points : 270

Bury AC

Clitheroe & DMC

Maurice Ellison	70	Heidi Woodcock	60
Chris Woodcock	60	Jez Turner	40
Paul Moon	20	Alex Harpur	20
Steve Lewis	20	Mat Kiziuk	20
Paul Buckel	10	Steve Butler	10
Katie Woodcock	10	Steve Kennel	10

Total Club Marshalling Points : 350

CSMA (NW)

Garstang & Preston MC

Les Fragle	50	Jason Bleakley	40
David Nolan	40	Steve Kenyon	40
Kris Coombes	40	Graham Chesters	30
Margaret Duckworth	30	Karen Whittam	30
Louise Baines	20	Ian Farnworth	10
Peter Shuttleworth	10	Jason McTear	10
Andrew Brown	10		

Total Club Marshalling Points : 360

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

Liverpool MC

John Harden	80	David Hunt	80
Andy Fell	70	Bill Gray	60
Phil Gough	50	Kevin Jessop	40
Ron Hunt	40	Ron Huntriss	40
Geoff Ashworth	30	Ron Hunt	30
Paul Wilkinson	30	Jon Hunter	30
Don Robinson	30	Lee Hayes	20
Phil Howarth	20	Kevin Jessop	20
Mike Cadwallader	20	Geoff Maine	10

Total Club Marshalling Points : 700

Lancashire A.C.

David Bell	20
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Total Club Marshalling Points : 20

Pendle & DMC

Alan Shaw	90	Les Eltringham	70
Peter Wright	50	Andrew Brown	10
Ian Brown	10		

Total Club Marshalling Points : 230

Preston MC

Terry May	40	Colin Baines	30
Joe Ring	30	Jonny Baines	10
Sam Coombes	10		

Total Club Marshalling Points : 120

Stockport 061

Lindsey Mather	30	Mark Wilkinson	30
Sarah-Jayne Wilkinson	30	Ken Wilkinson	30
Steph Wilkinson	20	Ian Mather	20
Andy Chambers	20	Rick Ekin	20
Alan Ogden	20	Andy Turner	20
Rob Yates	10	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

Total Club Marshalling Points : 470

U17Club NW

Roger Barfield	10
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Total Club Marshalling Points : 10

Warrington & DMC

Robert O'Brien	80	William O'Brien	80
Anne McCormamack	30	Dave Read	30
Joanne Mackman	30	Steve Prince	20
Colin Cresswell	20	Colin Burgess	10
Alan Burns	10	Adrian Lloyd	10
Alan Crossley	10	Adrian Lloyd	10
Stephen Ellison	10	Ian Heywood	10
Nigel Banks	10	John Boggs	10
Dee Burns	10	Mike Spears	10

Total Club Marshalling Points : 400

Wallasey MC

Wigan MC

2300 MC

SD34MSG 2015 Championships Current Standings

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Tony Harrison	58	E	CDMC	7
2	Myles Gleaves	54	E	G&PMC	6
3	Simon Boardman	47	E	CDMC	6
= 4	James Taylor	46	E	CDMC	6
= 4	Mark Standen	46	E	G&PMC	6
6	Pete Jagger	45	E	BLMCC	7
7	Martin Lloyd	43	E	S061MC	4
= 8	Richard Hunter	40	E	AMSC	4
= 8	Steve Mitchell	40	E	CDMC	7
10	Louis Baines	34	N	PMC	4
11	Dave Whittaker	28	E	CDMC	4
12	Mark Johnson	23	E	CDMC	4
= 13	Paul Buckel	22	E	CDMC	3
= 13	Matthew Broadbent	22	E	KMC	5
15	Pete Tyson	19	E	CDMC	3
= 16	Ayrton Harrison	18	E	CDMC	3
= 16	Ian Bruce	18	E	BLMCC	3
18	Mark Warburton	13	N	CDMC	3
19	Paul Gray	12	S/E	CDMC	3
20	Jason McTear	9	S/E	CDMC	1
21	Andy Williams	2	N	U17MC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	67	E	AMSC	7
2	Alan Barnes	55	E	GPMC	7
= 3	Steve Butler	43	E	CDMC	6
= 3	Paul Taylor	43	E	CDMC	6
= 3	Jason Crook	43	E	U17MC	5
6	Rob Lloyd	42	E	S061MC	4
7	Ian Mitchell	39	E	CDMC	7
8	Ian Graham	38	E	CDMC	6
9	Richard Crozier	34	E	ManxAS	4
10	Steve Frost	33	E	GPMC	5
11	Maurice Ellison	22	E	CDMC	4
12	Kris Coombes	20	N	PMC	3
13	Neil Harrison	19	E	CDMC	3
14	Andrew Long	17	E	BLMCC	4
15	Sasha Heriot	9	E	AMSC	1
16	Paul Gray	7	S/E	CDMC	2
17	Ian Farnworth	2	N	GPMC	1

Last updated 30th September 2015

Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Stephen Kennell	82.91	CDMC
2	Andy Williams	82.55	U17MC
3	Steve Lewis	81.31	CDMC
4	Steve Price	79.18	BLMCC
5	Phil Clegg	68.69	BLMCC
6	Steve Johnson	60.62	U17MC
7	David Goodlad	59.88	BLMCC
8	Alec Tonbridge	59.08	BLMCC
9	Roger Barfield	56.90	U17MC
10	Daniel Barker	56.12	AMSC
11	Duncan Woodcock	51.26	LivMC
12	Michael Tomlinson	28.58	PDMC
13	Simon Nicholson	28.44	PDMC
14	Steve Butler	19.97	CDMC
15	David Barratt	10.00	AMSC
16	Ian Bruce	9.39	BLMCC

Last updated 20th September 2015

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Dave Riley	Y	107	D	BSSMC
= 2	Brandon Smith	Y	105	D	CDMC
= 2	Gary Jakeman	Y	105	B	HMMC
4	Antony Dixon	Y	79	C	CDMC
5	Simon Bowen	Y	54	D	BSSMC
6	Adrian Atkinson		55	D	BSSMC
7	Jack Darbyshire		28	C	GPMC
8	Graham Chesters		27	B	GPMC
9	Steve Johnson		26	A	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	Terry Martin	Y	132	D	CDMC
2	Matthew Jakeman	Y	105	B	HMMC
3	Dave Riley	Y	55	D	BSSMC
4	Matthew Kendal	Y	28	C	GPMC
5	Richard Robinson	Y	54	D	BSSMC
6	Ryan Moyler		52	C	CDMC
7	Steve Butler		53	A	CDMC
8	David Barratt		27	A	AMSC
9	Matthew Broadbent		26	All	KMC

Last updated 11th September 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	58	CDMC
5	Duncan Woodcock	Y	51	Liv MC
6	Gary Jakeman	Y	38	HMMC
7	David Goodlad	Y	46	BLMCC
8	Garry Jakeman	Y	38	HMMC
9	Matthew Jakeman	Y	37	HMMC
10	Steve Butler	Y	30	CDMC
11	Jason Crook	Y	26	U17MC
12	Roger Barfield	Y	25	U17MC
= 13	Louis Baines	Y	23	PMC
= 13	Anthony Dixon	Y	23	CDMC
15	Maurice Ellison	Y	18	CDMC
16	Ian Bruce	Y	16	BLMCC
17	David Barratt	Y	12	AMSC
18	Ian Farnworth	Y	5	G&PMC
19	Stephen Kennell	N	68	CDMC
20	Alexander Tait	N	55	U17MC
21	James Williams	N	49	U17MC

Last updated 11th September. 2015

U18 Championship

O/A	Competitor	pts	Club
1	James Williams	64	U17MC
2	Alexander Tait	60	U17MC
3	Scott MacMahon	51	U17MC
4	David Brown	0	KMC
5	Clara Pedley	0	CDMC
6	Grace Pedley	0	CDMC

Last Updated 20th September 2015

SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
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	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-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

SD34MSG 2016 Calendar

It is getting to that time of year when we are starting to compile the 2016 Calendar. Please forward your Clubs Events and Dates for 2016 to
Les Fragle
ASAP

les.fragle@gmail.com

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 OTLEY**
 CROSS GREEN, OTLEY, LS21 3HG.
 TEL: 01943 466626
 FAX: 01943 461512

Colman Tyres Rally



1st O/A Dan Willan / Martyn Taylor

This was a must do event ever since we heard it was running. Map 99 is the back yard and there are no road rallies in this specific area, the previous nearest being the excellent Ryemoor run by Malton MC. Knowing the clerk of the course, Ian Mitchell, from the Rally of the Tests I knew competitors would be in for a good nights motorsport with fair and sound route instructions. I returned to the left hand seat in the Bevan Blacker driven 106 with proper suspension up front now. It stops, turns and now just need to be made to go (plans are afoot). Although in fairness for a 1400 it pulls the wee car along at a fair old pace once wound up.

Scrutineering dispatched with we spotted a deerstalker wandering the car park, which can only have belonged to one local legend, **Ron Beecroft**. Absolutely brilliant to have a renowned driver supporting the event and even flagging away the cars from MTC1, he had a few cheeky words for the plated sunroof but you can't really answer back a man of his standing in the sport!

Our first test was slightly interrupted by the appearance of a police X5 who also wanted a shot down the Kex Gill white. A case of mistaken identity was the outcome but it neutralised what looked to be a fun opener. Undeterred we parked up further down the A59 to plot the first half. This went ok, with a fair bit of map crossing and I made sure I got all the quiets and black spots down (this became important later on). Realising there were no handouts to indicate where NAMS 1-14 were I was relieved to hear that these were provided at the start of each section, a genius way of distracting the navigator for a while.

Continued on Page 20



Bevan Blacker / Niall Frost



Paul Gray / Sam Spencer



Ken Quinne / Maurice Ellison



Paul Buckel / Steve Butler

*Photos Courtesy of
 Chris Ellison Photography
 07572 - 449625*

Colman Tyres

Continued from Page 19

Off we set up wharfedale and we squeezed past the white Yaris of Clive Baty along here while we both looked for NAMS on the right side of the road and clocked in on our minute. In no time at all we were down past a small village, Gamsworth, where I had the head down calling the tricky bridge and as I looked up spotted an orange arrow fly past. BOARD! Was the cry but we went so far past and two cars appeared behind that we couldn't reverse back to it. Despite not dropping any more time we were both pretty upset at such an error early on. Best forgotten and concentrate on the rest of the event though, what's done is done.

We stayed clean up past the drunks at Grassington and Park Rash climb loomed ahead of us with a lovely NAM hairpin to catch the unwary. The poor 106 struggled up here, not enough power on the steep climbs but we managed to fly into Kev Haworth's control and only dropped 16s which bolstered hopes of a good finish although the rest of the road down Coverdale was pretty much not as map, which I apologised repeatedly for since I was mute apart from calling NAMS. The next few roads were completely new to me and were great lanes leading round Coverham and onto West Witton white.

Being the first proper white of the night we started full of bravado until we landed heavily and our combined car sympathy forced a slow down. A fallen codeboard later on delayed us since we couldn't read it from the car and we dropped 2mins retrieving it from the grass.

The last section before petrol was a real blast over classic moorland lanes. Up over Redmire moor and Grinton moor before turning back past Bellerby ranges. A few NAM overshoots (my bad plotting on the move!) slowed us but looking at the times after we were 6th fastest over this section at 1.05 with me shouting, "flat over crest, there is nothing on the map" providing a few in car discussions.

At petrol we were sitting 12th, which although better than our seeding of 20th we felt the missed board hanging heavy, but we couldn't dwell anyway as there was more plotting to do. Close attention was needed to the instructions so as not to pass any extra spot heights and slot onto a white along with some tricky London rally map junctions later on. The route took us over Ilton where we dropped a minute down a rougher than it looked white, although almost everyone did the same except Dan Willan on 10s! I nearly spoiled our night again with a silly NAM misplot but with a quick 180 Bevan retrieved the situation and we managed to clock into IRTC25 on time.

The next section was one we had been looking forward to over the backroad of Dallowgill and it didn't disappoint as we caught up with car 19 and 18 only to realise as we neared STC26 that it was relatively slack on timing which was probably due to the high speed road over Skell Gill. Our last pre-plot section took us off map 99 and back onto 104 with a few tricky triangles to negotiate and two famous junctions for controls nearly catching us out in the dark. I even had to persuade Bevan to drive up one road since it was so lightly defined in the dark (not surprising to see Kev Haworth marshalling here.....). Despite this we remained clean all through to the last section from near Norwood. **Continued on Page 21**



Colman Tyres

Continued from Page 20

This was now plot and bash and an obvious dropper because of it. I jokingly pleaded with Jez Turner to give the handout early but the man wasn't giving in, so we stormed away with me scratching my head. In theory it was traversing noted gridsquares, but at 4.30am it required a bit of thought. We caught two cars plotting and always kept moving. The first control was really short so it's just as well we moved quickly, quick signature and gone as we were into timed to the second section. A committed drive saw us arrive into Andy Pullan's control with my board out the window to get a clean and we set off into another short section. Fortunately I had black spotted the only other road we could have used so it had to be down a white just to the north and a helpful Proton showed us the way in from the other direction, another section clean and we were feeling the pressure. Chasing back on past Lindley we caught two Protons and pulled into the last control clean, although since we were last of 3 cars we got 3 seconds. Not that it mattered, we were just glad to finish on such a high. Nothing like conquering plot and bash to get the adrenalin running.

We couldn't hang around at the finish except to thank whomever we could find involved in the organisation of the event. Great to have an event running in the Dales again and very well organised. Shame to see a few retirements on the results and hopefully the event gets up to 45 cars next year, it certainly deserves it. Thanks must go to all the marshals who were storming and full of good humour in the night and we saw most of them twice too. Well done to overall winners and top road rally crew Dan Willan and Martyn Taylor.

Niall Frost : Malton MC



Photos Courtesy of

Chris Ellison Photography
07572 - 449625

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



I was explaining to my wife last night that when you die you get reincarnated but must come back as a different creature. She said she would like to come back as a cow. I said "You're obviously not listening."

Just got back from my mate's funeral. He died after being hit on the head with a tennis ball. It was a lovely service.

Question of Sport

5th October

There is an open invitation to take free tickets to be an audience member for the recording of A Question of Sport on Monday, 5 October 2015 at MediaCityUK – arrive 1.00pm and recording at 2.00pm for approx 30 - 60mins. Red Bull's F1 driver Daniel Ricciardo is appearing on the show but that's all the details available.

Tickets do not guarantee entry but if you arrive in good time you should get in as admission is on a first-come-first-served basis. Media City is opposite The Lowry Theatre and Outlet Shops complex at Salford Quays. There are several car parks in walking distance but there's no indication that your ticket entitles you to free parking.

If you are interested then email Hannah Blackwell direct at the BBC with your name and postal address and number of tickets you require and your tickets will arrive by post.

hannah.blackwell05@bbc.co.uk

Colman Tyres Rally

When I saw that Colman tyres was back on calendar as a road rally this year there was no doubt that I would be aiming to attend in one capacity or another, diary checked and noticed I was only due back off holiday the same day so it made committing a bit difficult so plans were made to do a bit of marshalling for Mr Marshall himself namely Jez Turner, I have to say in the last five years since I returned to the sport I can't remember not seeing Jez out on any of event that I have been at so helping him out was a no brainer.

I ended up pairing up with Steve Flynn who had traveled home early from Scotland to support his prodigies Paul and Matt who where both entered, there was a distinct buzz around the start and we had ample time to have a catch up and speculate as to where Ian Mitchell would be sending the crews, we where given a couple of timed to the second controls one early and the second nearing the end both where near so we would have a good amount of time to kill between them, we even had time to have a watch on the first test.

We headed up to Blubberhouses to watch the crews negotiate the tight hairpin left at the beginning of the first test, watching various techniques it became clear that slower was quicker and the awesome sounding dog boxes didn't like being forced into 1st.

We then set off to our first control near Apple-treewick situated on a uphill 90 right, most of the crews where on schedule only a few who had dropped a bit of time but there was mixed fortunes regarding the two codes that we where signing for and a good number had missed one or the other, GPMCs Matt Harwood and Gav Irvine arrived bang on their minuet but unfortunately missed one of the code boards, Matt was complaining of misfire this became evident when he left our control.

Once we closed our control we decided to head up to petrol at Leyburn and find out how the event was unfolding we saw most of the crews and it was clear that they where enjoying what Ian had laid on for them. We then set off for our second control of the night back down near Patley Bridge, just outside of Leyburn we came across Matt and Gav who had retired after suffered their second puncture so only having one spare they where trying to fix it with foam duct tape and anything else that came to hand to get them back to the start, due to our tight schedule we couldn't hang around so we gave them my tyre pump and a push to get them running as the misfire had also developed and turned their 206 Gti into a three cylinder. We reached our second control with only a minuet or two to spare, the first dozen or so cars arrived on schedule the remainder where dropping varying amounts of time, once closed we made our way back to the finish to see if any results that been posted, everyone we talked to had enjoyed the route and it looks as if Ian and the rest of his team have resarected a classic for us all to enjoy in future years, GPMCs Mark Standen picked up second overall against a strong entry, Steve Flynn also had a smile on his face with son Paul being 5th overall and picking up the first expert trophy. Roll on next year and count me in one way or another.

Ian Farnworth : Garstang & Preston MC

Colman Tyres Rally

So fresh out of the Beaver, came the announcement from Ilkley MC, that the Colman Tyres Road Rally was to be resurrected after a long absence. The event used to be part of the MN Championship, so to be a part of it in its current guise, was a no brainer, however who would be daft enough to sit in the silly seat of the Panzer tank?

Step forward Clitheroe stalwart Mr Maurice Ellison, my victim, err navigator.

Having met Maurice on a North West event last year, when he loaned me a potty as I was marshalling, and being recommended by none other than Mr Alan Barnes from Preston MC, the entry was submitted, and it was arranged to meet Maurice on the night at the start, which I did. Also on the night Ilkley MC had arranged for retired MN Championship winner Ron Beecroft to attend and flag all of the starters off. Already the night felt good.

However, from the off, the Panzer tank developed a slight misfire which would steadily get worse as the night went on, but we set off undaunted. The first test however was not to the liking of the field of cars from the middle onwards, as North Yorkshire Police took exception to the fact there was an authorised event on, and we got held up in mid flow. Not good. However things started to gel really well between the two of us thereafter, and code boards were duly despatched to the time sheets and the minimum of time dropped. Of course no event would be complete without Joe public meandering his way home after a night out, and sadly for us and the car 23 crew of Ian Tunney and Ian Chew, we got held up as a result on one test, however Maurice called a slot 90 right which got us out of the jam, but not so for the guys in the car in front who made the mistake of following him. Meanwhile the misfire was still apparent, but at this point not getting any worse. Maybe she would see the event out. Not so unfortunately was the sump guard which didn't like the whites that had been laid on. They were more like tracks on the moon which bent it in such a way, that upon inspection after the event, it was resting on the sump itself, causing a vibration through the car. Still we soldiered on regardless.

And so at petrol in Leyburn and unbeknown to us at this point, we were lying 2nd in class down by around 4 minutes, a not massive amount which if we played our cards right, could be made up providing the Panzer held out. Then sadly it all went a bit Pete Tong on the next section, and we dropped a load of time after a wrong slot. To add to the misery, we did eventually find the control, but came in WD which gained us a fail. Bigger. To make matters worse the vibration and the misfire got progressively worse, and the decision was made to cut and run with only 4 minutes to OTL. So we did get the finish we were after, albeit 4th in class with a handful of fails, and close to the limit, but do you know what? It was a most enjoyable night in the car with Maurice, and if the opportunity arose, I would sit with him again. Thank you Maurice.

Ken Quinn Car 24.

Clitheronian Road Rally

26/27th September

Following our early demise from the Morecambe Rally the next outing for Ayrton Harrison and myself was going to be the Clitheronian. Two weeks before the Clitheronian is due to run and with only 8 entries left available Ayrton tells me that he is double booked (out with girlfriend) and I should grab another ride. Quick post on BRF and I get an offer of a run with Jay Cheetham from Congleton. Its his first rally. He had done one 12 car some time ago but never a full night event. We meet for the first time, at the start and we spend an hour before the drivers briefing discussing NAMs, SGWs, codeboards, what to do at controls, calling of bends timing, and all the stuff that you think everyone knows, except Jay doesn't.

Route all plotted and quiet a few surprises. I am sure its not just me who tries to work out in advance where an organiser will take me on the event. I thought before I got the route that we would be going over Widdop Moor and have halfway at Skipton. Wrong! It went up Jeffery Hill and then over the Little Trough before tackling Lythe Fell and then back down Gisburn Forest then onto Easington and then down Waddington Fell to petrol at Primrose Garage in Clitheroe.

We catch our minute man before Doeford Bridge but are stuck behind him and local pub traffic for what seems like hours before the pub traffic turns off our bit of road and the beautiful RS 2000 pulls over and lets us pass. Then I immediately wrong slot and when we get turned around we have dropped 3 minutes at STC 3 rather than a few seconds. Meanwhile we are experiencing a slight misfire and Jay tells me that this is the first time in ten months that the car has been driven, plus he wouldn't be surprised if the engine didn't last the night.

Then its up Lythe Fell and slot left and round Ringstones, back onto Lythe to STCs 6. As we are going round Ringstones I call a 90°R and glance up to see that we are not turning but instead are heading towards an enormous bright yellow trailer parked on the left. We pass down the left hand side of it and stop just before the fast approaching wall. Brakes cooked and a close shave.

Off Lythe and across Mewith and down Gisburn Forest. We are chased up Gisburn by Louis Baines and we slide past the NAM in 72 61 giving Louis advance warning of the Nam. We have to back up and then chase them to the Nam in 73 56. Then it's the NAM in Cocklet Hill and end of section. Across the crossroads and hairpin R at Threap Green. Round the 90°L, up the hill and flat over the cattle grid. As we go over the grid everything stops working and we coast to a halt. Every fuse is checked and replaced as necessary but there is no sound from the fuel pump. Wire the fuel pump to the reversing light and we have fuel (providing the switch is in the 'On' position but still no spark. Game over and that's where we stayed until the arrival of Katie Woodcock & Alex Harpur who give us a lift back to Darwen services to get the Trailer.

Heard at the finish that Pete Tyson & Niel Harrison had had a big off somewhere near Malham Tarn. I have no news on the competitors wellbeing but both were out of the car and Pete was waving the OK board. I am told that the Mini didn't fair so well and will need at least a new shell.

For his first ever proper road Rally Jay drove extremely well and it wont be long before he is picking up the odd pot or two.

Thanks to Jay for the ride and also to Alex & Katie for the lift. Massive thanks to Paul Buckel, Steve Butler and all the Marshals & organising team for what promised to be a fantastic event .

Maurice Ellison : Clitheroe & DMC



Photos : Duncan Littler

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Clitheronian Road Rally

26/27th September

What can be said about the Clitheronian other than mega.

Late Saturday saw myself and the little man meet up with a view of trying to finish a rally together after us not managing a finish since the Saltire. My aim was to get the car round in one piece and have a bit of fun on the way (plus the wife had been persuaded to use it whilst I took her jeep to Mull to pull the car etc.

The usual craic was had in the car park as is the norm with every event and then the drivers briefing. Richard in his usual style had the route down in record time and we headed out to the first competitive section somewhere near Chipping. From the moment we were away the route was fantastic heading up Lythe and down Gisburn. The roads were mint, fast yet challenging.

I managed to come into Gisburn a touch quick and ended up hitting a tree and smashing the spot lights (I was suppose to be taking them off on the Sunday for the pod for Mull).

We managed to get to petrol ok picked up around 7 minutes quite a bit tbh but not bad for a standard car in what can only be described as a top class field.

We regrouped near the Slaughterhouse at Sawley and the top ten cars all had chance for a bit of banter before the off everyone was buzzing with the route but also commented how quick it was with a few lads all dropping time.

News was that Dan the man Willan had passed the Lloyds up Lythe, some feat in anyone's books with the Lloyds being not exactly sedate either fair play Dan your some man for one man.

Second half was much of the first half this time using the moorland roads of North Yorkshire sadly when we reached I think Malham tarn we came upon the stricken Mini of Pete Tyson and Neil Harrison. A sad sight to see of such a special little car. Pete had the OK board out and the big thumbs up as we passed so we reported the off to the Marshall at the end and carried on with our event. (News is both are ok but the little mighty mini may not fight another day. Hope this isn't the end of those lads as I for one enjoy there company).

Anyhow we managed to get to the end. Nothing really to write home about in 14th not the best result to date for me but a finish non the less.

Would like to take this opportunity to thank everyone who made the event happen a top event by anyone's standard I honestly can't say why I have never done one before I will be back.

Big thanks the Richard Crozier for another top job on the maps again (better suspension and gearing will be sorted after Mull). Thanks to Ste and Eddie Brock for taking Gussey along with you he loved it especially when I walloped the tree in front of him lol.

See you all after Mull where I hope to have another report of our antics up there in my new car thanks again

Steve Hudson (car 8) : Clitheroe & DMC



**Photos Courtesy
of Neil Johnson
Lancashire Telegraph**

Clitheronian Road Rally

26/27th September

After this navigators personal meltdown on the Morecambe the usual suspects turned up at a dry but cold Blackburn services for the latest Buckel/Butler blockbuster...now its fair to say that in the film industry sequels are not usually as good as the previous films but in my view these guys are managing to produce an event that just gets better and better!

Looking round at the start all one could see were Protons. They are definitely a popular car up North, and in the case of the Flynn's examples possibly the two most immaculately prepared road event cars you will see..shame about the Burnley FC shirts lads'.....the Travis Proton doesn't look too shabby either and Mark had celebrated his recent career move into catering "management bollocks" by purchasing four new Nan-kangs..at least that's what I thought he said! An out and out tarmac tyre it would be interesting to see how the car reacted....not bad at £55 a pop and he is hoping to get at least 3 events out of them.....! A full entry for Buckel/Butler and it was also good to see the Don King entourage all present and correct.....

Now in my mind a few events let themselves down with poorly formatted route instructions and timecards.....no concerns here as the instructions are very clear and simple with no interpretation required and the summer time cards are the "dogs" and I just cant understand why more events don't use them to be honest. The route plotted well and it was obvious this was going to be a belter with the shorter first half travelling north up Lythe Fell and heading back down south to the Clitheroe petrol halt via the Clapham Common/Gisburn engine tester! The much longer second half was a real test going via Paythorne, Tossdide, Giigleswick up to the heart of the Yorkshire Dales NP in Littledale and returning south via Malham Tarn and finishing with a code board riddled long section over and around Elslack... this was a fantastic route on 2 maps and all were buzzing as the start approached.

Since the Morecambe disaster I had invested in £400 quid's worth of new goggles (how do they get these prices – should of gone to specsavers?!) and also a modified potti with a slightly increased level of magnification and I must admit that on the run out I thought the map did seem much clearer... but time would tell. Within a few miles of the start we passed the stricken Paul Flynn yellow Proton with what looked like a puncture (was a shaft I believe) and we started to enjoy the roads. Lythe was ok (if difficult) and it always amazes me the long long top gear slog uphill from Keasden cross-roads over Clapham common and then the descent down though Gisburn Forest...seriously quick all the way and it proved to give us an almighty fright at the first 90 right in the forest...way way too much speed meant a crazy sliding trip straight on up the loose forest car park track...we were lucky that this isn't gated or some onlookers hadn't parked up here!! Petrol was a quick fill up and on up the A59 to the holding control before the long second half.



**Photos Courtesy
of Neil Johnson
Lancashire Telegraph**

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Clitheronian Rally
Continued from Page 25

The second half for us went well and was memorable for the rhythm we established at CBs...and no wrong slots for a change! The last section was a real test.....the last few boards were on an extremely fast section and Mark backed off slightly as the brakes were going slightly spongy by this point but we were both pleased with the night overall. I do hope that Tyco/Neil are ok after passing their OK board near Malham I think...the previously immaculate Mini looked to be seriously hurt after what was obviously a big accident and also the red MGZR in front of us which had clouted a bank rather hard judging by the rear wheel angle – the lads had done well to drive it to a wider section of road so as to not block the road. Hope both cars can be repaired and that the crews are back out soon.

A prompt breakfast back at Blackburn services and we were both surprised and delighted to see that we had finished 11th overall and third semi-expert crews on what had proved to be a superb event. The CBs had been well positioned with no trickery, with the placing at GW's and the odd potential accident spot being a thoughtful gesture. The marshals were cheerful all evening on what turned out to be a cold night...with a most amazing natural spotlight which was the rare "supermoon." At times this lit up the whole countryside and made the Travis Proton spots look somewhat dim.....wish we had had more time to appreciate it! The tyres had proved to be excellent and a good choice with only an EVO front brake upgrade at cheapish money possibly the only thing to be addressed prior to the next event. The glasses/potti mods had proved to be worthwhile for the nav as well but these events are still proving tiring...starting to feel ok now but it is Tuesday!!

Overall all the crews who finished thought it had been the best Clitheronian yet and a few said it had been the best event they had ever done...a real tribute to all the work put in by both Steve and Paul plus all at CDMC who supported the guys both before and during the event.

Tony Vart : Co-driver Car 34 : Clitheroe & DMC



My neighbour knocked on my door at 2:30am this morning, can you believe that, 2:30am?! Luckily for him I was still up playing my Bagpipes.

Paddy says "Mick, I'm thinking of buying a Labrador." "Blow that," says Mick, "have you seen how many of their owners go blind?"

The wife has been missing a week now. Police said to prepare for the worst. So I have been to the charity shop to get all her clothes back.

Local Police hunting the 'knitting needle nutter', who has stabbed six people in the rear in the last 48 hours, believe the attacker could be following some kind of pattern.

Clitheronian Road Rally

26/27th September

Fair to say this was on my must do list, the past few years experiences have been nothing short of a pleasure and I was again looking forward to this years, the plan was to team up again with Jay McTear whom I sat in with last year but a back problem forced Jay to pull our entry, the very same day Louis Bains posted that he was on the hunt for somebody to sit alongside his younger brother Jonny who would competing in his first road rally in their dads Rover BRM, a phone call later and Jonny had our entry in, a quick visit to arrange the office side of the relatively standard BRM and run around the block to set the spots and get Jonny used to my calling and we where all set for Saturday, scrutineering went without issue so we got signed on and sat down to plot the quiet and black spots provided in our pack, at 22:35 we picked up our route instructions and set about plotting the route we took about an hour from the generous time that Paul had allowed so a bit of a leg stretch before we got strapped in and set off from MTC1 to TC2 just above the Newdrop on Longridge fell, whilst waiting to start we took the time to look at the nam diagrams and agree on our procedure with code boards, the first part of the route to us over little Trough not a section that I know to well but everything seemed to be flowing and we quickly got into a rhythm the next bit over Lythe fell would be a tester for Jonny and I pointed out that it was very not as map so driving on sight was the safe play with me calling the major stuff, we had one moment on a deceptive left hander thankfully as we ran slightly wide onto the grass Jonny didn't panic he kept off the brakes and on the power and we go back on the tarmac without incident, after Lythe we headed towards Keasden crossroads with just one minor indiscretion when we caught the car in front and as he turned right out of a T junction I called left (I think Jonny thought they knew something I didn't) because he followed them out of the junction I don't recall now but I might have used a odd expletive in my instruction to turn around, u turn performed and we turned right towards Gisburn forest we where now catching James Swallow who graciously pulled over for us but around this point we missed the nam on the top of the fell, I kicked myself for this because I know the damn thing but by the time it was obvious we had missed it I decided we couldn't gain anything by going back for it so we accepted the 5 minuets it was going to cost us, we completed the first half and ran into petrol, the second half was pretty uneventful until we came across Dom McTear and Tyco in both cases we where pleased to see the ok boards, the very last slotty section caught me out I thought we had missed a right turn and we retraced our steps only to workout that we where right in the first instance so that cost us valuable time.

In summary great route slick organisation and well marshalled, first class drive from Jonny in a virtual standard car who achieved more than most on their first rally just in getting to the finish, watch out Louis I think you have a new challenge.

It was great to see GPMC new members Rob and Steve Cotton get round with Rob having is first crack at navigating also Matt and Gav on only there fourth event another solid drive from them, and as always Myles Gleave mixing it with the top five and Jem Dale putting in competitive performances roll on next year.

Ian Farnworth : Garstang & Preston MC : Car 35

"Can I say a massive thanks to my small but dedicated organising team for all the hard work on this year's Taybridge Clitheronian Rally.

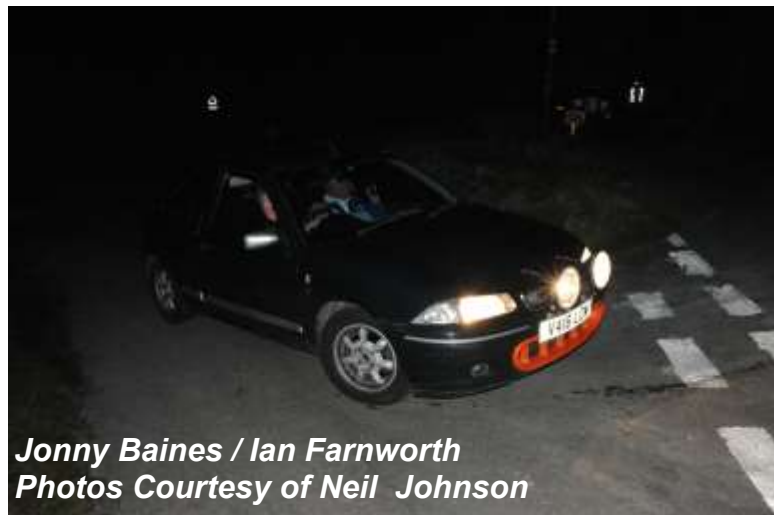
"I would also like to thank all the Marshals for giving us your valuable time without whom we could not do what we do.

"To the competitors both new and old to the Clitheronian for showing your support to the events with such a fantastic entry.

"To Taybridge Construction for there continued support.

"Well done to Dan Willan & Martyn Taylor on a well deserved win, pretty much untouchable this year. "Until next yearCheers."

Paul Buckel C of C



Pendragon - 2015

Neil Andrews and Mark Broadbent were competing for the second time in Neil's Subaru Impreza as a warm up and shakedown for the upcoming Beatson's Building Supplies Mull Rally. The pair competed in this event last year and were not so much looking at the end result, but more making sure the amended notes were to the pairs liking and the car was working 100% ready for 'The Big One' in October!

The pair, along with the service crew of Malcolm Davey, Dave Rowe and Paul Slingsby made sure the car, driver and navigator got through scrutineering and sign on, late afternoon on Saturday then it was a good night's sleep ready for a day of action starting at 9.23am the next day.

Notes prepared and road book at the ready, Neil and Mark set off to cover the 86.5 mile rally that would see them cover all eight stages by 5.30pm

SS1 Pincen Way 1 was the shortest of the rally and a good taste of what the rest of the day would entail... narrow roads, jumps and some very fast sections over some very rough roads! Neil soon got into the groove and was picking up the pace, narrowly avoiding some cars already crashed at the side of the road, sometimes on the road! Only one overshoot at a very tricky and deceptive brow meant they had to reverse back on the road, but the only cost was time and there was no damage to the car. Later on in the stage the crew came across a very tight hairpin right which followed a 90 degree left so no chance to get any speed up to see the car round. Neil's quick three point turn meant the car just managed to get round! Still... a better start than last year where the pair went wrong at the split junction. It was noted before the event and highlighted in Marks notes so the pair finished with a time 5 minutes, 38 seconds faster than last year's nominal time!

Straight on with **SS2**, which was a repeat of SS1. Off the start line into fast section with long crests and long straights. Then it slows down to the very rough section repeated throughout the day, but then disaster... turbo boost was lost all together. The crew limped through the stage as if on a Sunday drive and finished with a time nearly a minute down on the time set in the previous stage.

As soon as they were back to service, the service crew were on hand to put the loose pipe back in place and to also look at the brakes which seemed to fail at the last time control (thankfully they lasted the stage!).

After service and thanks to the team, the pair were back on track, albeit in 66th place and having lost around two minutes with the car issues from the last stage, thankfully the rest of the day went without any issues. **SS3 and 4** Toddy Gill went well and with fantastic commitment and controlled aggression from Neil's driving the crew reached 53rd and 14th in class, however we were making up time fast on the cars ahead.

Into the afternoon, **SS5 and 6** Bale Hill went with no issues and the pair moving up the order to 41st place overall and 13th in class, already four places higher than they finished last year. With confidence running high, SS7 and 8 were dealt with very quickly... SS8 being a minute faster than they completed last year, and the pair made up another three places overall!

Final standings saw the crew finish 37th overall and 12th in class... a fantastic result considering the issues the team had after SS2 and testament to Neil's committed and very fast driving. Notes were good through the day, the car stood up to the afternoon very well and both Neil and Mark are very much looking forward to 'The Big One' in October!

Many thanks again to the service crew of Malcolm, Dave and Paul who without their help, Neil and Mark would have been lost!



Photo Courtesy of Phil James



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Pendragon - 2015

After recently accepting the offer of a passenger ride on Mull I was idly thinking that a pre Mull tarmac rally might be a good idea after spending the last 18 months reading the notes in the woods, when the BRF speed dating service kindly came up with a rally date – Stephen Doherty and his XE engined Mk2 Escort. Now Stephen was looking for a co-driver after a lengthy spell on the sidelines due to various engine related issues...in fact as we talked it seemed that he had had more engines built/re-



built than he had actually started events! He went on to explain that he had had a number of pinto's, one of which had destroyed itself at Croft in spectacular fashion which, as the car was then sporting sponsorship livery from a company called "On fire" seemed particularly apt – a great picture nonetheless! On the basis of reliability he replaced the last pinto smoker with an XE only for that also to fail spectacularly over 18 months ago...now newly rebuilt he was looking for a finish and a co-driver as his usual man was otherwise engaged. It seemed a good idea to have the engine checked over on a rolling road after putting a few road miles on it and so I met Steve in Bolton the week before the event and we journeyed down together to Wrexham to find a firm called Zi Motorsport occupying an immaculate newish unit with a large collection of turbo charged Evo's, Scoobies and Focus ST's on the forecourt – those boys love their mapping upgrades! The rolling road cell looked to be state of the art and it was being operated by Steve Simpson – ex-TEG Sport mapper and quick Murtaya rally pilot so we felt in knowledgeable hands. Steve soon had the Escort strapped down (oooh' er missus) and the first run (to determine a baseline) complete, with the finding that the air temp probe needed relocating from approx. 25mm above the hot tony law exhaust manifold to somewhere closer to the cool Jenvy throttle bodies...it was initially reading 95c!! It was also clear to Steve (S) that all was not well with the Omex managed fuelling/ignition map...it was also clear to us, as the measured BHP at the wheels had just managed to reach 100bhp! Mr. Doherty's face was a picture as he pondered just how much it had cost him to have an engine built, but with a load less poke than one he could have pulled out of a scrapper! However Mr. Simpson soon had the motor pulling a lot cleaner right throughout the rev range...it had been running very weak with the timing a clog out which had obviously been a contributing factor to its previous demise. A quick road test confirmed all was well and it sounded very crisp indeed...all in all a productive way to spend a relatively small amount of money (in rallying terms...) with a friendly service, including a brew from Zi Motorsport.

We travelled up to the event on the Friday afternoon for scrutineering plus documentation and apart from buying a couple of new Hankooks from Andy @ SLICK it was routine and I only had to tape a bag in the cockpit for the notes/time cards before running the car/van up to the service area on the MOD ranges to leave it overnight. Appleby was the base for the night and very nice it was too...very good food and ale at the Royal Oak. The service crew for the day consisted of one...Darren Doherty of NW Stages rally winning fame who couldn't enter, as his car was with Tristan Pye who happened to have a compulsory family "doo" to attend! Hopefully we wouldn't have too many problems to occupy Darren but the service allowance was very generous at 3x 90 mins to allow the stage turn rounds – the stages consisted of 4 loops, each loop consisting of 2 lengthy 9mile stages, run back to back with the second run mixing in at 30 sec intervals with the first run through competitors. In practice it was an excellent format and proved a real test of both the crews and the cars over a mix of fast/slow and wide/narrow roads. It soon became clear to me that tarmac required a quicker pace-note delivery than in the woods but this was slightly offset by the much higher visibility of the immediate road ahead...in the woods the trees often obscure what is around the corner. In addition the stages allowed a degree of learning but the turn round after the first four negated that to a large extent.

The first loop passed without incident for us although there seemed to be cars all over the place – the issue we had at service was that the brakes were proving a bit hit and miss with the post handbrake operation (there were a couple of hairpins) proving poor with no pedal until a quick pump restored it, albeit in a very spongy manner. A quick inspection revealed nothing amiss in terms of leaks/fluid loss, however Stephen admitted that even though Russell Smith (his prep man) had bled the brakes a couple of days prior to the event the car had always suffered to a degree from this problem.....XR3 rear calipers possibly need a very rigorous and power bleeding process to get all the air out? The second loop saw both crew members picking their game up a bit and it was clear to Steve that the car felt a lot better engine wise than it had done previously so the first half was deemed a success, apart from the brakes. If we had had the kit to do it with, it might have been beneficial to bleed the brakes but notwithstanding the fact that we had two vans and a car between us we didn't have the tools, the knowledge or the inclination to do it!!

Continued on Page 30

Pendragon Stages

Continued from Page 29

The second half ran in largely the opposite way to the first and I must admit we did have a moment here on stage 5 as I seemed to struggle concentrating a bit.... as Stephen said later " we were nearly in the ditch when you called it Varty!"...my only defence was that it was hot and I needed some water..... In a serious vein it brought it home to me just how hard Mull will be, so no beer and salads only in September....yeah right. Now the third and last service was interesting as when we arrived there was no sign of Darren at all.....we pulled up, got out and thought where is he.....talking to another competitor, talking to another competitors wife, talking to the chuck wagon ladies.....and then a yawning face appeared from below the vans dash...he had been having a nap sleeping off the previous nights ale no doubt (he did seem to be very thirsty.....). Anyways he got straight onto the big task of putting a ty-wrap round the ignition leads to keep them off the hot XE head! This last service was also interesting in that a couple of lads from Huddersfield MC came wandering over to have a look at the car...they remembered it having seen the engine blow up and the resulting fire at Croft circa 2010...it's a small world the rally world and some lads do seem to have an encyclopedic memory of cars and registration numbers!

The wait for the last loop to commence was passed by Steve regaling me with stories of his (obviously mis-spent.....) youth in Manchester.....his early boy racer/drifting/cruising days in a 1300 escort pop with Jenson Interceptor front seats, the day he thumped a budding (now a very big name indeed...) rock star and how health and safety was now becoming an issue in his booming (oh dear....) demolition business!! The last loop went well and we were both pleased to finish without a mark on the car, with an engine that was still pulling well and with the crew still on speaking terms.....the soft Hankooks were a bit the worse for wear but that's how SLICK Andy makes money I guess although Doherty thinks he can get another two events out of them! Just get the brakes sorted and it would be easy-ish I suspect to improve upon the 36th place finish – but from a start number of 67 in a full 90 car entry we were satisfied enough.

I learnt a lot on the day about pacing the note delivery, Steve got his eye in again and we both thought that the event was excellent from an organizational point of view and very well marshaled – with a fair proportion consisting of the fairer sex running controls which was good to see. Top all round event, with a high competitive mileage on good but challenging roads – we will be back. It did cross my mind that this event is possibly worthy of a higher profile tbh but suspect that would mean it would be lost to a few of the local club lads and maybe the organisers are just happy with it how it is-they can probably do without the likes of "mudflapgate and "fuelgate!"

Tony Vart : Clitheroe and District Motor Club



Well, back to Epynt again, after our great result on the Harry Flatters rally, and a decent seeding at last, our hope were high for a good result. A round of the Reis National tarmac championship, with 80 stage miles. Recce went well, and noise / scrutineering with no problems, back to the hotel for a lovely bit of steak and a drop of red wine.

MTC1 at the show ground in Bulth Wells, and a ceremonial start, a run out to Mabbian way for a splash and dash, and change of tyres if need be. SS1, a tricky 4.5 miles to get us in to the swing of things, past the tank, through the quarry and up the steps, no problems, fifth fastest and first two wheel drive, and none WRC car. SS2. starting below Llandeilo'r-Fan, not using the car park to slow things down, big yump, flying for what seems ages, lands well, up to the HPR and Mark says, "something's wrong, " I say "only two miles to the finish, nurse it to the end"

Stage finish, and Marks out, checking all the wheels, nothings visibly wrong! Fifth fastest again. SS3. 9.5 miles, then in to service, three small offs, but the back end is all over the place, ninth fastest time.

Up on the axle stands, only thing the lads can spot, worn bush on the front end, so they swap that, no time for a proper inspection, fuel and tyres, off we go. Repeat of SS1, three seconds slower, Mark says "its dangerous, we cant carry on, something's badly a miss, were heading for a biggy," Game over, we can drive it back to the finish though.

Terry Martin : Car 14 : Clitheroe & DMC

Photos

Courtesy of A and A Sports Photography



OLD FORGE GARAGE MEWLA RALLY

in association with Brian Dennis Motorsport

Rochdale rally driver Steve Brown finishes his season in style with a class win at the Mewla Rally

Needing to secure victory at the final round of the REIS MSA Asphalt Rally Championship if he was to stand any chance of taking the B9 title, Rochdale rally star Steve Brown duly came up with the goods last weekend as he took a class win at the The Old Forge Garage Mewla Rally in Wales. After leading from the opening test across the Epynt Military Ranges near Builth Wells, Brown scored his second class win of the year in his debut year with the new Nissan Micra Kit Car and was named John Horton Motorsport Management Star Performer in the process.

Unusually for the Welsh mountainous stages, the day dawned dry and Brown had spent the summer break planning his attack on the new final round of the series. The aim was simple and clear for the 27 year old Questmead Sales Engineer who knew nothing less than a win would do. Joined by co-driver Jane Edgington, the duo stamped their authority on the timesheets from the word GO, opening up a sizeable gap to the remaining B9 1400cc runners.

Brown dropped time on the middle loop of stages across the unforgiving ranges, but by lunchtime, normal service was resumed and Brown settled into a comfortable rhythm during the closing stages of the day, even setting a time just outside the top 20 on the seventh stage of the event. He finished the event almost a minute clear of his closest challenger and title rival, Ian Barnard.

The Nissan pilot was overjoyed with the result. *"We had a clear goal today and that was simply to win"* said Brown. *"It's a really tricky place and although I felt really confident coming into the event, I'm still really pleased with how I drove today. Considering this time last year the car wasn't even built, it's a real achievement to be winning events with a car this new out of the box, it's a great feeling. To win the John Horton Motorsport Management Star Performer award is really an honour too, I'm glad someone was taking notice of our performance!"*

But, even with a sizeable victory under his belt, it was not enough to secure the sought after class B9 title. *"We did everything we could this weekend but it sadly still wasn't enough. Ian (Barnard) took second today meaning we finish just two points behind him in the championship which is a really close battle. It's easy to over analyse these things but with the final round on Otterburn being cancelled, it's really battered the title chase, but I guess it's the same for everyone. I'd like to say a huge thanks to all the team for all their efforts this year, my co drivers Paul Stringer and Jane Edgington and of course to my sponsors Questmead Ltd, Mintex, Fuchs Titan, PIAA, 710 oils, Power Maxed and SIX80 Limited.*

I simply could not have achieved what I have this year without them all."



Photos above: RallyGallery.com

**Photos below
Courtesy of Geoff Bengough**





PROMENADE STAGES RALLY

Friday 4th & Saturday 5th September 2015



Back out in the Darrian with Brandon for this one, phone rings 8.30 Friday morning, "alternators **poorly**, can you sort one" so I ring work, get a price for one and ring Brandon back, "yeah, £50, will pick it up on the way to the rally" "don't bother, I've sent my mate down to Millington, Roy (Millington) got one the shelf" that's going to cost" I'm thinking!

So we meet up about four, no problems with noise or scrutineering, so off we go for a quick recce of the night stages, we hadn't put any seeding info down, then we would be seeded lower down the order, and as its reverse seeding, we could get to the pub quicker. So the two night stages, one in daylight, one in darkness, besides the flood lit roundabouts, and the four HiDs spots, oh and a LED lamp bar! Nice and steady both runs, and were lying about twentieth over night.

Lovely late summer's day greets us, ten stages to do. One of those rally's, no drama, same tyres all day, fuel and a spanner check at service, plenty of chatting to friends and strangers (which is the best part of the rally for me) through out the day, getting a bit faster as the day goes on, and we end up 10th o/a and forth in class, leading the SD34 and ANWCC championships.

Terry Martin : Clitheroe & DMC

MEANWHILE AT VW'S EMISSIONS TEST CENTER

THATS ANOTHER PASS ✓

See Pages 76 & 77 'Inside the Industry'

The Highways Agency found over 200 dead crows along a 9 mile stretch of the M6 in Cheshire recently, and there was concern that they may have died from Avian Flu. A Pathologist examined the remains of all the crows and, to everyone's relief, confirmed the problem was NOT Avian Flu.

The cause of death appeared to be from vehicular impacts. However, during analysis it was noted that varying colours of paint appeared on the bird's beaks and claws. By analysing these paint residues it was found that 98% of the crows had been killed by impact with trucks, while only 2% were killed by cars.

The Agency then hired an Ornithological behaviourist to determine if there was a cause for the disproportionate percentage of truck kills versus car kills.

The Ornithological behaviourist quickly concluded that when crows eat road kill, they always have a look-out crow to warn of danger. They discovered that while all the lookout crows could shout "Cah", not a single one could shout "Truck".



**Photos Courtesy of
Brian Taylor**

www.whitedogphotography.co.uk



PROMENADE STAGES RALLY

Friday 4th & Saturday 5th September 2015



Double Podium For Swift On Rally Comeback

After an eight month absence from the sport, Darlington precision driver Paul Swift returned in fine style with a double success in as many days to claim runner-up spot on both events.

First up was the **Accident Advice Solicitors**

Promenade Stages Rally in Wallasey which he was contesting alongside Barnard Castle co-driver Giles Dykes in the Jim Bean Motorsport-prepared and recently-built Millington-engined PSI Global UK, Smith & Allan Classic Oils and Smart Independent Financial Advisors-backed Ford Escort Mk2.

A good run through Friday night's stages had the pair fourth overall and leading their class at the overnight halt and despite a few issues with timings and results, Swift continued his climb up the leaderboard.

By half distance, the seven times British Champion and a multiple Guinness World Record holder was up to third overall as he dived with the likes of Mark Holmes in the MG Metro 6R4 and Geoff Roberts' powerful Darrian T90. Not knowing exactly where he was placed prior to each stage, Swift ploughed on and by the penultimate stage was up to second overall. Armed with new tyres, he had a push on the final test to claim a superb runner-up placing just 17 seconds behind the Subaru WRC of Simon Bowen.

The following day, it was up to Sunderland for the

Wearside Classic Rally whereby Swift swapped his modern car for his historic-specification Ford Escort RS2000 Mk1 with wife Jessica in the co driver's seat.

The pair were having a good run until they suffered brake failure which meant they had to complete the remaining stages without stopping power, but despite this, they went on to claim second place overall, ironically 17 seconds behind the winner in a repeat of the previous day.

Paul Swift: *"It was the first time since the Jack Frost Stages in January I'd competed but I found myself back in the swing of things quickly on Friday night. On Saturday, it was a case of knowing how hard to push because we didn't have a lot of information as to who was doing what or where we were, so we adopted the Colin McRae motto of 'if in doubt, go flat out!'. The car was on the rev limiter in top gear at over 115mph in places such was the speed and it was a bit hairy in places, but we managed to bring it home without too many problems and there's no disgrace in being beaten by 17 seconds by a Subaru WRC. Sunday was a lot different and we enjoyed a good run around the challenging stages of the Nissan test track. The brake failure then cost us victory so it was ironic that we finished second again by exactly the same margin, I guess it just wasn't meant to be!"*

Paul is now set to embark on a tour of the Far East with the various stadium tours he performs at including Top Gear Live and another show with former presenters Jeremy Clarkson, Richard Hammond and James May.

Promenade Stages Rally On the Friday & Saturday



Photo Courtesy of James Redman
Redman Photographic



Photo Courtesy of James Redman
Redman Photographic

And then on the Sunday The Wearside Classic & Targa Rally



**More on the Wearside Classic & Targa Rally
on Page 53 & 54**

When I was in the pub I heard a couple of plonkers saying that they wouldn't feel safe on an aircraft if they knew the pilot was a woman.

What a pair of sexist. I mean, it's not as if she'd have to reverse the bloody thing!



PROMENADE STAGES RALLY

Friday 4th & Saturday 5th September 2015



Friday 4th and Saturday 5th September 2015 saw the 34th consecutive running of the Promenade Stages Rally sponsored by Accident Advice Solicitors held at New Brighton and run by Wallasey Motor Club. The ever popular event and winner of the Wirral Tourism Event 2014 attracted a quality entry as always with plenty of variety on display from the 93 entries to the thousands of spectators who lined the stages. As in the previous year the event action kicked off in spectacular style with 2 stages on the Friday evening, one of which was in the fading day light and one which ran under the floodlights. Competitors were faced with over 50 Miles of the now customary tricky 12 special stages which were also a qualifying round for the ANWCC and SD34 Rally Championships.

LEG 1 Friday 4th September 2015: 2 Stages

Simon Bowen/Richard Robinson (Subaru Impreza S11 WRC) took a 2 second lead after the night stages ahead of Geoff Roberts/Simon Hunter (Darran T90) who were a further 8secs in front of last years winner Paul Evans/Lawrence Powell (Ford Escort Mk2) in third. Paul Swift/Giles Dykes' similar Ford Escort Mk2 ended the evening in an excellent fourth, Hugh Hunter/Bethan Hunter (Mitsubishi Evo IX) fifth, with the stunning MG Metro 6R4 of Mark Holmes and Craig Simkiss sixth only some 12secs adrift of leaders. A close battle in the remainder of the top ten saw places seven to ten separated by a mere 2 seconds with Martin and Matthew Hodgson (Ford Escort Mk2) seventh and first in Class 3, Neil Cousins/Graham McDougall (Ford Escort RS Cosworth) in eighth, Wesley And Ryan Simpson (Ford Escort Mk2) ninth with Mike English/Andy Robinson (Ford Escort Mk2) rounding out the top ten. Class 2 leaders overnight saw David Burns/Steve Hallmark (Vauxhall Corsa) and Ben and Andrew Wilkinson (Peugeot 106) sharing the lead with Alistair David Oram/David Roger Oram's Vauxhall Nova leading Class 1 and a creditable thirty eighth overall. Jack Derbyshire/Matthew Kendall (Ford Focus) was one of the most notable retirements early on with a fire and so were unable to repeat their great result of last years Prom stages.

Leg 2 Saturday 5th September 2015: 10 Stages

Blue Sky's and dry weather welcomed the remaining crews to Saturday's action and the main movers were Geoff Roberts/Simon Hunter who stormed into the lead after SS4 with Mark Holmes/Craig Simkiss now second with Simon Bowen/Richard Robinson dropping down to third, Paul swift now in fourth. Paul Evans fifth with Martin Hodgson Sixth. One of the crowds favourite and most anticipated car's saw John Stone/Paula Swinscoe Tuthill Porsche 911 R-GT now move into the top ten. Bowen again moved ahead of Holmes after SS5 with Roberts lead now 8secs but it was all set to change in the next stage as Roberts fell foul to one of the unforgiving kerbs and his charge was over.

Continued on Page 35



Promenade Stages Rally Continued from Page 34

Bowen now inherited the lead in front of the hard charging Holmes with Swift now up to third. Roberts wasn't the only casualty as the Porsche of Stone took a stage maximum having collided with a chicane causing damage to their steering. Mark Holmes/Craig Simkiss assault on the victory ended on SS9 as their MG Metro 6R4 slid wide on the recently new but now loose tarmac on a right hander after a roundabout resulting in rear suspension damage caused by the now infamous New Brighton Kerbs which promoted Swift/Dykes into second place and Paul Evans/Lawrence Powell into the top three. Bowen/Robinson continued to set the pace at the front and eventually came home victorious and became the first Subaru Impreza WRC to win the event since Peter and Tim Stojanov in 2011 some 17secs ahead of Swift/Dykes a fine second overall with Evans/Powell third. Hodgson/Hodgson claimed fourth and with it Class 3, English/Robinson fifth, Mark Roberts/Gareth Twiss (Ford Escort Cosworth WRC) sixth also taking Class 4 honours just edging out Sean Cassidy/Grant Williams (Ford Fiesta 4x4) on count back. Rob Hughes/Kevin Butler finished an excellent eighth in their Ford Focus, Keith Dowthwaite/Colin Treeby (Ford Escort Mk2) finished ninth with the Darrian T9 of Brandon Smith/Terry Martin rounding out the top ten. Class 2 category went to David Burns/Steve Hallmark with Garteh and Alun Roberts Peugeot 106 taking Class 1.

The Promenade Stages Rally continues to offer an experience like few other events to crews and spectators alike and this years bigger Rally Village with some iconic rally machinery proved extremely popular and we look forward to next years event.

Results:

Simon Bowen Richard Robinson	Subaru S11 WRC	4	00.36.51
Paul Swift Giles Dykes	Ford Escort	4	00.37.08
Paul Evans Lawrence Powell	Ford Escort Mk2	4	00.37.32
Martin Hodgson Matthew Hodgson	Ford Escort	3	00.38.13
Mike English Andy Robinson	Ford Escort Mk2 RS	3	00.38.24
Mark Roberts Gareth Twiss	Ford Escort CosWRC	4	00.38.42
Sean Cassidy Grant Williams	Ford Fiesta 4x4	4	00.38.42
Rob Hughes Kevin Butler	Ford Focus	3	00.39.01
Keith Dowthwaite Colin Treeby	Ford Escort Mk2	4	00.39.05
Brandon Smith Terry Martin	Darrian T9	4	00.39.10

**Report & Images copyright James Redman
Redman Photographic**



**More on Prom Stages on
Pages 63 to 65**

Millennium Coupling Company in association with Century Autosport **Heroes Stages Rally** Pendle & DMC + Garstang & Preston MC Weeton Barracks



Bolton-le-Moors Car Club members Ian Bruce and Neil Bye helped raise £200 for the Help the Heroes cause via Facebook. Bruce (pictured left) presented Heroes Rally organisers Margaret Duckworth (Garstang & Preston Motor Club) and Rod Brereton (Pendle & District Motor Club) with the cheque at the recent Heroes Rally at Weeton Camp, near Blackpool.

Phil James
PRO-RALLY PHOTOGRAPHY
TEL: 01772 69-00-34
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***Ian Bruce & Phil Merrills**
Photo courtesy John Gorton*

The **Heroes Stages Rally** was only last week end and I have not received any reports yet. Hopefully I will have a report or two for the next Newsletter in November and some photos to go with those reports

A beautiful Sat morning to start the setting up at Weeton, and quite a crew turned out. All went well with everyone getting stuck in we got most of the graft done.

Someone stole Saturday night and as soon as my head hit the pillow my alarm went off. Back to Weeton for 6 am with Dave Nolan.

A few finishing touches and we were ready to start . Bang in time the first car was out followed by the rest. Apparently, about ten years ago, our Ric Wood had promised young Jonathon Brindle a run out so true to his word the waiting was over and what a good job Johnny did on the notes. A good turn out from marshals for who we are really great full . It was good to see some of the PMC members out competing and marshalling and great runs from the Derbyshire lads especially young Tom nursing a Subaru round with no first gear.

There were a few hiccups throughout the day although nothing major. A big thanks to all involved and all the people who gave up those time to clear up at the end of the rally. In general a really good rally.

Thanks David Nolan for putting a lot of effort in to this event . Another successful Heroes rally for GPMC and PDMC . Roll on Anglesea

Jason Bleakley GPMC

Millennium Coupling Company in association with Century Autosport **Heroes Stages Rally** Pendle & DMC + Garstang & Preston MC Weeton Barracks

In 2011 I marshalled at Weeton on the NW Stages rally and really caught the Rally bug!

Throughout the next year I travelled all over Britain marshalling on rallies before I plucked up the courage to start Road Rallying in 2013.

After a couple of years on the lanes I decided to switch disciplines to stage events,

Heroes Stages last Sunday was my stage debut and to be truthfully honest I was very nervous!!

Once I had SS1 under my belt I couldn't wait to get back out on the next stage! We had quite a steady day times after the first few stages were into the top 20 with Phil Merrill's doing an excellent job pushing and guiding me to get faster times in the silly seat!

We battled on all day not really interested in times or positions more to the fact finishing the the next stage and was really happy to be told we were lying in 15th o/a at one point!

We had an excellent day bringing the Type R home 17thO/A and 4th in class on my first event I'm well chuffed, can't wait for the next one!

Brilliant event thanks to all involved at PDMC & GPMC and everyone that helped on the day

Ian Bruce : Bolton-le-Moors CC

Roy Honeywell



*Roy Honeywell Co-Driving
for his son Bill on Mull*

Can you help?

Past Clitheroe & DMC President, and also SD34MSG Chairman + RLO for Lancashire, Roy Honeywell has been a member of the Clitheroe & DMC almost since the very first meeting over 50 years ago.

He's now 92 and, sadly, suffering from a difficult form of dementia. Elsie, his wife, is 91 and can't take care of him any more, so we've had to make the difficult decision to let the Manor House at Chatburn look after him.

He doesn't read and he doesn't see himself as old, so doesn't want to spend time in the lounge with 'all those old biddies

In short, he's bored, bored, bored. All it takes is a five minute visit - no more than 10 minutes - to relieve the boredom.

Would any club members or old friends be prepared to call in, say 'hello', tell him in 5 mins what you've been up to, and then go? It would make so much difference. The staff there will show you to his room. If you pass through Chatburn frequently, you could do this every day, and he probably won't remember your previous visit in any detail. If you can help it would be appreciated so much by Elsie and all the family

**Manor House, Bridge Rd, Clitheroe,
Lancashire BB7 4AW Tel. 01200 441394**

Roy Honeywell & wife Elsie



Malc Graham 'Art Exhibition' 10th October



Malc Graham (*Past Chairman of Springhill MSC*) had laryngeal cancer and had his voice box removed (it hasn't stopped him talking the hind legs of a donkey though!).

The head and neck cancer dept at Royal Blackburn hospital have been, and continue to be, absolutely amazing and he is hoping to sell some of his paintings to raise money for the dept by holding an exhibition at The Civic. If you, your family, children or anyone attend anything at The Civic please pop in and have a look at his work and perhaps even buy a painting or just make a donation to the cause. As you can imagine we are extremely grateful for their care

**Civic Arts Centre,
Union Rd, Oswaldtwistle,
Accrington, BB5 3HZ**



Malc Graham / Charlie Woodward

" Bigamy is having one wife too many.
Monogamy is the same."

Oscar Wilde

" It isn't premarital sex if you have no intention of getting married."

George Burns

Under 17 Motor Club (North West)
AutoSolo, PCA, A/T
J4 Darwen Services, 23rd August
‘Mini Monaco’

What a difference seven days can make, from the home of British motorsport racing in the BRSCC Fiesta Junior Championship. To a complete contrast and my favourite autosolo at, ‘The Mini Monaco’ and the home of the Under 17’s Motor Club North West, at the M65 Darwen services.

The first run was a bit daunting due to me being out of the car for 8 weeks and a more demanding layout, I was out of the car due to my GCSE's and Fiesta Junior commitments.

Due to my absence I forgot how physically and mentally demanding competing at the Darwen services is, my fellow Under 17’s Motor Club competitors, Scott and James were pushing hard so there was no chance to make a mistake. I underestimated how much of an advantage you get from regular seat time, I felt like I was thrown in at the deep end, as I looked at my results after eight out of the twelve runs and I saw I was behind my closest ANWCC championship rival James Williams by a huge 7 seconds.

I was thinking where I could minimise the time deficit as my final runs loomed, I upped the rear tyre pressures to try and create a bit of oversteer when I turned in, as I was struggling with some understeer. Hoping that this would make a difference I nervously headed to the start, I was unsure if this little setup change would either help or hinder me.

The final four runs came and went with the times being reduced run by run, with the fastest being 34.9 seconds. I was relieved to say the least, as the car felt totally different to what I did in the previous runs. I had gained a massive 9 seconds over the last 4 runs.

The final result was an FTD for Stephen Terry in his amazing Micra rally car, I managed a good 3rd over all and 2nd in class, beating and retaining the ANWCC championship lead over James Williams by winning by 2 seconds and beating Scott MacMahon by a further 6 seconds. It was also great to see James Beamish continuing his progress and improving with every run he completed.

A massive thank you to Steve Johnson, Hazel Johnson, Tracey Smith and all at the Under 17’s Motor Club North West for organising an amazing event.

The next time I will be competing is at the Ormskirk Motorfest where we all have a double role, as we are not only competing but demonstrating to members of the public what this sport is all about.

Alex Tait : U17MC(NW)





£500 raised for North West Air Ambulance

As but one part of the overall Ormskirk Motorfest, many of the 30,000+ visitors may have missed this event all together. The Ormskirk Motorfest event was organised by Aintree Circuit Club supported by West Lancashire Borough Council.

Free to attend, with so much happening from 10:00pm until 4:30pm in Ormskirk, petrol heads and families alike had much to see. The Go Motorsport Live event started at 12:30pm and had 16 North-West drivers taking part in the Under 17 Motor Club PCA, an AutoSOLO with passengers.

All the donations for passenger rides going to the North West Air Ambulance.

Sixteen year old Alex Tait (6th o/a 463.1secs) and Harry Fonseca (pictured) waiting to start, showed how clean and accurate driving makes for a quick time and you can start driving at 14 years old on these events! In class A, Andy Williams (5th o/a 461.9secs) in the 998cc Nissan Micra just held off a strong challenge from Hazel Johnson (7th o/a 464.0secs)

The discipline of AutoSOLO shows just how families can have great fun at motorsport events. Dan Darkin won the event in 438.4 seconds from Nick Darkin's 441.0 seconds sharing a 1600cc Vauxhall Nova. Steve Mather was third overall; his son Jack unfortunately having to give this event a miss due to work. The Sherriff 2 family all out in a Ford Fiesta 1400cc. Dad, Gary 8th overall with 466.5secs, daughter, Melanie 9th overall, (467.3secs) and son, Anthony 10th overall, (468.7secs)

We saw father and daughter team from the Fields family along with father and son team Andy and James Williams. All drivers had 18 tests with the best 17 counting for the overall time.

1st - Dan Darkin - 438.4

2nd - Nick Darkin - 441.0

3rd - Steve Mather - 456.1

4th - Roger Barfield - 460.7

13th overall was James Williams (pictured in the Micra) on 478.6secs, only 18 seconds behind 4th overall, that is one second a test!

All competitors had a great time, Roger Barfield shows the sport off to the 30,000 plus visitors to the town.

Great team work with all the competitors helping to marshal and put the public into the cars for their passenger ride. Council officials and even the Town Crier had trips around the test to experience grass-roots motorsport.

I would like to thank all the PCA competitors from local motor clubs for their help in running Go Motorsport Live in the North West on the day.

GoMotorsport Live



GoMotorsport

Ormskirk Motorfest

I'd firstly like to thank everyone who drove and participated in U17 motor club event at Ormskirk Motor Festival. It was a great day and we managed to raise over £500 for the North West Ambulance Service. We were also very lucky with the weather, with it being bright sunshine and few clouds.

At first, I had a bad start due to minor problems with the car. As I was driving round the corners the wheel nut caps began to rattle causing them to fly off onto the track. This problem was quickly resolved, as we just ended up taking all of them off after the first lap which was an okay 32.1 seconds. Still this was a rather small problem in comparison to Gary Fields losing his entire exhaust system from the catalyst backwards! This didn't stop him coming 11th place though, he just soldiered on in his very loud Citroen Saxo.

As the day went on I continued to battle against my main opponents Alex Tait and James Williams. I was managing consistent times, mainly around the 28 second mark and my fastest being 27.9 seconds which was my last lap of the day. I was very pleased with this as I have only been driving in the club for 1 year. Overall, I came 15th beating Amanda Fields by just 2.7 seconds. James came 13th and was 24.6 seconds in front of me, and Alex came an excellent 6th place with a total of 463.1 seconds overall, which is a remarkable achievement for a 16 year old. First place overall was Dan Darkin (pictured right) with a total of 438.4 seconds in his Vauxhall Nova. Second place was Nick Darkin (also in the white nova) and third place Stephen Mather in his Renault Clio sport.

Harry Forseca : U17MC (NW)



Airedale and Pennine Motor Car Club Autotest Harewood Hill Climb – 19th and 20th September 2015

APMCC ran a three test autotest on the top fields at the latest meeting at Harewood Hillclimb, all for raising money for the Yorkshire Air Ambulance and also to invite spectators to either passenger ride in a range of cars available on the day, or take part themselves in their own car.

The club ran two autotests each day with a winner announced on each round. First autotest was run Saturday morning and was dominated by Rupert North in his Mini. Dave Toft was a fine second despite his 'enthusiastic' driving style! 15 year old Evelyn North was a fantastic third in the same Mini Rupert drove. Behind the top three, there was a very tight battle for fourth as less than three seconds covered five drivers, Gary Ross in his Citroen Saxo just edging the rest of the field.

Autotest two was run in the afternoon and again Rupert North won by just over five seconds. Neil Raven was a member of an invited club and came second in his Subaru Impreza with some fine drifting skills! Third was Dave Toft beating Andrew Hargreaves in a Ford Fiesta by just short of two seconds.

Sunday morning was a little colder with a different third test which seemed to catch a few people out, Steve Waddington and Amy Toft going the wrong way round the cones on the final stretch to receive a wash out. Although Rupert North won again it was not a clean win after clipping a cone on the first test. This meant Dave Toft in his Citroen Saxo was a little closer in second, two seconds clear of Evelyn North in third, beating drivers three times her age. With Rupert enjoying the racing elsewhere, the final autotest would go to another winner in Mark Broadbent enjoying the Citroen Saxo. Amy Toft managed to get round second after several previous tests ended up with her going off and stopping under the marking tape! Amy also managed to beat Malcolm Davey in the Citroen Saxo into second place which is something to be very proud of!

The results were not the headline however as the main aims of the meeting were met, lots of passenger rides in Sam Oddy's Mini and plenty of smiles in the Citroen Saxo driven by Dave Toft meant we raised just over £100 for the Yorkshire Air Ambulance. The club also welcomes eight new members and above all else, all competitors had a great time!

Many thanks to Harewood Hillclimb for allowing us to use their land, Keighley Motor Club for supporting us so very well throughout with some great entries and also the various members of the club who helped organise the meeting. Special note to Dave, Helen and Amy Toft, Rupert and Evelyn North and Gary and Mandy Ross who were there for both days

Bolton Le Moors Car Club

Autosolo

September '15

September's BLMCC Autosolo, PCA and Autotest event at Lymm services was a re arranged venue as Makro had pulled the plug on all their depots instantly dropping 3 events from the calendar this year alone.

For I think the first time this year I packed sun cream into the spares box, it was a sunny morning as we left and it stayed like that all day. John North and Dave Graves running this one today and as such a new layout greeted us on arrival. What looked like a sea of cones from the side lines soon became a route with the test diagrams in hand, although we were wondering what John N has against left hand turns! The nearside front tyre was going to take all the punishment today.

A great turnout from all levels of competitors ensured a full day's sport in all 3 disciplines. I was in the Nat B Autosolo, James did the PCA. We were put in different groups so I would use my rest period to sit in with James who was out first with the other PCA's. No official lunch break as the 2 test sites were staying the same all day so we got a few more runs in which was good.

At the finish there was some very close competition at the top with Alec Tunbridge in the Caterham just holding off Nick and Dan Darkin in their 1600 Nova, father and son 1 tenth apart, son Dan taking family honours (and no doubt bragging rights), Steve Mather 4th, Clio 172 Cup with Steve Kennel 5th in the Scimitar. I was 6th overall and 1st in class, with the level of competition today I was pleased with that, Lymm is somewhere I've never done too well as it's quite fast and open, not suited to a 1.0 Micra. However in the PCA James was FTD so may be it's me!

Thanks to Poplar 2000 services, Graham Maxwell and all at BLMCC for persisting and getting at least 1 of their remaining 3 events running. We all appreciate how difficult it's getting to find a suitable venue these days for events. Hopefully back up to 4 next year.

Andy & James Williams : U17MC



*Pic, James driving on test B.
Courtesy of Alec Tunbridge's Dad.*

£1200 raised for North West Air Ambulance

The Under 17 Motor Club with the help of northwest competitors has run 3 very successful Production Car Autotests at North West Car shows.

Drivers from Accrington Motor Sport Club, Bolton le Moors Car Club, CSMAclub NW MSG, Knutsford and District Motor Club and organisers and drivers from the Under 17 Motor Club all helped in making these a great promotion for North West motorsport.

The first event on 30th August in Ormskirk had 50+ passenger rides and raised over £500 for North West Air Ambulance. The total after the 2-day Manchester event was £1200 (More with Gift Aid!)

The Footman James Classic Car Show Manchester 19th/20th September had 12 drivers on the Saturday and 14 drivers on the Sunday. We had 3 hours of Live Action each day to fill with a PCA event. Some 100 passenger rides over the two days were given.

The PA system promoted the fact that for £30 those watching could drive their own car at these motorsport events. Over the weekend we had 6 families with two or more drivers at the event, this promotes that AutoSOLO is a family friendly activity. Many contacts were made with possible new competitors in the North West. The promotion of 5 local clubs, SD34 MSG and ANWCC that run AutoSOLO events and championships in the North of England.

I would like to thank all the PCA competitors and marshals from local motor clubs for their help in running Go Motorsport Live in the North West.



Bolton-le-Moors Car Club

September Autosolo, Autotest and PCA

Poplar 2000 Services Lymm – 13th September

A fine day awaited the 37 competitors assembled in the large truck park behind the services and it proved to be a good day for most.

It was a good day first of all for BLMCC, as we finally had a venue, and a good one at that, after a number of problems this year. The fact that we were running at all was largely due to the good offices of Graham Maxwell from CSMA, and of course Moto Services management.

Our clerk of the course, John North had laid out two open test sites which were used all day. This gave the competitors 14 tests to attempt on a very grippy concrete surface. There were remarkably few oil and diesel patches considering it is a truck stop.

The action was fast, non-stop and very close from 10:00 until the finish around 2:30.

Nat B Autotest

Whilst the cone layout was the same for everybody, there was a different route for the autotesters, who were first to start. We had tried to put in some "proper" manoeuvres to make it faster and more interesting. We were lucky that Paul Fobister from Whitchurch in his Haigh Special came along to entertain us. He put on a brilliant display for FTD, winning from Steve Johnson (what *still* no power steering?) by just under 100 seconds. It was close between Steve and Colin Moreton in his Westfield SE but terminal problems with the hydraulic handbrake ended Colin's day early. The weekend after our event Paul (pictured above) came second in the final BTRDA Autotest of the year, earning himself third in the championship.

Nat B Autosolo

13 competitors started this event which counted towards the SD34 and ANWCC championships. The tussle for FTD was **very** close with the first three separated by just 3 seconds at the end of the day. Alec Tunbridge from BLMCC pictured opposite took FTD in his Caterham 7 with an error free display that made up for some of the mishaps earlier in the year.

The battle for second and third was even closer between father and son Nick and Dan Darkin from the Wolverhampton and South Staffordshire Car Club in their nippy Vauxhall Nova. Dan, pictured here just pipped his dad for second overall and first in class B by 0.2 of a second.

In the other classes Andrew Williams in the Micra won class A.

Class C was the battle of the MG ZFs; most of the day it was neck and neck between Steve Lewis from CDMC and Dave Goodlad from BLMCC.

In the end Steve Lewis clinched it by 5 seconds. Dave Goodlad normally enters events in an autotest Mini. However, wanting to do an autosolo, he was the first to use BLMCC's own competition car which can be made available to club members of a year's standing. It can be used for events such as Autosolos, sprints and the like. It was kindly donated to us recently. Our ZF will next be seen at the Neil Howard Stages at Oulton Park on 7th November as a course liaison car.

Clubmans Autosolo

15 competitors started this closely contested event spread across three classes. FTD went to David Moss from Preston Motorsport Club in his Vauxhall Corsa. He beat Martin Self in the Proton coupe by just over 10 seconds. Martin took first in class G. Matthew Norris from BLMCC took 3rd and first in class F putting on his best display of the year.

In class E David Hunt from KDMC was first after a last minute change of car.

We also have to mention Bolton's James Haslam who put on a good display doing his first event in a Fiesta ST. The times came down throughout the day and he was penalty free until he clipped a cone on the last test.

Production Car Autotest

James Williams took FTD on this event in his dad Andy's Micra; putting on another good display. Watch out next year Andy.

Finally.....We just have space to say thanks to the competitors and marshals and we look forward to next year's event at Poplar 2000 services. Also thanks to Colin Moreton and Andy long for the photos. Full results are on our website (*look for the address on the ZF*). I'm off next to organise the demo Autosolo, in aid of the North West Air Ambulance Charity, at the Neil Howard Rally on 7th Nov at Oulton Park. Hope to see you there.



Kirkby Lonsdale MC Scatter Rally Monday 31st August



Well that's the last scatter of the series done and dusted thanks to Rob Eastwood for his help on the first one all our marshals not a big list! Ken Mooney, Simon Frost Roger Goth and Bob Milloy also Quentin and Tom. Dave Brodie for supporting each event as for last night well....over the years there have been many gigantic clashes Frazier Ali, Senna Prost and giant haystacks big daddy last night was no different in the slightly off burgundy corner Dave and Holly in the black corner Rob and Martin would the Colman tyres and 1000 mile trial winning navigator be knocked off his Perch by the school girl from Kendal? As Dave set off in to the early evening the engine temperature was already high but he was willing to sacrifice the engine for a clean sweep 4/4 . As Dave pulled in to a control 40 min before the end of the event the bonnet was up the old girl was past hot and needed a break rob and Martyn arrived and left knowing the victory was for the taking Dave limped off and decided to head back to the heavens all that was left was a timed to the second code board hunt in heavens grounds on foot Quentin and Tom set the time to beat of 56seconds Dave 58 second and martin 1 minute and 8 idea for all events organisers Martyn's running is not as quick as plotting . On first glance Rob and Martyn had got a clean sweep but those pesky kids had filled all the blanks in despite not visiting the clues!!! so at the final count Dave was on 66 points Rob and Martyn 77 Martyn's second win in 48 hours . You may be wondering if they were the only crews out well Chris and Kevin on their first scatter succumbed to a puncture and finished 6th on 25points Dan Hurst and Maurice Ellison had an eventful night by being accused of being Burglars but Dan pointed out he was just out for drive with his granddad!! And then had the plod follow them for 7 miles. Then wrong slotted on the 50yard run in the car park and ended up with a time of 4 minutes+ so finished 5th on 47points Quentin and Tom and Andy and Jill Gibbs finished equal 3rd on 56 points Dave and Holly 2nd on 66 points and the winners Rob and Martyn 1st on 77 points well done!! But everyone was a winner with haribos all around!! At the finish



The Paul Brereton Trophy

I am sure you all remember Paul Brereton who passed away on the 18th of May in 2014. He was a very, very nice chap (and I for one still miss him terribly), and besides competing on every Road Rally going in the North West also wrote a column in this Mag : 'The Barrow Taxi'. Paul also had a 'bee in his bonnet' and firmly believed in giving newcomers to the sport a chance and would take raw novices as navigators out just to get them started. To quote his son Andrew *"A nice tribute to man who loved his rallying , it wasn't about the winning with my dad he just loved the sport and wanted to see new blood in it to keep it going & hopefully it will keep going for many years to come"*

I will keep you all posted on how these trophies are to be used. I have taken them to Kirkby Lonsdale MC. That was Pauls Club. Thanks for all those donations



Vale of York Stages Rally 2015

We were competing on this particular rally for the second time, however this as the fifth time we have rallied at this venue. However, it seemed as if the problems started before the event had begun! The front hub housing had collapsed so in the few days before the event Terry was concentrating on just getting there, let alone a result... however friends came to the rescue and the car was loaded on to the trailer.

In the morning of the event there was plenty of standing water around the stages and after cycling around in the morning we added notes of where to look out for. It turns out the notes were not that accurate!

SS 1 and Terry was very committed... usually quick out of the blocks, this morning he must of had an extra Weetabix as there was nothing left through the opening corners! We quickly caught car 5 and after following him for what seemed like miles, we eventually got passed, only to merge right behind car 12 (BMW). Going to the very wet section, Terry put the anchors on (anchors being the right word!) but the car aquaplaned and we were passengers ending half way up a banking looking at the now blue sky with the engine stalled. Car quickly started, reversed and back on song, we had to pass the same two cars on the second lap. Rueing the time it cost us (we estimate around 30 seconds) we were very surprised we were third after SS1.

SS2 was a clean and again committed stage with no issues and we got our very first scratch time and meant we were leading a event for the first time! A milestone in our career and we were overjoyed! However with the weather clearing, Alex Taylor on new tyres and other quick drivers in very quick cars we knew it may not last. As the day went on, we slipped time each stage. David White receiving a 30 second penalty for hitting the stage furniture meant we held second for longer than we anticipated, however we were consistently putting in third or fourth fastest times... no issues, just not quick enough. On SS8 which would be the last stage due to a terrible accident for car 15, we lost second to David White who set a lightning time we just could not match.

We came into the event wanting to beat our seeding of 6 and we did so brilliantly. Third is our best ever result and also meant we won our class in the Melbourne Challenge which brings together all our results at the venue in 2015. Terry was very quick, clearly now getting used to the car he bought at the beginning of the year and the commitment shown throughout the day was at times frightening! Many thanks to our service crew of Malcolm Mawdsley, Daniel Ward and Keith who kept the car and drivers full of fluid and clean... without them we would not have kept third. We also wish the crew of car 15 - Pete Williams and Jim Goodman a speedy recovery as we believe it was a very big accident.

Terry Pressdee and Mark Broadbent will next be out at the Lynn Charity Stages - 1st November 2015

Mark Broadbent will next be out at Beatson's Building Supplies Mull Rally - 9th to 11th October 2015

Terry Pressdee and Mark Broadbent

Photos Courtesy of Tony Boyes





Wigan racer Tony Lynch endured a weekend of frustration as the MSA British Rallycross Championship in association with the Shannon Group headed to Lydden Hill for the penultimate round of the year.

Tony made the long journey south hoping to bounce back from the disappointment of a tough weekend at Pembrey during round six.

There, a gearbox problem had prevented Tony from qualifying for the final with his team - Lucas Oil Team Geriatric - working hard in the weeks that followed to resolve the problems he had faced.

With the gearbox fully repaired Tony was hoping to return to the kind of form that saw him take victory in the Super National class at Mondello Park earlier in the year.

Things started well despite challenging conditions on track with Tony taking third place in the opening heat. Unfortunately it would prove to be the high point of a tough race day, with a puncture then hitting his hopes in heat two.

Unbeknown to the team, the puncture had caused further stresses to the wheel studs which then sheared in heat three - putting Tony out on the spot.

Only able to qualify for the B final as a result Tony's weekend then ended on a low when he was unable to qualify for the main final.

"It's very frustrating again because the weekend promised a lot but failed to deliver," he said. "The boys had worked hard to get the car ready for the weekend so for it to go the way it did was a huge disappointment.

"Clearly we wanted more from the weekend but there are positives that we can take away from it, most notably the performance in heat one when I wasn't pushing too hard because of how tricky it was on track.

"That result shows the potential that there is in the MINI and I'm confident that we will start realising it on a regular basis before too long.

"Hopefully our bad luck is firmly behind us and now will look to regroup in time for the final round and aim to end the year on a high."

Matt Salisbury,
Motorsport Journalist and PR Services



You are driving down the road in your 2 seat sports car on a wild, wet, stormy night, when you pass by a bus stop and you see three people waiting for the bus:

1. An old lady who's drenched through & looks as if she is about to die.
2. An old friend who once saved your life.
3. The perfect partner you have been dreaming about.

Which one would you choose to offer a ride to, knowing that there could only be one passenger in your car?

Think before you continue reading. This is a moral/ethical dilemma that was once actually used as part of a job application.

You could pick up the old lady, because she could die, and thus you should save her first.

Or you could take the old friend because he once saved your life, and this would be the perfect chance to pay him back.

However, you may never be able to find your perfect partner again.

The candidate who was hired (out of 200 applicants) had no trouble coming up with his answer. He simply answered: "I would give the car keys to my old friend and let him take the lady to the hospital. I would stay behind and wait for the bus with the partner of my dreams."

Sometimes, we gain more if we are able to give up our stubborn thought limitations. Never forget to 'Think Outside of the Box.'

HOWEVER....., The correct answer is to run the old lady over and put her out of her misery, have sex with the perfect partner on the bonnet of the car, then drive off with the old friend for a few beers.

9 Class Records Tumble at Liverpool MC's Aintree Autumn Sprint

Liverpool Motor Club hosted yet another highly competitive sprint at Aintree on 5th September when the 99 competitors who took part had the opportunity of two practice runs and 5 competitive runs. LMC has become synonymous with slick organisation and, coupled with very few incidents, this made for a great day's motor sport. Without the usual headwind on Railway Straight, no fewer than 9 class records were broken to give an exciting end to the 2015 Aintree season, and an appropriate end to a year that marked the 60th anniversary of the venue hosting the first of its 5 Grand Prix race meetings. So how did everyone get on?

In the Standard classes (SA & SB) there were wins for Chris Smith (1.4 MG ZR) and Paul Gorge (1.9 Clio) each of whom set new class records.

In Roadgoing Saloons David Taylor (Morris Mini Cooper S) lowered his 1400 (1A) class record yet again, though he was by himself in his class this time out. St Annes GP, Russell Thorpe (Renault 5GT Turbo) took a comfortable win in the up to 2 litre (1B) division when the opposition melted away due to mechanical problems and Andrew Cottrill (Impreza) won the over 2 litre (1C) class and set a new class record despite only taking two competitive runs.

It was good to see eleven cars in the well supported up to 2000cc Sports car class (1D) where Blackpool's Roger Fish knocked over a second off his previous class record to win from fellow Honda S2000 competitor Martin Rowe from Southport, whilst Gordon Peters (Nissan 350Z GT) took the over 2 litre class (1E) from the mighty TVR Chimaera of SD34 front runner Duncan Woodcock in his first season back from a 35 year absence from motorsport.

The Elise class (1G) went to Elen Worthington who knocked nearly 2 seconds off the previous class record. In the kit car classes. John Loudon (Westfield SE) won the under 1700 class (2A) in a time that was just 3 tenths off the record he set in June, whilst Chris Howard Harris kept Nigel Fox at bay in the over 1700s (class 2B), both driving Caterhams.

Then it was the turn of the Mod Prod cars – a well supported up to 2 litre class (3B) saw another win by Settle's Richard Hargreaves in his immaculate Mk 2 Escort from championship sponsor Phil Caza's similarly neat Clio Cup and Aintree regular John Moxham (Peugeot 205). In the over 2 litre class (3C) Rob Wakelin had dusted off his Impreza after a 3 year sabbatical and absolutely annihilated the class record, taking 2.63 secs off the record that has stood since 2009.

Classes 3E & 3G had just one competitor each, so we move on to the under 1700 Libre class (4A), where Robbie Birrell from Ramsbottom just squeezed in with a new class record in his Radical Prosport, whilst the over 1700 class (4B) was won by James Davies (Peugeot 205 Mi16).

In the racing car classes, Bradley Dickerson (Jedi) took the 1100 single seater class (5A) from Eve Whitehead (RBS8) whilst Tarleton resident Jonathan Townsley (Van Diemen RF90) took the honours in the pre 1994 FF1600 class (5B) from long standing Pilling based competitor Graham Curwen's RF91.

In the 1100-1600 class (5C) Gary Thomas (Force PC) took the honours and Steve Miles (RF96) won the 1600-2000 class (5E) with a new class record. Then in the over 2 litre class (5E) Windermere farmer John Graham took a day off from contesting the British Hillclimb Championship to take FTD in his rather smart looking and very quick Gould GR55B.

The two Classic Classes which use Target Times to work out the winners saw Phil Cheek (MGB) and Aintree regular Peter Brogden (March 733) take the wins whilst Tim Child (TCR Sports 2000) was the fastest overall. Whilst not quite breaking their all time record number of starts in a day, LMC's highly efficient startline crew still managed to line up no fewer than 621 cars during the day and the event still finished by 4pm which was much appreciated by those competitors heading to Anglesey the following day – how many other UK sprint venues can match that?

Detailed results for this and previous Liverpool Motor Club events are available on the LMC website:

www.liverpoolmotorclub.com.

Looking forward to next year, LMC is pleased to confirm that it will be running the Aintree Sprints on 30th April, 25th June and 3rd September. The two Aintree Track Days that include sessions for single seat racing cars will be on 28th May and 1st October, and the Barbon hillclimbs run jointly with KLMC will be on 11th June & 2nd July.

2016 is going to be another great year!



John Graham



Peter Brogden



John Moxham

John Harden : Liverpool MC

Sporting Bears 'Dream Rides' day at Aintree.

Is this the most rewarding day's motorsport you can be involved with?

For the fifth consecutive year, Liverpool Motor Club was kept busy the day after its September Sprint with another fantastic event at Aintree – the 2015 Sporting Bears Dream Rides for Kids day.

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 the host event at the same time. It is to the Bear's credit that annual subscriptions and sponsorship entirely support the club overheads thus allowing every penny 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 this year's Carfest North alone they raised an incredible £57,000.

Then, once a year in September no money changes hands, the public don't get the rides, but instead the children, many with serious or life threatening health issues, their carers, families and staff from various North West children's 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.

It's a fantastic day which not gives the kids a great day out, but it also gives their parents something totally different to look forward to – effectively a day of respite when they can relax, put aside their children's health problems and be treated to an unforgettable experience in cars that without the help of the Bears, they wouldn't ever imagine being able to ride in.

As chairman of Liverpool Motor Club, my life seems to revolve around motorsport but I'm proud to say that the Aintree Dream Rides for Kids day is the most rewarding thing I do each year. It's not just down to me of course, we had a small team of volunteers to help keep an eye on the activities and to make sure everything ran safely. 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. When a child thanks you for a great day and ends by saying it was "The best day of my life" it is incredibly difficult to maintain your composure as that youngster might have a health condition which means they have a substantially reduced chance of ever leading a normal life.

Continued on Page 48



Sporting Bears

Continued from Page 47

This year 45 cars took part, including two of the latest Bentleys loaned by the factory, and two BMW traffic cars from Merseyside Police whose crews gave up their rest days to take part. The full list of cars is too long and varied to details them all, but they included classic Mini Moke, MGB, Jag XK120, AC Cobra replicas, the ex-Tony Marsh GTD40, assorted classic and modern Porsches, Ferraris etc to a stunningly quick and very impressive Jaguar F-Type R. Goodness knows what the full array of cars was worth!

And which cars attracted the longest queues of kids? Maserati? Wrong. Ferrari? Wrong again. GT40? No.... the Police cars of course, chasing after other participants complete with blues & two's!

To get a hint of the atmosphere, just follow this link to: www.paul-griffiths.net/Motorsport/Sporting-Bears/Aintree-Motor-Circuit-2015

But to experience it properly, you needed to be there. And once again, the weather played its part in giving us a dry, if windy, day for the event.

Could you help next year? The 2016 Sporting Bears Dream Rides for Kids day will be on 4th September. We need marshals to keep an eye on the activities on track & male & female helpers to run the changeover area, and the Bears are always looking for new members with suitable cars to give rides, not only at Aintree, but at other events during the year. For more information, have a look at the Liverpool MC Facebook page, the Liverpool Motor Club website or Sporting Bears own website.

If there's one day a year when you volunteer to put something back into motorsport, this should be it.

John Harden : Liverpool MC



All Photos by Ric O'Reilly



Over £1,000,000 raised for charity



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Liverpool Motor Club

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Greenpower – inspiring future engineers.

To round off a very busy September, Liverpool Motor Club looked after the action on-track for the North West heats of the Greenpower electric car races that visited Aintree on 23rd September.

The Greenpower Trust is a charitable organisation that promotes engineering as a rewarding career, while also focusing on sustainability, teamwork and the community. It all started from a study by Sussex Enterprise in 1998 looking at the needs of engineering companies in the region. This uncovered a worrying problem; an industry increasingly reliant on an aging work force with few young people coming into engineering to learn the skills and eventually to replace the workforce as people retire. Further investigation revealed critically low levels of interest in science, technology, engineering and maths (STEM) amongst young people, within schools and within communities generally.

After an initial event to promote engineering run by Greenpower and Sussex Enterprise, publicity in the Daily Telegraph brought in requests from around the UK from teachers who wanted a similar project in their region. The initial project was an electric car challenge which requires students, guided by their teachers and an industry mentor, to design, build and then race an electric car. Holding events mostly at weekends at major motor circuits around the UK ensures excellent attendance from the general public who can witness the amazing vehicles, focus and team work evident at these events. Since that first event in 1999 Greenpower has expanded significantly and now works with 500 schools and over 8000 students around the UK.

So what's it all about in reality? Students have to design, build and then race small lightweight electrically powered cars. Or the school can buy a kit-car to develop themselves. Greenpower specifies 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 is rapidly expanding into Europe, the USA and now South Africa too.

There were three races during the day at Aintree, after open practice in the morning.

Race 1 was a 90 minute race for teams ages 11-16 (Formula 24), which was followed by Race 2, a 60 minute event for teams ages 16-25 (Formula 24+). Then Race 3 was a second 90 minute race for the 11-16 age group, the aggregate results of Races 1& 3 determining which teams would go forward to the Greenpower International Finals that take place at Rockingham on 10th & 11th October.



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Greenpower Racing

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The competition certainly was fierce and the atmosphere on & off the track was incredible. And don't be misled into thinking that these are glorified children's' pedal cars. Whilst some are indeed pretty basic, other are amazing pieces of cutting edge engineering, with carbon fibre bodysells, complicated electronic control systems, and super efficient gearboxes and drive trains. As I went out to recover one of the cars that has run out of juice (a frequent occurrence), I was astounded to follow one of the cars in the F34+ race at 43mph – and he didn't slow down for the corners!

Greenpower's Managing Chief Executive (and successful vintage car competitor) Jeremy Way says:

"We just love our annual visit to Aintree for the IET Formula 24 and 24+ rounds particularly as the venue is so steeped in motor racing history, and of course is home to the prestigious Grand National horse race, the course for which runs alongside the motor circuit.

Liverpool Motor Club play a significant part in setting up and operating the event, and yet again proved invaluable in creating the 2015 event so we extend our sincere thanks to their Chairman and members for their generous support, and also to Aintree Racecourse for allowing us to use their fabulous track.

With an excellent entry of 27 F24 teams and 12 F24+ teams this year, even the slightly unsettled weather forecast couldn't dampen the enthusiasm and excitement as teams rolled up to scrutineering, operated by a team of excellent volunteers from Siemens and Cummins.

The amazing annual award for Spirit of Greenpower at Aintree, a splendid sculpture of a horse presented by the Liverpool Motor Club very deservedly went to the new team from Abraham Moss Community School.

And so the day drew to an excellent close with prize giving being held in the confines of the Golf Centre café due to the weather, with an excellent backdrop for photography of the ceremony provided by the Liverpool Motor Club.

Once again we'd like to extend our thanks and that of all the participants to the wonderful Liverpool Motor Club, and to all of the volunteers, including several from Siemens and Cummins.

We're already looking forward to our return to Aintree in September 2016, and of course the International Final at Rockingham Motor Speedway, on 10/11 October.

Please help us spread the word that this country needs engineers to secure the future of British industry. If you have connections with a school or college that might be interested in competing in Greenpower events in 2016, please tell us, or even better, get them to contact us themselves! Your country's industry needs you!"

To learn more about Greenpower here:

www.greenpower.co.uk

John Harden : Liverpool MC



NORTH WEST RACERS

With Dave Williams, David Fairclough & Rachel Bourne

CATCHING UP WITH THE NORTH WEST RACERS

With the 3 North West-based motor racing championships not in action until the very end of September, we catch up with some of the races from August which we didn't have space to include in last month's edition of Spotlight.



DEMON TWEEDS/SPARCO XR CHALLENGE

The hot hatches headed down to Silverstone over the weekend of 15th/16th August for a triple header on the National Circuit.

For the first time this year Adam Burgess managed to put an XR3i on pole position for race one with a best lap that was just 0.157 secs faster than a very on form Steve Clapton in his XR2. Mike Heath, Justin Roberts, Alistair May and Lee Shropshire rounded off the top six, again all in XR2s. These were ahead of the XR3is of Ryan Bowron, Mike Taylor, Ron Loftstadt and Tony Ormston.

Race one, and Adam Burgess made a demon start to lead the pack away but when they returned to dash across the starting grid at the end of the opening circuit, Steve Clapton was ahead from Mike Heath.

Lap 2 and it was now Mike Heath in front, Justin Roberts was now in 3rd place after Burgess spun and dropped several places down the order. Mike Taylor was now leading the XR3i class but had his mirrors full of Ryan Bowron's Escort.

After a race long duel Mike Heath just managed to take the win from Adam Burgess who drove a great race to climb back up to 2nd place. Behind him there was a fabulous battle between Clapton, Roberts and the ever improving Alistair May. Mike Taylor just managed to take 2nd spot in the XR3i class from Ryan Bowron.

Mike Heath took another great win in race two. He had to fight off Burgess and Clapton although the former had a major engine failure which put him out of action for the rest of the weekend. Mike Taylor thus took the XR3 honours again having battled throughout with Ryan Bowron.

Race three and there was more fabulous action as the XR2s of Mike Heath, Alistair May, Steve Clapton and Lee Shropshire took turns at leading the race at some stage. Eventually it was Heath who took his 3rd win of the weekend after a very crafty move on Alistair May on the last lap with Clapton and Shropshire only yards behind.

In the XR3i class Mike Taylor took his second win. This time he really had to work for it because Ryan Bowron had the lead on many occasions. The latter was ahead on the last lap but Taylor beat him to the line to take the win. Ron Loftstadt and Anthony Ormston were next up in their XR3is.

Report by David Fairclough

AVON TYRES NORTHERN FORMULA FORD 1600 CHAMPIONSHIP

A week after the XR Challenge visited Silverstone, the Northern Formula Ford 1600 Championship had a single round at its home circuit of Oulton Park. Both Post89 and Pre90 Classes ran together.



Continued on Page 52 Doug Crosbie leads Josh Fisher & Tom McArthur

NORTH WEST RACERS

**Dave Williams, David Fairclough
& Rachel Bourne**
Continued from Page 51

The drivers had the benefit of a free practice session first thing in the morning and, in damp conditions, it was the venerable Class E Merlyn Mk20A of John Murphy that set the pace in what is probably his only outing of the season. For qualifying, conditions were much drier and the Post89 cars were able to display their superior grip. Doug Crosbie took pole in his Van Diemen JL13 with an amazing lap that was well over half a second faster than he and everyone else could manage during the rest of the session.

Murphy set a time that was only good enough to place him in the middle of the grid and elected to start from the back as he would have no time to repair his car if he became involved in a first corner pile-up.

Jaap Blijleven was the fastest Pre90 car and would start fourth overall. The Dutchman believed the stars were aligned for him after showing great pace during testing on Friday. Since the last Northern rounds at Anglesey earlier in August, UCLAN Racing had repaired the crack discovered in the chassis of his Reynard 88FF.

Crosbie went on to take victory in the race but he had two other cars within a second of him as he took the chequered flag. These were driven by Tom McArthur (Van Diemen LA10) and Josh Fisher (Van Diemen RF99). The leading trio circulated with little space between them for lap after lap.

There was another trio contesting the spoils in the Pre90 Class in which fourth overall was also at stake. This time all the cars were Reynards and Matthew Cowley recovered from a poor qualifying result due to a puncture to overtake Jamie Jardine and Blijleven. His pass round the outside of the latter into Hislops made him a worthy winner.

From the start, Blijleven had intended to latch on to the back of the 3 leading Post89 cars and pull away from the rest of the field but at the end of the opening lap the Safety Car was scrambled after Jack Wolfenden clipped the back wheel of a spinning Hamish McAllister at Island Bend and crashed heavily into the barriers that protect those negotiating the Shell Hairpin from out of control cars such as was the case in this instance. Wolfenden was uninjured.

When the field was unleashed Blijleven had Jardine right on his tail and found himself driving defensively rather than pulling away. This allowed Cowley to close in and take the victory.

Report by Dave Williams



Matthew Cowley grabs the inside line from Jaap Blijleven as Jamie Jardine watches on



Pritchard and Clarke clinch MSA BHRC title

Jason Pritchard and Phil Clarke secured the 2015 Mintex MSA British Historic Rally Championship crown after rounds six and seven on the Rally Isle of Man Classicagh (September 17-19).

Although Pritchard and Clarke only finished fourth in the final overall results, they scored enough points across the two parts of the championship double-header to put the matter out of reach of their rivals with one round to run.

Once again the annual charge around the island roads lived up to its impressive reputation with over 170 miles of flat-out action across two and a half days.

The rally started with a spectacular stage on the Douglas sea front and concluded with an 18-mile stage that finished outside the TT Grandstands. The pace at the head of the historic rally was ferocious and a tremendous performance from Rob Smith and Alun Cook sealed a fine victory in their Ford Escort Mk2. With Smith not scoring championship points, maximum points in round six went to the hard-charging Guy Woodcock and Graham Dance (Ford Escort Mk2).

However, the title contest was a straight battle between Pritchard/Clarke and Richard Hill and Iwan Jones and it was Hill who set the early pace on Thursday evening. But it all went wrong for Hill on Friday when a high-speed off through a gate cost them a lot of time. They fought back to take maximum points in the second part of the BHRC event, but their overall title hopes were over.

Overall Category 1 winners were Dessie Nutt/Geraldine McBride (Porsche 911), while John Perrott and Keaton Williams (Ford Escort Mk1) had a tremendous rally to win Category 2 and move up to second place overall in the championship.

BOURNE PHOTOGRAPHIC
Creative Imaging
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Wearside Classic & Targa Rally

I have done this event only once before. That was back in 2013 when it was called the Durham Dales. Back then I described it in Spotlight as an Autotest on Steroids.

The name might have changed from the Durham Dales to the Wearside but in general the format remains the same except the steroids dosage has been increased. Back in 2013 the final test of the day linked up 3 of the tests into one very long and demanding test. This year there were a total of 18 tests and Tests 14, 16 and 18 were made up of 3 tests joined together. Triple the fun but also triple the complexity

Following my run on the Durham Dales in 2013 I got chatting to Steve Price (Bolton-le-Moors CC) about the event at an SD34MSG meeting and got him all fired up about trying this form of Motorsport. We then made plans to compete on the 2014 event. However, things didn't work out as originally planned and we did not enter the 2014 event.

At the start of this year Steve told me that this year we were definitely going to do it together. Yeah I thought - we will see what happens nearer the time. At the beginning of July the regs came out and our entry went in within a couple of days. Next Steve booked our accommodation and it was a definite goer. In the weeks prior to the event phone calls were exchanged and plans for trailering the car were made plus a trip to New Brighton to Marshal on the Prom Stages on the Friday. On the Saturday, following our marshalling duties, we made our way to sunny Sunderland.

Sunday saw us, bright and early, at the Nissan Factory, on the outskirts of Sunderland (the Micra SR had come home). Tests 1 & 2 were completed without error but we needed to sort out a better understanding of calling the tests. Test 3 proved that the system that I was using was not working for Steve and we got a wrong test. With a lot of discussion between test 3 & test 4 a different calling system was worked out. Still didn't stop me from reverting to the old system at times (too entrenched) but it did get better as time went on (no more wrong tests but at times some heated exchanges between driver & navigator took place : sometimes whist mid test!) After test 12 it was time for lunch.

Lunch over and into test 13. When we stopped at the end of Test 13 (unlucky for some) the marshal pointed out that the rear o/s wheel was not pointing in the same direction as the other 3 (see bottom right photo). The rear axle beam had bent. Much thumping with hammer, crow baring & pulling managed to get it slightly better but not right. The question was did we carry on or retire. We carried on and soon found that the Micra now had rear wheel steer and not always steering in the intended direction. The other major problem was that three of the remaining five tests were the long joined up tests. We couldn't go at full chat for fear of breaking the rear beam completely and we also didn't want to hold up those crews running behind us (mainly we didn't want to get caught by other crews on the tests). So we decided to hold back and run as last car.

Managed to get a finish and despite our troubles didn't finish last. Steve (even with the early calling of the tests problems) is even more fired up and is planning on doing every round of the NESCR0 Targa Challenge in 2016 and has already started to build a car for this purpose. (Steve has won 4 ANWCC Hillclimb Championships, 2 ANWCC All Rounders Championships, 1 ANWCC Auto Test Championship, numerous Class wins, and SD34MSG Awards).

The next problem was getting the car on and off the trailer. The rear wheel steer causing all sorts of problems.

Maurice Ellison : Clitheroe & DMC



STUNNING WIN FOR SWIFT

The extremely smart Escort MK1 of Paul & Jessica Swift scored a dominating win on Durham Automobile Club's Wearside Classic Historic Section, the Darlington crew leading the historic field from start to finish and, despite a couple of cone penalties, they were never headed throughout a long and extremely hot day. The Wearside Classic is quite a unique event, taking place entirely within the confines of the vast Nissan manufacturing plant near Sunderland where the large car parks and extensive test track complex provide numerous opportunities for a variety of tests. Despite the event's excellent reputation, the event had a somewhat depleted entry this year, with a lot of regular NESCR0 crews absent, this possibly due to the fact that many people had experienced difficulty in obtaining the event regulations.

If the weather was red hot, so too was the pace as the wide expanses of concrete made for some extremely fast motoring. With the Swifts getting off to a blistering start, they were initially matched by the Talbot Sunbeam of Clive Escreet/ Tom Leeming but they were soon making an unscheduled pit stop to change tyres, finding the ones they started on were offering too much grip. Neil Campbell/ Sandy Horne had made the long journey down from Pitlochry in a 42 year old Datsun Cherry, a very quick time on the opening test was, unfortunately, nullified by a "Wrong Test" on the next one and they dropped back down the leaderboard.

After 8 hard fought tests, the crews reached the respite of the lunch halt with the Swifts leading from the Porsche 911 of David Agnew/ Aan Jackson with Escreet/ Leeming, their Sunbeam now suitably shod, close behind in third spot. The very smart MG Midget of Rose/ Shearer was another car with tyre problems, the abrasive surface of the Nissan complex having worn the front ones down to the wire. Father & Son crew Ray & Ben Jude were troubled with fuel surge on their Triumph TR7, strangely it only happened on right handers. The very rapid Hillman Imp of Mike Dent/ Mark Gilmour had started well but was losing both oil and water and the crew felt they would have to back off somewhat if they were to get the car to the finish. The afternoon tests saw the Swifts increase their pace while Agnew /Jackson dropped back, the Porsche suffering from a malfunctioning handbrake and they were overtaken by Escreet/ Leeming, Lewis/ Fish (BMW) and the tidy MG Midget of John & Marion Sloan. A feature of the Wearside Classic is that as the event progresses, the tests get longer with the final ones being extremely long, intricate and a real memory test for the navigators. This inevitably produces a rash of wrong tests, causing a radical rejigging of the leaderboard although the Swifts didn't seem to be too bothered while Agne, Sloan, Jude and Campbell all got caught out while Dent uncharacteristically erred on the final two as he nursed his ailing Imp to the finish.

Despite this year's depleted entry, the Wearside Classic remains a popular event, well run and on schedule all day, it was well received by those taking part and, if they can get their publicity machine into gear for next year they should be assured of a much healthier entry.

Results :-

1. Paul & Jessica Swift	Ford Escort MK1	1157
2. Clive Escreet / Tom Leeming	Talbot Sunbeam	1218
3. David Lewis / A. Fish	BMW	1232
4. Colin Rose / Bob Shearer	MG Midget	1254
5. David Agnew / Alan Jackson	Porsche 911	1276
6. Mike Dent / Mark Gilmour	Hillman Imp	1297
7. John & Marion Sloan	MG Midget	1306
8. Paul Fawcett / Steve Averre	VW Golf MK1	1340
9. Neil Campbell/ Sandy Horne	Datsun Cherry	1380
10 Ray & Ben Jude	Triumph TR7	1427

Ed Graham : Hexham & DMC



South Of Scotland Car Club DOONHAMER HISTORIC RALLY

After a year's sabbatical, the ageless Archie Simmonds made a successful return to the NESCR0 rally scene with a stunning victory on South of Scotland Car Club's Doonhamer Historic Rally, an event that gets better year after year. Reunited with his, now re-engined MG Midget and with Ali Proctor reading the lines round the cones, Archie made a slow start but soon overhauled 2014 winning driver, Tom Hall (Riley Elf) to come home a comfortable winner with the Mark One Escort of John Bertram/ Andrew Fish taking the final podium position. A strong entry of NESCR0 regulars turned up at the Barony Agricultural College, rally headquarters and the venue for the opening two test which saw Hall/ Hargreaves just ahead Bertram / Fish and Colin Rose/ Bob Shearer (MG Midget) An early casualty was the MGB of Ian Dixon/ Maurice Millar which caught fire when the electrical wiring shorted out, fortunately emergency repairs enabled them to continue. Simmonds/ Proctor were quick enough on the forest track through Fingland Fell to sneak into the lead, quickest on this one were Peter Scott/ Mathew Vokes, Scott out testing the newly built MK 2 Escort that he and Robin Eyre Maunsell will share on the forthcoming Rally of The Tests, while amazingly, second quickest was the big Volvo PV544 of Peter and Roger Humphrey. Gavin Thomson/ Dave Lauder retired their smart MK1 Escort on this test with electrical problems. Test 4, "Hilltop", was cancelled when a couple of cars got too close to some large rocks on the test perimeter, this was no consolation to David Agnew/ Alan Jackson whose Porsche damaged a wheel on said rocks and Neil Morrison/ Maurice Ellison whose BMW slid off and hung precariously over an embankment. A couple of tests at the Lockerbie Truck stop preceded the lunch halt by which time Simmonds/ Proctor had established a 20 second lead over Hall/ Hargreaves with Rose/ Shearer up to third ahead of Scott/ Vokes. The afternoon session, which commenced with a test at the ever popular Rammerscales Sawmill, was delayed while a giant articulated lorry was manoeuvred out of harms way, Hall just shaded Simmonds with Bertram/ Fish and the very sideways Chevette of Glendinning/ Stykes close behind. It was the same two crews heading the times on the following test at Eastriggs MOD Depot, a test that caught out several crews, Rose/ Shearer spoiling a good run with a wrong test, Morrison/ Ellison also going the wrong way. Some excellent tests on the outskirts of Dumfries saw the leaderboard remain pretty constant, with never more than a second or two between the main protagonists. The wide open spaces of "Jones Yard" had been reinstated in this years itinery, a popular test which saw Hall shade Simmonds by a mere second with the MG Midget of John & Marion Sloan the best of the rest. The final two tests were back at Barony College, a repeat of the opening ones, Hall and Simmonds took one apiece but Archie had done enough to ensure a successful return to the Northern rally scene, he has lost none of his verve or ability and is still the man to beat on the NESCR0 events. This years Doonhamer had a new organising team in Ian Crosbie and Paul Whyte and they certainly done extremely well with their first offering, producing an excellent event which was very well received by all competitors and there was warm applause for their efforts at the prizegiving ceremony.

Results :-

1.	Archie Simmonds / Ali Proctor	MG Midget	1098
2.	Tom Hall / Bob Hargreaves	Riley Elf	1121
3.	John Bertram / Andrew Fish	Escort MK 1	1173
4.	Rob Glendinning / Jon Styles	Chevette	1188
5.	David Agnew / Alan Jackson	Porsche 911	1226
6.	Peter Scott / Matthew Vokes	Escort MK 2	1229
7.	Dave Marsden / Mike Garstang	Escort MK1	1240
8.	Roland Proudlock/ Mark Proudlock	MGB	1267
9.	John & Marion Sloan	MG Midget	1270
10.	Colin Rose / Bob Shearer	MG Midget	1272

Ed Graham : Hexham & DMC



*Photos
Courtesy of
Tony North*



The Doonhamer first ran in 1975 from the St Michaels Street Garage in Dumfries as a Navigation Road Rally and had around 100 entries! The name means a person from Dumfries Scotland. It got the name 'Doonhamer' from towns more north than Dumfries because people from Dumfries say '*am gan doon hame*' when returning home

These days the 'Doonhamer' runs as a Classic and Targa Rally and this year had a new organizing team. Previous Clerk of Course, Roland Proudlock was competing in his MGB.

In 2014 I did the Doonhamer with Nigel Cardale in his Anglia and at last years event we had arranged to do both the Berwick & the Doonhamer together this year. Unfortunately I was unable to do the Berwick with him as I was still in agony following my little off on the Primrose Trophy Rally, so Richard Crozier stood in for me. This Year Nigel's Anglia was playing up so it looked like I was not going to play out on the Doonhamer until I got a phone call from Neil Morrison (one of the organisers of the Berwick Classic) asking if I was free to sit in with him in his bright orange 1973 BMW 2002ti.

Up bright and early on the Sunday Morning and I am sat scoffing a Bacon Roll at Barony College Cafeteria when Neil wanders across and introduces himself. Out to the car, stow my bits and pieces and adjust the seat belts and we are ready to go.

There are a total of 16 tests to look forward to with the first two tests being run at the college and then repeated at the end of the day but in reverse order. One of the first things that I noticed that the new organisers had introduced was the use of a tulip roadbook rather than map references of the tests venues. No need for my maps then. Great system but a lot of extra work for the organisers, but I never know where I have been and don't know if I am going the right way until we get to the next test.

Tests 1 & 2 are relatively simple affairs. Tests 3 is Fingland Fell (run again as Test 6) and is a forest - loved them both. Out of Test 3 and follow the Road Book to test 4 (run again as test 7). Turn the page in the test diagram book and I don't have a diagram for test 4 or 7. Whilst waiting for our start I hastily copy the diagram from another competitor. Make our way to the start line and are told by the start marshal to be careful at Cone 'D', its tight and David Agnew had gone off there earlier and it's a big drop with a sharp concrete edge. David had bent a rim & burst a tyre on his Porche. Duly noted off we go and carefully go round Cone D, then it's a hairpin left round cone E. Except it's a little tight and Neil puts the wheel slightly onto the grass, but its not grass it's a big drop off the concrete and we are beached and going nowhere. Eventually get towed off and pick up a test maximum. When we do this Test later we take it very steadily but still hit two cones and pick up penalties.

Tests 5 and 8 are at Lockerbie Truckstop and are complex affairs, pleased to get round without getting a wrong test.

Test 9 is the woodyard 'Rammerscales' and it has been raining for 15 minutes before we start the test. This makes it very slippery and on our second lap we have a slight off at a 90° left going straight on and into a log. Back off and no damage done just dropped time.

Test 10 is Eastriggs and its Cock Ups all round. We go the wrong side of Cone F, miss doing the second lap round cones G & H, overshoot the left turn at cone J and have to back up - other than that a belting test. Tests 11 & 12 are fun and flow very well but then it's the very complex test 13 at Oakbank. Despite my fears of getting it all wrong it flows well and no problems. Test 12 is 'Jones Yard and its all on scrubland making direction required and the cones difficult to see. At cone J I call "and 90° Right" and we go straight on. A shout of "NO RIGHT" and we are back on course.. Back to Barony College for the final two tests. On test 15 Neil thinks he knows it but decides to do only one lap despite my calls and as we get it corrected we still manage to get it wrong and pick up a wrong test.

Cracking event. Loved it despite the cock ups.

Maurice Ellison : Clitheroe & DMC



Photos
Courtesy of
Tony North

The Doonhamer Rally took place in the Dumfries area of southern Scotland on Sunday 20th September. Mike Fox and I were competing in our MGB. Unusually this was our first event together in 2015, as family illness has prevented me competing this year. Normally it would have been about our eighth historic event of the year, so we were both feeling a bit rusty.

We set off to Dumfries on Friday afternoon, arriving at the Dumfries Premier Inn early evening. After a meal and a few drinks sleep beckoned. We were up first thing on Sunday morning for the short drive to Barony Agricultural College, where the event started and finished. The first car was away at 9.30 and we followed shortly afterwards, running car 16. The first two tests were in the college grounds. Test 1 was a loose surface slalom and it was great fun to be able to throw the car around on the gravel. Test 2 was on tarmac in a car park. Once again a lot of fun and without a mistake. For some reason I've usually had a dose of brain fade on this test in past years, but not this time.

Then followed a run out to Fingland Fell, a lovely test on forest roads. Since last year I've replaced the MG's flimsy sump guard with a proper one, found on eBay. This gave me a lot more confidence on this test and was great fun. Following this was Hilltop, a very tight test on a concrete road with deep drop offs on either side. The car in front of us put a wheel over the edge and unfortunately became stuck. This meant a short delay whilst the car was extricated by marshals, fortunately with little damage. We were also told that another car had also been off and broken a wheel. We decided to be very careful that we did not do anything similar and took it very cautiously. Even so we made a mistake and passed two cones on the wrong side, resulting in a maximum time. Fortunately for us the test was later cancelled. The next test was at Lockerbie Lorry Park, using a large part of the parking area. This was also fun, although the sea of cones was a bit confusing at first.

The last three tests were then repeated, ending up at Lockerbie Lorry Park for lunch. The afternoon started with a run to Rammerscales, a timber yard. There was a delay whilst a lorry manoeuvred in the yard, but soon it was ready to run. The first few cars went through in the dry, but by our turn it was raining, which made the surface very slippery and the many large piles of logs looked very menacing. We made it through with some very sideways moments, but fortunately without hitting anything.

Our next test was on MOD property at Eastriggs. We've done this test before and it has always been run anti-clockwise. This year it ran clockwise and felt totally different. We much preferred it in this direction. The many high kerbs did not feel as close, making it a lot easier.

Our next test was at Cochran, an industrial site. The test started off with a loose surface section, followed by a slalom on tarmac.

We then went to Collin, a combination of surfaced and unsurfaced roads through a quarry. This was a good blast, although some of the chicanes were marked by blocks of concrete, where caution was the order of the day. The loose surface 360 degree turns were great fun. From there we moved on to Oakbank, a tarmac test inside an industrial estate. The diagram looked complicated, but once we started the test it all fell into place. Early in the test there was a blind brow into a large tarmac area, resulting in a guessing game as to where the next cone might be. It was roughly where we thought it would be and did not prove a problem.

Jones Yard on the outskirts of Dumfries followed, an old favourite of ours. All loose surface, with plenty of room to throw the car around and lots of space if you make a mistake. After that it was back to Barony College and a repeat of the first two tests of the day. The tests were followed by a meal at the college and a short wait for results. Finally came the worst part of the day, the long drive back to West Yorkshire.

This had been another very enjoyable Doonhamer and we would not hesitate in recommending it. We were content with our result of 13th overall and 3rd in class, but there's always room for improvement! South of Scotland Car Club deserve a lot of praise for putting on a very enjoyable day's motorsport and we'll be back for more next year.



Photos Courtesy of Mark Deamer



Vale of Clwyd Classic

Saturday 5th September 2015

The last round of the 2015 HRCR Clubman's road rally championship was the Vale of Clwyd rally, usually a very tough event. We went into the event with a one point lead over Howard Warren and his Porsche 911, with Howard needing to win to equal myself on points. For this event I had the very experienced Mark Appleton with me in the famous ex- Roy Mapple Orangebox Mini, with our usual backing from Mini Sport of Padiham.

Friday's noise and scrutineering passed without event, and the next morning at the Druid Inn Llanferres at the start it was drizzling and damp. We were seeded at car 4, Howard at 1, after winning in 2014. Off to the first test at Loggerheads park, on previous years I have always had fastest time here, but Mark thought we missed a slot, went back only to find we were right after all, our time been in the last ten of the 64 car entry!!

Straight from here into the first regularity, with us setting 8th best time. Straight from here it was into the second regularity where we set equal 5th best time, before the second test where we set 2nd best time, a bit more like it! Next another regularity, with a twenty second early at a control which we couldn't understand. From here it was into test 3 on the edge of Clocaenog Forrest, very good fun, very quick on a loose surface, with equal 4th fastest time.

Regularity four went really well for us, setting the best time with just 2 seconds dropped, followed by another three tests before the lunch halt, with times in the top four. Results at lunch showed us as lying 8th overall and 2nd in class, that first test costing us. Straight out of lunch and test 8, one of my favourites, with 4th fastest before regularity 5, setting 4th best time. From here another two regularity's and two tests took us to the finish back at the Druid Inn, with us finishing in 5th overall and 2nd in class, Howard Warren ending the day second overall so we kept our one point lead in the championship which clinched the drivers' championship for me.

The Orangebox with its Mini Sport 1293 engine had never missed a beat starting and finishing every round, and it has been thrashed!! Next event will be the Clitheronian with Bob Hargreaves followed by the Northumberland Borders with Iain Tullie. After this the Orangebox is going to be retired for a while to have a well deserved full rebuild/restoration.

Steve Entwistle



*Photos
Courtesy of
Tony North*





Vale of Clwyd Classic

Saturday 5th September 2015

Historic Regularity Rallying and the Clwyd Vale Classic

Anyone who's read my wittering previously will know I've touched on Historic Regularity rallying, but I felt the time was right to have a more in depth look at the running of an event and what is needed to take part. It must be said having one of the best events of such kind literally right on my doorstep provides just that opportunity, so we'll use the fantastic Vale of Clwyd Classic rally as our case in point.

The event is still fairly new on the calendar, only running for the 1st time in 2011. Promoted by Clwyd Vale Motor Club Ltd with the multi talented rallyist Guy Woodcock at the helm and now ably assisted by the genial Kev Haworth, in 4 short years it has become one of the most looked forward to rounds in the Historic Rally Car Register (HRCR) championship. It also counts towards several regional series.

What competitors don't see is that work starts for the organisers at least 6 months in advance and in many cases the day after the previous year. That 6 month date is the soonest you can submit your route to the MotorSports Association for approval, this however is only a small part of the work.

There's official bodies to liaise with, Police, Council's, all householders on route must be notified along with securing use of all the venues.

This is of course before any competitor has entered, for the long suffering likes of Guy, come the day of the event their work is nearly over and it's down to his Chief marshal (Kev Haworth this year) and their band of (volunteer) helpers to keep the show running. It's something all too often forgotten that it's all run by volunteers doing it for the love and in fact almost certainly costing them to put on the event for the crews...I digress somewhat but it's useful to know exactly what goes on.

The base for the event is the (insert name and place) and the route generally takes a clockwise or anti clockwise route from there. Those interested and with mapping products to hand, the event stretched North to Mold, West to St. Asaph, and South west to Clocaenog forest.

The basic premise of these events is one of regularity timing on the open public highway (maximum average speed of 30mph but invariably much less and varies up and down) coupled with driving tests in private forestry/country estates/ car parks etc. The events are in essence what Rally GB started out like back in the 1930's to the early 1960's and it's those days they hark back too. To add to the sociability of the day (and invariably they do last for just one day), morning coffee/lunch and afternoon tea are all part of the events make up.

This year's event followed the accepted pattern with Technical checks on Friday evening followed by an 8am start on Saturday morning...from the original entry of 63 cars, 62 actually started.



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Vale of Clwyd Classic

Continued from Page 59

The top 10 was one of great variety this year, several very potent 911 Porsche's, Escorts, Minis and even a Dolomite Sprint, but surely the winner would come from the 911 brigade? Most fancied were the Howard Warren/Iain Tullie 911, both competitors with a bristling resume of wins (including this event last year), their main threat it was felt would come from Chas Colton/Ryan Pickering and Matthew Warren/Andy Pullan, and indeed at the morning halt it was the 911 of Colton with a 6 second lead over the Matt Warren. However not long after lunch the lead changed with the Escort of Matt Warren moving ahead, to hold on and take the win, second going to his father Howard Warren, the big cheer at the finish really going to David Aincham/ Matthew Vokes in a homebuilt 1275cc Mini, winning the Elvet Pierce best Mini performance award to boot. It kind of proves you don't need to spend big money to have a decent result.

The interesting thing about these events (in fairness the CVMC event doesn't use all these types) though is that the most emphasis is placed on the navigator, they'll be given the route both before and during the day in various formats, should you be unaware of the terms Google is your friend here, Spot heights/Herringbones/Map References/Tulip Diagrams.

These will need to be plotted onto a map whilst sometimes being on the move and then having to watch your timing whilst adjusting your average speed on the special rally trip-meter fitted to the dash (search for Brantz to get a good idea). The term office manager which is liberally thrown about to describe the navigator has seldom been more accurate. The tests on the other hand are normally supplied on a pre drawn diagram with each of the marker posts or traffic cones, given a letter of the alphabet. So it may say, left of 'A', right of 'B' then 360 degree turn around 'C'...I'm sure you get the idea.

If you're fancying the passenger seat you'll need some maps, a romer (fancy device for plotting map references) and some pens and pencils plus a regularity speed table... (again pop that into Google). If you're based in the UK the aforementioned HRCR run a new navigators training day twice a year....get yourself joined up and try to get on the course. Everyone is very friendly on these events and generally will all help a lost newcomer at the start. Be warned though if you're after instant success that's not easy to come by, best to work on 3 years minimum apprenticeship to get into the top 10, although the classes are all fiercely fought out and awards are there to go at for all from Novice to Master.

The wonderful thing about this branch of the sport is that the events are run all over the world, and we're blessed in the UK that in the main those events abroad are run by the Historic Endurance Rally Organisation (HERO), so you can go from your one day £120 entry fee events, to 1 week jaunts across Europe for £3000 entry fees...the world is quite literally your Oyster and all achievable in exactly the same car, something that is most unusual in this day and age.

Brynmor Pierce : Broughton & Bretton MC





Photo : Courtesy of Gary Maxwell



Photo : Courtesy of Gary Maxwell



Photo : Courtesy of Gary Maxwell

BO'NESS HILLCLIMB ATTENDED BY ROYALTY AND TV FILMMAKERS

Boness just a few miles to the west of Edinburgh was the venue for a fantastic feast of motorsport on 5/6th Sept and everything turned out perfectly including the weather. The Boness Revival Hillclimb was the event that brought speed hill climbing back to the historic and imposing Kinneil House just as it did in the 1950/60s. It attracted some of the most iconic and competitive cars in the world.

Generally eligible historic cars have to be built before 1974 although many have been competing since the 1920s, some from an even earlier period.

Wigton members were out in force, David Smith(Branthwaite) shared the 1929 Alvis 12/70 special with its 1842cc engine with his dad Ian from Harrington. Another Harrington resident John Hunter was racing his lovely 1936 Riley TT special for the second time since he acquired it earlier in the year, this car having a slightly smaller engine size of 1454cc. Another Branthwaite resident namely myself competed as usual in the even smaller 1172cc sidevalve supercharged Buckler. This was built in 1953 although most mechanical parts on the car originate from the old fashioned "sit up and beg" Ford Pops which date from the 1930/40s era



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Bo'ness Hillclimb

Continued from page 61

Maryport driver Marcus Bewley had a big power advantage in his Triumph GT6 with a special 2530cc engine whilst Chris Spencer the ex microlight pilot from Lamplugh had 1300cc of 1960s VW Beetle power in his lovely Scarab Formula Vee racing car. With very light weight and highly tuned it was a powerful machine indeed and a really smart looking proper racing car.

Frazer Nash exponent Dick Smith from Lorton hadn't yet rebuilt his engine after a blow up but was there to support his son Adam who also races a similar Frazer Nash. Other local people were supporting or helping various drivers, many more made the trip just to enjoy the varied selection of cars that were competing or displayed in the show.

Edwin Cook, Kendal Bruce, Ron Fisher, Bob Marshal and Ed Morley were some of the club members there, Lamplugh village must have been deserted with the mass exodus.

The event attracted well over 4,500 spectators on Saturday and more than double this on Sunday, these numbers were said to surpass even the Touring car championship event making it Scotland's biggest motoring event.

A big classic car show helped make it a wonderful day out for a family. Malcolm Wilson, M Sport boss very kindly agreed to loan the ex Colin McRae Safari Rally winning Ford Focus WRC car, this attraction alone must have pulled in many of the spectators very keen to get up close to their local hero's car. Colin McRae tragically lost his life in a helicopter accident several years ago but lived at nearby Lanark.

Biggest engine in the competition by far was the 1929 Napier Bentley Special of Wolverhampton driver Chris Williams, this world famous car has a 24,000 cc Napier Sea Lion aeroplane engine in a W formation. Sort of a V8 with an extra bank of cylinders in the middle, it is so powerful it can burn out a set of big rear tyres in three laps of the Silverstone circuit, smoke constantly pours from the rear tyres under acceleration. Smallest engine was the tiny 499cc Voight –Renwick special which tied for an overall win in the British Hillclimb championship in the 1970s. It's now owned and was entered by Kenny Baird the BHCR chairman but he was so busy running the event he just didn't have time to even drive the car. This car is powered by a Konig hydroplane engine, a horizontally opposed flat four with rotary valves producing massive power for its diminutive size.

Jaguars featured heavily, including David Barnett's D type, Geoff Mansfield in the Kougar Jaguar Special previously owned by Simon Taylor prior to the Stovebolt. The Kougar is now fully restored and looks absolutely stunning. Several E types, plus a big Jag XJ Coupe which is a most unusual hillclimb car and virtually takes up the full width of the track.

Other cars included, Austin 7s, Lagonda, GN, MG, Austin Healey, Lotus, Sunbeam, Marcos, AC Cobra, Porsche and Triumph. A fantastic Connaught AL10 F1 car and another stunning car, a Staguelinni formula junior were competing plus two very unique Jack Fisher Specials. These immaculate cars had been restored by George Laycock from Malton in Yorkshire and were owned by Peter Speakman from Broughton in Furness. Both have put up FTDs at this event in the last couple of years driven by George himself. That's a great advert for George's race car preparation business GLS engineering if ever there was one

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Bo'Ness Hillclimb

Continued from page 62

Several other very interesting hillclimb cars included a Lotus 41 and two 61s. One off specials were there too, often built by enthusiasts with very limited facilities, some from very early periods using Austin 7 parts. Stewart Gordon the wonderful Scottish character who knows all there is to know about Austin 7s, Bentleys and other VSCC type cars was competing in his JAP engined Austin 7 special the "Trice" which looks unsafe, rapid and very exciting. In fact that just about sums up Stewart, a very well known competitor especially on VSCC events such as the Lakeland trial in his orange Austin 7 Chummy.

The track is the rear access road to Kinneil House not normally open to traffic. The local Falkirk Council are forward thinking and very switched on. They own the venue and laid a new section of tarmac to restore the track a few years ago. This has reaped wonderful benefits as the motor club committee have worked tirelessly developing the previously overgrown surroundings into a superb permanent venue.

The event now attracts lot of tourists to the area for this one event in the year. It's only used one weekend because of consideration to local residents as the track runs right past the front doors of the estate cottages and disrupts their normal way of life all weekend. They are happy with this as it brings big economic benefits to local businesses and they get a grandstand view from their front windows. Ten years ago the Revival meeting didn't exist. It started with a picnic to mark the anniversary of the last event in the 1960s. At the picnic someone remarked "what about holding another hillclimb". A year later after forming a new motor club called Boness Hill Climb Revival so that inter club rivalries didn't get in the way, a magnificent effort by Falkirk Council and members of the new club saw the event take place. The new tarmac was laid just one day prior to the meeting, the culmination of a super human effort indeed.

Eight years later it has gone from strength to strength, so much so that a Royal visitor, Prince Michael of Kent decided to attend in his Jaguar XK150 on Sunday. He wanted to race up the hill but as he didn't have the required competition licence he wasn't allowed to for legal reasons but he was allowed a "spirited parade run" up the hill which he appeared to enjoy immensely and the crowd seemed to welcome this.

Competition over the two days was fierce but always friendly, there were a few minor excursions into the straw bales but safety is paramount and full medical and rescue services were on hand to ensure spectators, marshals and competitors were well looked after.

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Bo'Ness Hillclimb

Continued from Page 63

MG and Triumph cars always have a close battle for marque honours, Marcus Bewley was really pleased to have put up faster times than all the MGBs entered including a full race FIA works replica car recently imported from the Netherlands and driven by a very quick class winner from previous events Bob McGivillary, the power of Marcus's tuned 2530cc engined GT6 paying big dividends.

Sunday saw David Smith put up slightly faster times than the full race MGB and so did my Buckler but only just, so both of us were really pleased with the performances of our respective cars. Once Bob gets to grips with his new acquisition things could be very different though.

As it happened first in class awards were won by Marcus Bewley's Triumph, David Smith's Alvis and my lone Buckler but some classes did vary greatly in entry numbers due to the respective ages of vehicles.

David had a fantastic duel on both days with Douglas Anderson in his Austin 7 "bathtub" Hamblin special, each driver lowering their times by a fraction of a second each run. Poor Douglas the 848cc Reliant Robin engine car lost out to the Alvis's 1842 cc by only 0.11 of a second on Saturday, If he hadn't had any lunch he may have been able to pip David.

Times for the three class winner's were very competitive though, and to compare them the fastest times for a number of well known, respected competitors were as follows. Chris Williams Napier Bentley 34.82, Douglas Anderson Austin 7 special 34.44, David Smith Alvis 34.12, Derek Hastings Jag E Type, 32.30, David Barnett Jag D Type 33.66, Marcus Bewley GT6 32.99, Nick Evans Jag E Type 2 plus 2, 37.69, Jock McKinnon Bentley 3 litre 36.61, Sue Shoosmith Bentley 3 /4.5litre 36.26, Keith Thomas Buckler 35.24, Bob McGivillary FIA MGB (Sat 34.26) (Sunday 35.31), Adam Smith Frazer Nash Supersport 33.79. David Leigh was in the famous and very rapid Ex Basil Davenport GN Spider. A few years ago he was pipped for FTD at this event on the very last run by the very last car a full race Brabham by less than one tenth of a second. David really did deserve to win that day, he was fantastic in the wet, quite frightening to be honest on what looks like moped tyres in pouring rain. This year he did a 32.19 the methanol fuelled vintage car sounds fantastic.

Rob Bremmner's fabulous Connaught ex F1 car with 1960cc engine did 30.20. The beautiful 1496cc Lagonda Rapier Special "The Jenks" of Rod Stansfield had a fastest time of 37.00, this car looks very much like an ERA and absolutely stunning in silver with chrome wire wheels

Things nearly were very different as it happened, David Smith's Alvis had an electrical fault, a wire shorted out on one run and this then set fire to an oily rag in the car, fortunately it was put out before any serious damage was done. This quick adrenaline rush may have been responsible for David's quick times! Variety was certainly the case at Boness, Angus Buchan in the Jeffery JS5 1498cc was quick with a fastest 32.35 and did three other runs all within half a second of his fastest time, very consistent indeed

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Bo'Ness Hillclimb

Continued from Page 64

A good selection of Triumph TR3s plus the TR4 of David Scott Alton, a TR6 and a TR7V8 had a great tussle for honours. Geoff Mansfield who many years ago owned the TR centre in Sedgefield was sharing a TR3A with Maurice Jennings as well as driving the Jaguar Kougar. Geoff also had his C Type Jag in the classic show so either he or Sheila must have been busy with the polish prior to the event. Very impressive was the double trailer outfit carrying the Kougar and the C type when they left for home.

Before recent retirement Geoff and Sheila for many years have carried all Silverstone's race cars, Jaguar Heritage collection and celebrities cars all over Europe in their fleet of huge car transporters, both Sheila and Geoff having HGV licences and Sheila drove her own 61 foot long articulated car transporter moving David Beckhams Hummer and Jags all over Europe. Sheila says David Beckham is a lovely person and very nice to deal with. The double trailer must be a way of combating withdrawal symptoms after selling their fleet of articulated race car transporters Boness was brilliant and its reputation such that Motors TV filmed all the runs on both days and are making a TV programme of the event to go out early October. They even put Go Pro camera's on about ten cars to get in car footage of the event. This should be great to watch and you can see how much the entry of 110 competitors and thousands of spectators enjoyed themselves.

If you want to be part of the action next year you will need to enter early as entries open just after New Year and are on a first come first served basis.

Will you be there next year ?

Times for the Motors TV programmes

On 4th, 5th, 6th 7th October vary so look up on listings.

The speedhillclimb season is gradually coming to a close with just over a month of events left to run but other forms of motorsport continue all year and lots of social events are still to come. If you know of anyone interested in competing, spectating, marshalling or just being part of the motorsport scene get them to join a local motorclub as there is one in every area.

Wigton MC has over 700 members spread nationwide, has a good website and is full of information about forthcoming events so a great place to start. Motoring doesn't have to be expensive, standard road cars can be used on many events. If anyone has even a small interest in cars, help them find out what's going on and encourage them, there are people in every area willing to help and guide prospective members, so what about it, do it now it may just change someone's life for the better.

Keith Thomas : Wigton Motor Club

See UTube video at <https://youtu.be/QmGjbAczJmU>

The MSport Ford Focus had lots of admirers
Photos Courtesy : John Crae



Prescott

British Championships Weekend The Prescott Gold Cup and title decider? Sat 3 & Sun 4 October 2015

Next weekend a few of us are doing a hill climb at Prescott which is owned by the Bugatti owners club. It is an American themed weekend as well. Lots of info on Prescott website and always lots of hot rods, model T Fords, wall of death, side stalls, loads to see and do not just the hill climb so well worth going to. We spectate and look around on Saturday then compete on Sunday I always enter the flathead class, the sidevalve engine class and all the hot rod guys are a great bunch to be around, they are real characters most of them have old Mercury V8s some are all chrome and supercharged as well but this time I see there is an Austin 7. Its a great weekend for anyone looking for somewhere to go and you can camp or caravan for £5 per night. Lots of country music going on around the tents as you can imagine. Dead easy to get to only about 10 miles from M5 motorway. Report will be in the November Issue

Keith Thomas : Wigton Motor Club



Mason takes WWRS R.A.C. victory in Yorkshire

Tim Mason and Graham Wild were the first West Wales Rally Spares R.A.C. Rally Championship contenders home on the final round, the Trackrod Historic Cup (25/26 September).

However, it was incredibly close as the Porsche 911 ended the rally just four-tenths of a second ahead of the Open Category Ford Escort Mk2 of Phil Burton and Mal Capstick. An error over re-start times for Saturday morning cost Burton a one-minute road penalty and he could not quite pull back the deficit. Mason will not score championship points as he did not run championship livery on his car on this event.

Mason and Wild topped Category 2 in terms of the WWRS championship contenders, while a fighting drive from Aziz Tejpar and Alister Crook netted second despite losing the brakes on their Ford Escort Mk1 on the final stage. Stuart and Linda Cariss were the first 1600cc crew home in their Escort Mk1.

James Potter and Bob Duck took their Ford Escort Mk2 to maximum points in Category 3 and were pleased to round without any dramas after a high-speed roll on the 2014 event.

Burton/Capstick (Photo Above : in Staindale), confirmed as champions before the rally, won the Open Category by 39s from Barry Stevenson-Wheeler/John Pickavance (Escort Mk2).

Category winners were:

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

Category 3: James Potter/Bob Duck (Ford Escort Mk2)

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

Busy old Month : September

It started off with the Colman Tyres, and quickly followed by the Kirkby Lonsdale MC's Scatter Rally (see page 39).

OK technically it was still August, but once I send out the Newsletter, to me, it's the start of a new month.

Did not intend to write a report myself for the **Colman Tyres**. I arranged for my Driver for the night Ken Quinn to do that. I thought he hadn't written one and at the last minute the report (see page 22) arrived in my in-box but I had already put the following together, so you now get to hear the story from both sides of the car

Generally the Colman Tyres was very well received and is a welcome addition to the Northern Rally Calendar.

The Navigation on the Colman Tyres was not too hard (even for numptys like me), although I was cursing Ian Mitchel & Andy Pullen over the first Hand Out that was a series of Map features that just edged off Map 104 onto Map 98 and then immediately onto Map 99 before returning to Map 98 (all in the space of a few miles). There was much rubbing out and redrawing done on this first section! (and curses with each redrawing of the route) until it all made sense, worked and I got it down correctly.

The first half (up to Petrol) seemed to go OK apart from a bit of a misfire but from Petrol onwards it all went down the plughole very quickly. We lost the spotlights very early on in the second half and the headlights on the Golf might have served better as reversing lights as they were set so low.

Not being able to see the road ahead, our pace was very restricted and we were dropping minutes at every control. To make matters worse the sump guard on the Golf is so low to the ground that it was acting as a plough even over relatively smooth whites, and on the rougher sections would have served better as an anchor : more time dropped (got passed by 5 cars on the roughest 2miler). Then to add to our woes I missed a slot (was probably half asleep, we were going so slow my concentration was certainly waning) and in getting us back onto the correct route we arrived at the next Control WD and also missed a code board + a lot of time dropped. Not long after the WD we started to hear groans from the transmission which got worse as time went by (and time went by very slowly as Ken nursed the car along). Whilst ambling along I failed to notice (despite highlighting it on my map. (Note above comment about waning concentration) a slot into a concealed layby, Another Fail. With 4 minutes remaining before OTL and a grumbling transmission (Turned out that the transmission noise was the gearbox catching on the sump

guard) we cut the last section and went directly to the Finish. In retrospect this was a wrong decision as we picked up 5 fails for missed controls & code boards, when had we carried on we might have gone OTL at the final TC but still been within OTL at the final MTC. Hindsight is a wonderful thing just wish I had 20/20 hindsight.

Next up was the Promenade Stages Rally where I was running the Stage Arrival Control on the Friday night with Steve Price. Following our Marshalling stint on the Prom Stages it was off to Sunderland for the Wearside Classic (see page 53).

A weekend off followed (12th & 13th), and I managed to catch up with bits & bobs for this edition but the following weekend (19th & 20th) I was supposed to be doing the Doonhamer Classic sat in the blue & white Ford Anglia of Nigel Cardale, however the Anglia had developed a miss-fire and it was proving difficult to sort out so finished up sat in with Neil Morrison in a 1973 BMW 2002tii (see page 56 for report)

The weekend of the 21st / 22nd it was the Clitheronian. I was supposed to be sat in with young Mr. Ayrton Harrison but he decided not to do this one so I sat in with Jay Cheetham on his very first full road Rally (report page 23)

The Clitheronian was quickly followed by the Heroes Stages Rally at Weeton. I went straight from the Clitheronian (*the Sunday following an all night Road Rally : I must be nuts*) to take up Safety Radio Duties. Struggled to keep my eyes open and eventually dropped off for 15mins during SS8 and woke up for the 1st car on SS9

Next month (October) starts off with the first of Kirkby Lonsdale MCs 12 Car Rallies sat in with Ayrton, Alan Barnes of Preston MC should have been sat in with Ayrton's Dad (Tony Harrison). Don't think I will get to Mull this year

The weekend following Mull I am doing the Solway Historic & Classic Rally with Gordon Craigs in a MGBGT and then I should be out on the Illuminations with young Ayrton on the 24th/25th of October. Regs just out.

AND I still have got the MEM Forest Rally, The Hall Trophy & WRCGB and either the Rally of the Tests or the Poker Stars in the Isle of Man to Marshal on before the end of the year.

Grumpy Old Git



*Colman Tyres Rally with Ken Quinn
Looks like I am fast asleep but I just
had my head down reading the map
motorsportmugs.co.uk Honest !*



*Wearside Classic & Targa
With Steve Price in the RWS Micra SR*



Doonhammer

Out & About with Gemini

Gemini

Communications Team

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



Thursday 12 November

08.00 Shakedown, Clocaenog
18.30 Ceremonial Start, Llandudno

Friday 13 November

06.30 Start Deeside Service Park
08.15 Start Deeside Service Park
09.24 SS 1 Hafren 1 (32.14 km)
10.07 SS 2 Sweet Lamb 1 (2.90 km)
10.24 SS 3 Myherin 1 (31.80 km)
11.12 SS 1 Hafren (National)
11.54 Newtown Regroup &
11.55 SS 2 Sweet Lamb (National)
12.12 SS 3 Myherin (National)
12.46 TC Tarenig (National)
13.32 SS 4 Hafren 2 (32.14 km)
14.15 SS 5 Sweet Lamb 2 (2.90 km)
14.32 SS 6 Myherin 2 (31.80 km)
15.05 TC Tarenig
15.31 Service Deeside Service Park
17.54 Service Deeside Service Park

Saturday 14 November

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

Sunday 15 November

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

2015

Golden Microphone Trophy

RESULTS AFTER 17 ROUNDS

*The Last Event was
Heroes Stages at Weeton
On the 27th of September*

*Next is the Cambrian on
The 17th of October*

We have a New Leader

Current Scores

G 37	Lee Skilling	90 points
G 23	Ian Davies	85 points
G 33	John Ellis	85 points
G 12	Chris Jarvis	80 points
G 14	Adrian Lloyd	80 points
G 48	Peter Langtree	65 points
G 56	Tony Jones	65 points
G 07	Tony & Avril Lee	60 points
G 39	Alan & Les	60 points
G 01	Bill Wilmer	55 points
G 25	Chris Woodcock	55 points
G 06	Dave Crosby	50 points
G 13	Stuart Dickenson	50 points
G 03	Les Fragle	45 points
G 09	Keith Lamb	45 points
G 11	Mark Wilkinson	35 points
G 18	Eve & Graham	35 points
G 24	Paul Henry	35 points
G 31	Duncan Stock	35 points
G 21	Derek Bedson	30 points
G 04	Ian Winterburn	20 points
G 17	Robin Mortiboys	20 points
G 41	Jerry Lucas	20 points
G 26	Mark Dickenson	15 points
G 59	Maurice Ellison	15 points
G 02	Graham Cookson	10 points
G 20	Peter Donnellan	10 points
G 46	Ray & Mary Kavangh	10 points
G 50	Michael Dodd	10 points
G 51	Gerry Morris	10 points
G 53	Tom & Vicky Mercer	10 points
G 55	Steve Broadbent	10 points
G 62	Colin Evans	10 points
G 43	Tony Turner	5 points

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

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Specialising in the
Art of Communications



September Radio Mutterings From Gemini 23

Ok so technically we were still in August, but the Bank Holiday weekend brought a new assignment for the Gemini communications and safety team, the Ormskirk Motorfest 2015 organised by Aintree Circuit Club. Part motor show, auto solo, concours D'elegance and parade the event had something for everyone, fans of both 2, 4 and 6 wheels ?. The team assembled in the West Lancs District Council offices car park a little before 12 o'clock to sign on and then for a safety briefing from Clerk of Course Mike Ashcroft and team leader Bill, joined by the Traffic Management contractors. The event takes over the town centre with a variety of static displays with some 300 plus vehicles involved and then at 2:30 the town centre roads are closed for the parade laps.

The Gemini safety team became involved as the popularity of this annual event has grown with some 30,000 spectators the previous year for this free event and the organisers wanted to enhance the safety cover for the event, not least to meet Police and Council requirements. Some 11 Gemini teams assembled including Bill in control and Gemini Recovery, with Bill also providing hand held radios for the separate teams of additional crowd marshals. Briefing over there was time to explore some of the varied town centre displays with vehicles from the Bubble Car Squadron, to competition cars and supercars. Many of the local shops and restaurants had entered into the spirit of the day and food stalls lined the narrow streets, thronging with huge eager crowds both young and old.

With road closure time beckoning it was time to head along the town one way system and find our post at Junction 7 a major cluster of roads outside The Cricketers Public House.

At the appointed time the traffic management teams closed the public roads and the circuit was handed into the control of the organising team. After a little delayed start as someone appeared to have mislaid the Mayor (eventually apparently found in a local tearoom) the first parade laps started, led by volunteer riders from the North West Blood Bikes the micro bubble cars of the Bubble Care Squadron began their scheduled three laps of the town. With crowds in places four of five deep there was a genuine carnival atmosphere as the cars lapped around the town centre and the crowds appreciated the huge variety of cars and bikes on display.

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Ormskirk Motorfest

Continued from Page 69

To begin with there was some confusion as cars and laps seemed to be somewhat at odds with instructions given, but each group was accompanied by escort 'blood' bikes with the traffic management car at the rear of each convoy. A bit like stage laps on a typical single venue, one or two seemed to enjoy themselves a little too much and the odd extra lap appeared to creep in !. Certainly where I was the crowds were well behaved and followed marshals directions, perhaps helped by the very visible uniform Police presence. Even those drivers who came to the 'road closed' signs appeared very reasonable when you explained what was happening.

In between the parade laps people scuttled to cross the roads but the judicious use of that marshal's favourite accessory, the whistle, seemed to bring things back to order. My colleagues Chris Jarvis Gemini 12 and Keith Lamb Gemini 9 with Adrian Lloyd had some of the difficult challenges shepherding buses into and out of the town centre bus station. It seemed either they didn't know about the event or instructions got lost in translation but at various times they seemed to shoot into and out of the bus station and back onto the course, with much chattering on the radio net to ensure their safe passage.

After the first parade we enjoyed a series of other groupings including vintage and classic cars; road and competition motorcycles; race, rally and competition cars, supercars; and then finally single seaters including an ex Williams 1977 FW07 Formula 1 car, although perhaps the strangest car of all was a six, yes six wheel stock car. With the parade laps over it was time for the planned orderly opening of the public roads. In the event it was a little chaotic with some road junctions open and cars moving around without all junctions being cleared (something to get right I think for next year). The event was definitely something different and the addition of our team of very experienced marshals and radio operators made a significant contribution to the safe operation of the event.

To finish on I must make mention of the volunteers of the North West Blood Bikes who provided escorts for the parade laps. This entirely volunteer group provide a Free, but professional voluntary out of hours transport service to our local NHS hospitals by carrying urgent and emergency blood, platelets, samples, donor breast milk, patient notes, theatre equipment, in fact anything that can be carried by motorcycle, between hospitals that is urgently required. Check out their web-site at <http://www.nwbb-lancs.org>.

**Ian Davies
Gemini 23**

September Radio Mutterings (Part II) Accident Advice Solicitors Promenade Stages Rally



Ah... I do like to be along the prom prom prom, where the rally cars go crash bang wallop! , it must be the Accident Advice Solicitors Promenade Stages Rally 2015 run by our friends in Wallasey MC. Once again Wallasey plan this very popular event with two stages to run on the Friday night along the seafront promenade and then a further ten stages on the Saturday. Like previous years the event has a nominated charity and this year it is the local St John's Wirral Hospice (www.wirralhospice.org).

Signing on for Friday night is at the Sailing Club, somewhat appropriate as after very heavy rain in the week a poor workman is outside trying to clear the blocked drains to allow floodwater to drain away. Once signed on it's time to check in with our radio controller for the event Philip Mostyn (Kay Control) and I am allocated the split junction down for those who know the venue before the 'Clown' roundabout. Before nightfall there is just enough time to explore the central service park and for this year the Prestige Campers and Dream Cars Wirral Rally Village. A variety of concessions and stands are in the village from food to slot cars, a huge bouncy castle and more interestingly a display of historic and replica rally cars.

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Radio Mutterings Part 2

Accident Advice Solicitors

Promenade Stages Rally

Continued from Page 70

The rally cars are displayed prior to Saturday when they have a role to play in a planned parade in the afternoon between stages.

As the light fades and the crowds gather with their fish n' chips first car starts at 19:30 and roars off into the twilight. With an onshore wind the organisers have to chase down additional concrete blocks and sandbags to prevent essential stage furniture heading inland. Sadly early on I have to report one of the competitors who is clearly confused by lap one and two and manages a good 25m along the wrong side of the stage before crashing through the line of cones much to the annoyance of the marshals who then have the difficult job of trying to safely rebuild the split with cars every thirty seconds or less. Drama elsewhere includes Car 4 on fire on the stop line (quickly extinguished) and the usual mix of cars visiting the night scenery. A very strong field of 93 cars start the first stage and we finally only loose 3.

By now the generators and lighting towers are lit to help both crews and marshals alike. We start the second stage at 20:30 and Car 6 frightens one or two of us with no lights and Car 47 manage to blow the engine and all of his oil onto the pavement. Although there are shouts over the radio of 'has anyone got a bucket and spade', a trip to the beach is avoided as the organisers dispatch a spill kit to the scene. A very creditable 89 cars end the night, roughly in one piece or another.

Saturday dawns fine, bright and cold. As I reach the Mersey Tunnel to cross to the Wirral side it seems that one of the competitors isn't awake as he tries to get a Transit, trailer and rally car through the clearly marked 'Cars Only' barrier automatic toll booth. The Tunnel Policeman didn't look impressed as the vehicle is pulled out of the lane to the side of the road!.

After signing on there is just about enough time for a quick bacon butty before heading to my merge junction by the lifeguard station. First car is scheduled for 8 o'clock and even early on the crowds are huge and on the whole good humoured. The first car is off at five past the hour and early on Car 6 manages to blow his engine with oil everywhere, but with no spill kit onboard the rally car? the nearby radio has to call for assistance. Events are then unfortunately called to an unplanned halt as the clocks and comms fail on the stop line. Thankfully the delay is short and things soon get back started. It falls to Car 41 as the first three wheel victim of the infamous New Brighton high kerbs, but not the last. A total of 89 cars finish this first daylight stage.

Stage four is a rerun of the first and passes off without too much incident as all manage to safely make it to the finish. At the merge the RNLI lifeguards clock on for the duty, I wonder if they signed on?

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Radio Mutterings Part 2

Accident Advice Solicitors Promenade Stages Rally Continued from Page 71

After some stage changes stages five and six are soon underway and cars seem visibly faster and with the inevitable toll of broken half shafts and wheels, a total of 81 cars finally exiting Stage 6. More changes for the next pair of stages provide more challenges for crews on what is surprisingly a new road surface only put down by the Council a few days before the event. The stage is lined with vehicle warning signs "20mph...skid risk", something our drivers pay little notice of, indeed the loose top surface ensures some rather splendid sideways action throughout the day. I'm not sure what the Highways Engineers will have to say however at the end of the event!

Once the next set of changes are made, prior to the start of Stage 9 the historic and replica rally cars first parade and then have a fast run through the stage to entertain the crowds and marshals alike. The replica Lancia 037, Stratos and Cossack Mk II certainly bring back the memories of past RAC events in the Welsh forests. Back to the rally proper and Stage 9 starts at 14:51 but is very unfortunately brought to a premature halt as the Stop line radio calls for immediate medical assistance. RAF Rescue is dispatched to the scene and yellow flags deployed to slow competitors down. Apparently a car at the end of the stage had hit one of the crowd barriers. After an understandably long delay the stage is finally cancelled and remaining cars are convoyed through to the finish and marshals prepare for running Stage 10 which finally gets underway at 15:50.

Stage 10 is memorable for the navigator of Car 9 who can be seen waving both arms frantically in front of the driver at the split to ensure that he takes the correct lap, which he does and for Car 56 who is reported as being 'off stage and lost' ?. For the final pair of stages I relocate a short distance a little nearer to roundabout one and the split junction. The actions shows no sign of letting up with Car 39 hurtling around with no windscreen or rear side windows (they must have been freezing in there); Car 66 who hits the chicane barrels hard leaving chunks of his frontend on the stage; and finally Car 76 who pulled off for the second time with a seized rear wheel.

With the road closure time ticking away, the organisers manages to squeeze in the final stage of the event which starts a little before six o'clock. With various positions and classes still up for grabs most crews are giving it there all on this final run. Sadly at my location we lose Car 10 who pushes hard into the right turn at the roundabout and simply slides sideways into the kerb on the loose road surface, game over as he parks neatly on part of the traffic island complex with major damage to the nearside. With the stranded car parked side onto the stage a quick call to control is required as I ask for cars to be warned of his location at the start and a marshal also slows cars down to avoid a 'blue on blue' incident and also prevents a stage stoppage this late in the day. A total of 71 cars finish the event.

I have been coming to the Promenade Stages for more years than I would care to remember, but the strong entry, friendly crowds and familiar faces in the organising team make this original 'closed road' event something rather different and special.



**Photos Courtesy of
Brian Taylor**

www.whitedogphotography.co.uk

Ian Davies : Gemini 23

EVENTSIGNS WOODPECKER RALLY

REIS - RAVENOL BTRDA GOLD STAR® CHAMPIONSHIP

ANDERSON'S FAIRY-TALE FINISH!...

Jamie Anderson and Jon Scott took a famous victory on the Eventsigns Woodpecker Stages in their Mitsubishi Lancer WRC05 but, not to put too fine a point on it, they didn't have things all their own way! With just the final stage to go, they were down in 3rd place before a storming run through the 8.7 miles of Haye Park saw them not only set FTD, but also leapfrog the two cars ahead of them to take their first outright win at this level.

The latest round of the REIS - RAVENOL BTRDA Gold Star® Rally Series saw 166 crews heading for Ludlow Racecourse, lured by the prospect of runs through such classic stages as Radnor and the aforementioned Haye Park. Six stages and more than 42 miles of competition produced three different leaders, with first blood going to Luke Francis/John H Roberts in a new Lancer EVO9. They stopped the clocks four seconds quicker than the next four cars that were all on the same time - the Fiestas of Stephen Petch/Ian Windress & Charlie Payne/Carl Williamson and the Lancers of Pat Naylor/Ian Lawrence (Group N) and, although not registered for Championship points, former Woodpecker and Gold Star winners Shaun Gardener and Ben Innes on an all-too-rare outing. It's also perhaps worth noting that, at this point, Anderson/Scott did not feature in the Top Ten!...

Petch/Windress then assumed the mantle of leaders after SS2, from Francis/Roberts and Payne/Williamson. Anderson/Scott had moved up to 7th, then 4th after SS3 and again to 2nd behind Francis, who had retaken the lead on SS4. He still held the upper hand on SS5, but it was Petch who was now his closest rival. And so to Haye Park when it was all change for the final time....

Luke Francis/John H Roberts – Mitsubishi Lancer EVO9 Payne/Williamson were 4th, keeping themselves on track for an end-of-season Top Three finish in the Gold Star Championship. Naylor/Lawrence finished just ahead of fellow Production Cup battlers Tom Naughton/Andi Mort, while Bob Ceen's 8th place also confirmed him as 2015 Welsh Forest Rally Champion.

Dylan Davies/Llion Williams' Impreza continued its run of reliability with a seventh straight finish - it was all so close that the difference between 1st & 9th at the end of the day was only a minute and a half! In an ultimately unsuccessful attempt to retain his Gold Star Championship Co-drivers' title, Aled Davies had teamed up with Roger Duckworth for the event, but their Impreza WRC was sidelined with an electrical fault - the only Top Ten seeded car not to finish....

GOLD STARS FOR DAVID WESTON AND KIRSTY RIDDICK

David Weston and Kirsty Riddick are the 2015 REIS-RAVENOL BTRDA Rally Series Gold Star Rally Champions. With three outright wins on the Somerset Stages, the Plains Rally and the Carlisle Stages, plus two second places and a third, they have been the crew to beat all season.

For the past three years we have become accustomed to the BTRDA Gold Star Championship providing a nail biting finish on the final round of the championship. However this year, thanks to a combination of speed and consistency, David and Kirsty in their Subaru Impreza WRC set a target of 173 points which others have been unable to beat. Since joining the BTRDA Rally Series on the Somerset Stages in 2014 they have competed on 13 consecutive championship events, finishing 12 of them, and only once finishing outside the top 3. Quite a record!

So congratulations to David and Kirsty on becoming the 62nd BTRDA Gold Star Champions, following in the footsteps of fellow Scots, Euan Thorburn and Paul Beaton who were the Champions in 2013.

As part of their prize they win a free entry to the Wales Rally GB National Rally in November. This event has become something of a Scottish preserve in the last couple of years so maybe that is something they will continue.

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HYUNDAI GENPOWER BTRDA PRODUCTION CUP NAYLOR PUTS THE HAMMER DOWN!

Following the seventh round of the Hyundai Genpower BTRDA Production Cup®, Midlanders Pat Naylor and Ian Lawrence have become the third crew to take a second maximum points score this season, joining Russ Thompson/Andy Murphy and Tom Naughton/Andi Mort who beat them to it! However, Naylor/Laurence's other scores put them ahead of their rivals with just two rounds remaining. On this occasion, Naughton/Mort had to be content with runners-up spot but, had they ended the day four seconds quicker, their and Naylor's roles would have been reversed! Roland Llewellyn/Jamie Edwards and Aaron McClure/Elliott Edmondson weren't far behind, while Sasha Kakad/Andrew Price's EVOX recorded its best result of the season so far.

Thompson/Murphy's EVO9 went out on the final stage and Paul Davy, who was without his usual co-driver (Roger Allan is Entries Secretary for the Woodpecker), was sidelined on SS2 when his Impreza suffered a broken ball joint. Darren Anderson and Julian Barnett steered their respective Imprezas to good scores while, further down the list, co-driver Dan Nieroda took a class (N3)win in a Fiesta ST.



REIS - RAVENOL BTRDA SILVER STAR® CHAMPIONSHIP KERSHAW NICKS MAXIMUM POINTS!....

Boyd Kershaw/Bryan Hull (Escort) were victorious in their quest for REIS - RAVENOL BTRDA Silver Star® Rally Championship success on the Woodpecker. They arrived back at Ludlow Racecourse to record a Top 20 finish, a mere one second in front of Callum Black's Citroen DS3 and just seven ahead of Mark Griffiths in another Escort. Series leader Rhys Yates took a class win and fourth place points in his Fiesta, while Mark & Ed Bentley's Escort was the recipient of a good haul of both Silver Star and Historic Cup points. Having retired last time out, early season leaders Jake Scannell/Adrian Stevens (Mazda RX7) were back to their finishing ways and they, too, were credited with points in both categories. It was also good to see the Silver Star winners on the Wyedean Forest Rally, Pete Elkins/Andrew Joll out again for the first time since their big accident on the Malcolm Wilson. Their perseverance was rewarded with a finish and, you guessed it, points in Silver Star and Historics - that's the car, Pete, not you!....



Joe Ballinger's quest for what would be a fourth Silver Star title was interrupted when he and Mike Wilding had a misunderstanding with a tree on SS4, resulting in their Manta joining the growing list of retirements! Currently 6th in the table, Jon is still handily placed to achieve his goal, as long as he avoids contact with the scenery on each of the last two rounds!

Just behind Ballinger in the points, Barry Jordan/James Gratton-Smith (Hillman Avenger) won their class on the Woodpecker and are 3rd & 2nd respectively in the BTRDA Historic Cup®.

KICK START 1400 CHAMPIONSHIP BENNETT RACES TO ANOTHER WIN!...

Dave Bennett & Alistair McNeil took their Corsa to another maximum score (that's three so far!) in the Kick Start BTRDA 1400 Championship on the Woodpecker Stages, finishing half a minute ahead of Chris Powell/Jim Lewis. However, the addition of a one-minute road penalty dropped the Talbot Sunbeam crew nine places in the overall results but, fortunately, had no effect on their position in the 1400s. Roger Priestnall/Chris King's Proton Satria was 3rd, two seconds in front of the Ka of James Williams which, in turn, was only half a dozen places ahead of Kieran Darrington/ Pam Hilton's Corsa.

With Championship leaders Ryan Weston/Mark McCulloch missing the event and both Keith & Mairi Riddick (MG ZR) and Dave & Fred- dy Brick (Nova) retiring, Kieran Darrington is now up to 4th in the Championship, level on points with Brick. However, and more worryingly for the leaders, Dave Bennett is 5th, effectively from four scores while, right behind him and in spite of a DNF on the Woodpecker, Ash Slights (Toyota Yaris) is in a similar position. Jordan Hone, too, did not reach Ludlow Racecourse under his own steam but could, theoretically, still take the title. However, in his case, nothing less than maximums on both the Trackrod and Cambrian Rallies would do....





VITAL EQUIPMENT BTRDA RALLY FIRST CHAMPIONSHIP CARR STUCK IN TOP GEAR!....

For the second event in a row, Vital Equipment Rally First® Championship contenders Nick Carr/Joe Sturdy led the opposition home in their VW Lupo. Second was Matthew Thompson/Charlotte Banner's Polo and, continuing the Volkswagen theme, another Polo in the capable hands of Morgan Handford/Richard Davies was 3rd. Less than a minute separated these three, but then the Micras of Sam Bilham and James Watkins/Caron Tomlinson were one second apart, Neil Andrew/Dom Adams (Lupo) were equal with Watkins, with the Tordoffs, Mathew & Tim (MG ZR), a further six back from them. Carr/Sturdy lead the chase with two firsts and three seconds but, in spite of this impressive array of results, there are still a number of crews who could catch them before close of play in October.



Handford occupies 2nd place, ahead of former leaders Chris Wheeler/Yan Griffiths whose Fiesta MS1 threw a wobble on the final stage of the Woodpecker and retired!

Bearing in mind there are still a potential 60 points to be gained from the last two rounds, any one of the current Top Ten drivers could finish the season as a champion - and, consequently, a fascinating few weeks are in prospect!...

Meanwhile the RF1.0 class was won by Roger Lovatt from Thomas Bayliss/Joe Jones with Claire Marsh taking 3rd. Whilst after 2 recent class wins, John and Duncan Freeman unfortunately came into contact with a tree on SS4.

Report by Andrew Haill : BTRDA

All photographs courtesy of ralliphotowales



Burton ties up West Wales Rally Spares R.A.C. Championship



As crews prepared for the final round of the West Wales Rally Spares R.A.C. Rally Championship, Phil Burton and Mal Capstick have been confirmed as over-all champions in their Open Category Ford Escort Mk2.

The Morecambe crew have enjoyed a tremendous season and cannot now be caught during the Trackrod Rally (25/26 September). However, they will still contest the Trackrod and will be going all-out for another maximum score. The championship, organised by the Roger Albert Clark Rally Motor Club, has run in parallel to the Mintex MSA British Historic Rally Championship and has been aimed at clubmen historic crews as well as those running in the Open Category. With containing costs for clubmen as a prime aim, the championship runs to a six-tyre rule on all events. "We've achieved what we set out to do," said Burton, who had taken two years out of rallying to concentrate on business commitments and make some upgrades to the car. "The car needed some attention and then we looked around at what we could do and picked the R.A.C. Championship." As his car's specification is some way beyond that of the historic cars, he entered the championship's Open Category.

"I wanted to benchmark myself against some of the very quickest drivers in the historic Escort Mk2s. We had some new sponsors for 2015 and it was a baptism of fire on the Red Kite with the icy conditions. Then we ended up in a ditch on the Mid Wales but I've driven within myself for the rest of the year."

In July, he competed over Epynt for the first time and on his first asphalt rally for more than 20 years. "I went to Epynt for points and I enjoyed it," he said.

With the overall title secure, Burton can go to the Trackrod Rally with the pressure off. It will be his first time in the Yorkshire forests since 2008 on the Roger Albert Clark Rally.



Inside the Industry with Paul Gilligan

There's only one story in the Motor Industry this month, and perhaps for months to come:

VOLKSWAGEN EMISSIONS CRISIS

For those who've perhaps been in isolation for the past week:

What's Happened?

VW have been caught by the US Government Environmental Protection Agency cheating to ensure their cars passed official emission tests. How?

The cars were all fitted with a clever piece of software that detected when they were being tested rather than driven normally. All tests are carried out on rolling roads so the fact that the front wheels were doing 60mph and the backs were not moving was enough for the "brain" to say "I'm being tested" and switch the car to a "clean" mode. Performance drops significantly but so do emissions. So much so that the true nitrous oxide emissions are 40 times as high as the laboratory tests show. US officials couldn't understand why pollution levels in their cities weren't dropping when cars were getting "cleaner", so they started probing and now they know.

It's been common knowledge in the industry for years that official mpg figures are pretty meaningless because frankly the manufacturers cheat the testing process. Indeed my regular reader may recall me discussing this in the past. However this latest revelation is something entirely different.

What Don't We Know

We don't know how many VW and VW Group cars are involved. There are 482,000 in the US and VW have already told us that the World total may be as many as 11 million cars, but no confirmation yet. The big thing we don't know is whether VW are the only guilty party, or have others been cheating the tests also?

Frankly it would be almost incredible for others not to be guilty in part at least. Most manufacturers produce mainstream engines which offer very similar performance, economy, and emissions. All have good engineers, and to further their careers some of these move from one manufacturer to another. When they move they take ideas with them. If VW had this wonderful (as it must have seemed at the time) idea, it is most likely one of their engineers would have moved elsewhere and shared the secret with his new bosses.

If VW managed to report emissions 97.5% less than reality, and the others were all reporting similar emissions without cheating, then their engines are 40 times more efficient than VW's, sorry I can't buy that one. So I think there's a lot more to come out affecting other manufacturers. Rumours abound that BMW are less than squeaky clean, and I'm told on good authority that the BBC Watchdog programme was already working on exposing Peugeot Citroen for their conduct in emissions testing.

What Will All This Cost VW?

In simple terms a very great deal, maybe even the company. The US Government can fine them per car sold which is a maximum of \$18 BILLION. Then owners can sue for misrepresentation and loss of value of their cars. This could be massive. Ambulance chasing lawyers are already circling in the US and the UK and are unlikely to go away when they smell blood and fat fees.

The drop in the value of used VWs is an enormous part of the problem. In the US VW have instructed their dealers to stop selling used diesels as well as new. I did some approximate numbers last night and I reckon the UK car leasing companies could be facing a loss of at least £1 BILLION, and they will be looking to VW to pick up the tab. Dealers have been badly affected, one I spoke to the other day said his showroom had never been so busy, but sadly it was full of people cancelling orders. In the US VW are already providing financial support to dealers, and although this hasn't happened in the UK yet it can't be far away. VW dealers will face reduced profits for years to come, and if VW don't support them financially some will inevitably fail.

Even after all the fines have been paid, all the customers and dealers compensated, if VW can survive financially there is an even bigger problem, and that is the future of the brand. It's been enormously successful, now the World's biggest motor manufacturer, and one of the key strengths has been that VW have been perceived as very reliable, producing cars that people can trust. It's always been the safe bet, if you're not sure buy the Golf. It will be nice to drive, it won't let you down, and it will have a great second hand value when you come to sell it. Well they are still nice to drive and reliable but no longer trusted. Sales will slow and it will take years to rebuild the brand. Anyone remember Ratners? Of course a lot depends on how many other manufacturers are found to have been cheating. If most are guilty then that will actually help VW recover.

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Is This The Death of Diesel Cars?

Diesels were already under attack because of emissions, with the Sunday Times having run a campaign against them for several months now. The VW scandal can only focus interest in this and provide ammunition for those opposed to diesels. Improvements in technology in recent years mean that the fuel consumption gap between petrol and diesel has closed significantly so a shift towards petrol power now seems inevitable. This is of particular concern to French manufacturers who are very reliant on diesels. 80% of cars sold in France are diesel compared to 50% here. Switzerland yesterday banned "temporarily" the sale on new Audi, Seat, Skoda, and VW cars in their country!

What Happens Next

To say this is a fast moving situation is a bit of an understatement. The VW boss has resigned, which must be a bitter pill for him having only got the top job 6 months ago. However a £44 million compensation package must be some consolation. Other senior executives are rumoured to be leaving soon. A new boss has been appointed promising to clean the whole thing up and rebuild the brand. Whatever vast sum he's paid he'll earn it in the next few years.

The rest depends a great deal on what else is uncovered, particularly involving other manufacturers. If many more are found guilty this can only speed the decline of diesel. At the same time it would only increase the crippling compensation the industry is forced to pay.

In conclusion (for the moment) I can only ask WHY? If the manufacturers knew that diesel was unhealthy why not switch their efforts to promoting and developing their petrol engine cars. They'd still have been selling a car, just one with a different engine in it. OK those very strong in diesel like VW and Peugeot/Citroen would have found this more difficult perhaps, but not as difficult as VW are finding things now.

Whatever happens I think there is a lot more to unfold about this story. To everyone who's asked me about it in the past week I've said simply "You ain't seen nothing yet!"

Paul Gilligan

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Now that I'm older here's what I've discovered :

1. I started out with nothing, and I still have most of it
2. I finally got my head together, and my BODY is falling apart....
3. FUNNY, I don't remember being absentminded....
4. If ALL is not lost, then where is it ?
5. It was a whole lot easier to get OLDER, than to get WISER..
6. Some days, you're the TOP DOG, some days you're the HYDRANT
7. I wish the BUCK really did stop here... I could use a FEW of them....
8. Kids in the BACKSEAT cause accidents....
9. Accidents in the backseat cause KIDS !!
10. It's hard to make a COMEBACK when you haven't been ANYWHERE !
11. The world only beats a path to your door when you're in the BATHROOM
12. If GOD wanted me to touch my toes, he'd have put them on my KNEES....
13. When I'm finally holding all the right CARDS, everyone wants to play CHESS....
14. The only difference between a RUT & a GRAVE is the depth....
15. The more I try to hurry, the further I fall behind...
16. I could be a MORNING person, if only they started at NOON....
17. By the time you think you have a new GADGET mastered, it's become OBSELETE ...
18. When my SHIP comes in, I'll be at the AIRPORT....
19. Life is like a roll of TOILET PAPER, the closer to the END the faster it goes...
20. These days, I spend most of MY time thinking about the HEREAFTER.....
I go somewhere to get something, and then wonder, what in the heck am I HERE AFTER?

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

The Grim Reaper came for me last night, and I beat him off with a vacuum cleaner. Talk about Dyson with death.

My daughter asked me for a pet spider for her birthday, so I went to our local pet shop and they were £100!!! Blow this, I thought, I can get one cheaper off the web.

I was at an ATM yesterday when a little old lady asked if I could check her balance, so I pushed her over.

I start a new job in Seoul next week.
I thought it was a good Korea move

My girlfriend thinks that I'm a stalker.
Well, she's not exactly my girlfriend yet.



Solberg named WRGB Rally Legend

Motor sport star Petter Solberg will be the official 'Rally Legend' at this year's Wales Rally GB (12-15 November).

The 40-year-old Norwegian – nicknamed 'Hollywood' – is one of only two drivers to have won Rally GB four times (2002, 2003, 2004 and 2005). He is also the reigning FIA World Rallycross Champion and the only man to have won FIA world titles in two different disciplines.

"As many already know, this is an event which is very close to my heart for so many reasons," said Solberg. "Rally GB was the first round of the World Rally Championship I ever won [in 2002] and I can never forget that feeling. I thought the feeling couldn't be beaten. But it was, 12 months later, when I came back to Wales and won the World Rally Championship – now that was a party!"

"Obviously, every driver wants to achieve these kinds of goals at their home event, if possible. That wasn't possible, but Wales was like a second home event for me; if it couldn't be Norway then I was so happy it was in Wales. My co-driver, Phil Mills, is of course from Wales and it was fantastic to feel the support and the passion from so many fans."

"Rally GB was the first round of the World Rally Championship I ever won and I can never forget that feeling"



Appointment: MSA Training Executive

Alan Page has been appointed MSA Training Executive, after Training & Education Director Allan Dean-Lewis stepped back to a consultancy role.

Page takes over responsibility for all the training matters previously overseen by Dean-Lewis, who will still process and administer all Club Development grant-aid requests, among other responsibilities. Any training-related queries should be directed to Page on alan.page@msauk.org



MSA Radio Seminars 2015

The next round of the MSA Radio Seminars for Licenced Radio Co-ordinators, Controllers and Probationary Controllers will run nationwide between October and December. These one-day weekend seminars are likely to be held in Bristol, Luton, Manchester, Perth and Belfast.

Dates and venues will be publicised when confirmed. In the meantime, any enquiries should be directed to training@msauk.org.

MSA Trainers briefings 2016

In 2016 there will be a number of regional training days between late January and April, rather than a briefing at Birmingham's NEC during Autosport International.

The training days will coincide with the next round of MSA Officials Seminars but will run as separate whole-day sessions, led by a member of the Training Working Group. Further details will be available in due course.

Anyone organising training days during this period is kindly requested to advise the MSA on training@msauk.org so that date clashes can be avoided.

Training Instructors courses 2015

The MSA currently has 90 Training Instructors, 41 Lead Trainers, nine Training Coordinators and 26 undergoing post - Training Instructor coursework. This is a very healthy number of hard-working volunteers but if your club wishes to nominate further individuals to undertake this training, please contact MSA Training Executive Alan Page on training@msauk.org. We are currently looking to deliver two further Training Instructors courses this year – one in September and another in November.

MSA Club and Unlicensed Officials Seminars 2016

The 2016 MSA Officials Seminars will be reserved primarily for unlicensed Club and Event Officials, typically including – but is not limited to – Club Stewards, Secretaries of the Meeting and unlicensed Clerks.

The workshop-based days will aim to exchange views and information to assist clubs' future development and encourage liaison with the MSA Regional Development Officers (RDOs). Dates and venues are to be confirmed, however invitation letters will be soon sent to all Regional Associations and MSA-registered clubs, requesting their nominations for attendance. It is important that attendees do not arrive on the day without prior notification.

MSA widens historic rally tyre options

The MSA has announced regulation changes that widen the range of eligible tyres in historic stage rallying. "This regulation change will give competitors a wider choice of suitable and eligible tyres, and will make the administration and application of the regulations easier to understand and apply," said Rob Jones, MSA Chief Executive.

The new regulations are as follows:

Wheels, Tyres and Brakes 49.10.1.

Wheels and tyres must be fitted in compliance with L3., 49.6. except as follows, 48.5.1., 48.5.2., 48.5.4., 48.5.6 -8. and 48.5.10.-14. and;

49.10.2. For Categories One, Two and Three the diameter of wheel may not differ from that originally fitted by more than 10%.

49.10.3. For Categories One, Two and Three the complete wheels (flange + rim + tyre) are free providing that they are housed within the permitted bodywork and that they do not exceed the following widths in relation to the cubic capacity of the car: Up to 1150 cc: 7in Over 1150cc and up to 1600 cc: 8in Over 1600 cc: 9in.

49.10.4. For Category Four, and vehicles competing under 49.2., wheels and tyres must comply fully with FIA Appendix K Regulations for Cars in Rallies.

49.10.5. The fitting of a dual master cylinder or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car.

Helmet Cameras

Competitors are reminded that any modification to a helmet renders it invalid, including the addition of cameras by whatever attachment.

Modern cameras may be lightweight but helmet weight is critical; the lower the helmet's weight, the better for minimising neck injuries, hence why modern helmets have been developed not only to increase penetration resistance and energy absorption but also to reduce weight.

Mounting a camera on a helmet also creates the possibility of concentrating an impact load. Spreading an impact load over the largest possible area lessens the impact.



Co-Driver Programme

The MSA Academy co-drivers completed a day-long course in Chesterfield last month to continue their development on the new programme. The young navigators spent the morning learning about on-event movement, service schedules, road books and stage records. Programme and highly experienced co-drivers Paul Spooner and Nicky Grist led the sessions at the Casa Hotel in Chesterfield, before the group headed to Dansport for talks on in-car equipment, positioning and safety. While at Dansport the co-drivers also completed a wheel-changing exercise. The MSA Academy would like to thank Steve Perez, Dansport and all the Casa staff for their help.



Performance Master Classes

In recent weeks MSA Coaches have visited various circuits around the country to deliver one-to-one coaching and presentations to junior drivers in a range of disciplines. Over the bank holiday weekend James Wozencroft worked with Junior Rally UK drivers at Glan-Y-Gors Kart circuit, providing in-depth presentations on technical driving, sports psychology and anti-doping, before discussing future options. Two weeks later James was back at the North Wales track with Formula Kart Stars drivers, working on an individual support basis for two days. Fellow MSA Coaches Duncan Tappy and Adam Gould worked with competitors in the BARC Junior Saloon Car, MSA Formula and Junior Rallycross Championships at Snetterton, Rockingham and Lydden Hill. While at Lydden, Gould also delivered a nutrition session and also supported MSA General Secretary Simon Blunt on his Rallycross debut.

Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit www.msauk.org/regulations

I can't believe that it's been almost a year since my first Wales Rally GB. The year has flown by and before long we will be back in North Wales for the 2015 edition.

There's been lots of good news in recent weeks, confirming the support of new sponsors including Hyundai as official car partner and Shell as official lubricant and fuel partner, together with the welcome return of Network Q as title sponsor of the National rally. Petter Solberg has agreed to be our 'Legend' this year and we will also honour the memory of the great Colin McRae who won the event in Chester 20 years ago to clinch Britain's first ever WRC title.

On top of that, we have had a record response for the National rally which was 'full' within hours of entries opening. We hope that those on the reserve list will still get a run, but we won't know for sure until International entries close on October 12th.

Last year, I said that we wanted Wales Rally GB to be the culmination of the UK rally calendar, a kind of end of season party, and I think we are moving in the right direction with that. I also wanted everyone to feel that they could be part of the country's showpiece event in whatever capacity they wished – be it marshal, competitor, team, spectator, volunteer, etc. From what I've seen and heard from people in the past twelve months, we are making progress here too.

To those already involved this year, I offer my sincere thanks for playing a part in one of the most complex sporting events in the country. We simply couldn't do it without you. And to those still thinking about it, I would encourage you to come along/come back to help make this rally even better.

In recognising the investment that clubs and club members make to help deliver the event, we continue to come up with a variety of ways to reward that commitment.

Every club that supplies more than 10 volunteers to the rally will receive a pair of WRGB Club Guest Passes for the 2016 event. 2014's efforts have seen 56 Passes sent out for this year's event.

- **Liverpool Motor Club** scooped the £500 award as the '**Best turned out club**' during the 2014 event. Get your photographs sent in this year and your club could be picking up this year's financial reward. Let's get those club banners back up in the service parks, refuels, regroupings and in the forests to show who is out there making the event happen.

- We have put a lot of effort into sourcing an improved selection of rewards for marshals this year, which will again be different for each day. Marshals attending on all days will go home with a power pack, insulated flask and 'magic' gloves, as well as the usual event programme, rally sticker and rally pin and any other goodies we can source before November.

We are again inviting any marshals that can make it to Deeside during the rally to come and enjoy the atmosphere of the Service Park and we will provide them with a food voucher for redemption there, although we know that not everyone can make it there.

- And last, but by no means least, perhaps the best prize of all is the draw that will give all signed-on volunteer marshals and officials a chance to win a fantastic trip for two people to a European WRC rally of their choice in 2016.

So with just two months to go before Wales Rally GB, we are now writing to all Regional Associations and motor clubs to request your assistance in the promotion of the event to your group membership. We would be grateful for your help in providing marshalling support to help deliver a safe event, which is again everyone's number one priority.

**Interested clubs should ask their members to register for the event on
www.RallyStageTeam.co.uk**

The format of this year's event is as follows:

Monday	9th November set-up
Tuesday	10th November Recce
Wednesday	11th November Recce
Thursday	12th November Shakedown and Ceremonial Start Colwyn Bay
Friday	13th November Special Stages in Mid Wales and Remote Service in Newtown
Saturday	14th November Special Stages in Mid Wales and RallyFest at Chirk Castle
Sunday	15th November Special Stages in North Wales and Ceremonial Finish in the Service Park

Running alongside the International crews, the teams in the Network Q WRGB National Rally will complete a single run of every one of the stages, before ending on Deeside.

After registering for the event, marshals will receive an email confirmation and regular newsletters in the run up to the event. Before the event, the staffing team will post out the stage information, marshal and vehicle passes. More information on the event can be found at www.walesrallygb.com under the 'Marshals' tab. Should you have any queries and need more information please contact the Event Staffing Officers, details of which can be found on the website.

Any offers of support are always gratefully received. We look forward to welcoming you to a great atmosphere on the stages and in the Service Park come the middle of November.

With kind regards



Ben Taylor
Managing Director



MSA ISSUES RALLY SAFETY PROGRESS REPORT : 3RD SEPTEMBER



The Motor Sports Association (MSA) can report significant progress in its response to the Scottish Government's Motorsport Event Safety Review (MESR), which published 29 recommendations for UK stage rallying in January. The MSA committed to implementing the recommendations in a staged manner over approximately two years, until early 2017. Now known as RallyFuture, this programme of procedural and cultural change has made great progress on several fronts.

Safety Delegate

In February the MSA confirmed the new role of Safety Delegate, with MSA Director Nicky Moffitt appointed to the post in Scotland on an interim basis. The Safety Delegate has overriding authority in matters of safety and is now an essential part of events north of the border. Further Safety Delegates will soon be appointed to cover all multi-venue stage rally events across the UK.

Radio frequencies

A second radio frequency was brought online for exclusive use by MSA Licensed Officials and safety personnel on stage rallies in Great Britain. The second MSA81 frequency allows for better management of rallies, particularly when there are stages running concurrently. Significant grant funding was made available to help retune and service existing MSA81 radios, or to replace them where necessary to accommodate the additional frequency.

Multi-Venue Stage Rally Safety Requirements

Published on 24 April and with effect from 1 June, this document detailed how UK rallies must currently be run. It covers topics including risk management, marshals' training, communication and much more. This document will be superseded by the 2016 Stage Rally Safety Requirements, which will also apply to Single-Venue Stage Rallies and Rally Timed Trials. These are currently being developed and will include detailed guidance for the production of event safety manuals and stage set-up diagrams.

Safety Car Roles & Responsibilities

This document was published on the MSA website on 1 July, establishing protocols to improve and enhance the safe running of special stages throughout the UK. A pair of pilot training workshops for safety car crews has also been held. More will be run soon, including a unique workshop for closed-road events.

Media accreditation

A positive and productive meeting of rally media was held in mid-July. This established the framework for a new MSA rally media accreditation system from 2016; the accreditation documents, procedure and guidelines will be made available as soon as possible.

Online marshals' accreditation and training

A new online accreditation and training system for rally and cross country marshals is in development and scheduled for launch in January 2016. Full details will be announced in due course but it is envisaged that there will be three modules, providing training in the basic marshalling skill sets required of rally and cross country marshals.

Volunteers' recognition scheme

Plans are being developed for a volunteers' recognition scheme to recognise the hard work and dedication of volunteer marshals and officials, without whom the sport could not function. The scheme is due to launch in 2016 and it will cover the full spectrum of volunteers, not just in rallying but across the disciplines. Full details will be announced in due course.

Tracking systems

Four different rally tracking systems have been live tested this year on the Mid Wales Stages and the Scottish Rally, with a fifth set to be tested on another event in October. This has led to some systems being discounted on grounds of functionality and/or cost, while others continue to be evaluated.

Artwork

RallyFuture artwork, featuring rally legend Ari Vatanen, has been produced and made available on the MSA website for organisers to download and use in event signage and literature. [Click here.](#)

Grant-aid

The British Motor Sports Training Trust (BMSTT) has offered grant aid towards the purchase of red and white safety tape and additional Spectator Warning Notices required under the multi-venue stage rally safety requirements. Eligible clubs can claim up to 60 per cent of additional expenditure totalling up to £750 in 2015.

MSA commitment

Rob Jones, MSA Chief Executive and Chairman of the RallyFuture Project Steering Group, said:

"A few months ago the Forestry Commission made plain that for it to offer a new Master Agreement, the sport must commit to the Motorsport Event Safety Review's very carefully considered recommendations. Having done so, we are now well advanced with a far-reaching programme of change.

"That is cultural as much as procedural change; as such it challenges the status quo and divides opinion in some quarters. However we see this very much as an opportunity not just to secure the future of UK stage rallying but to set new standards for the rest of the world to follow.

"None of what the governing body has achieved would have been possible without the overall support of the rallying community and I cannot thank them enough for being with us."

PLEASE PAY ATTENTION TO SAFETY !

Please keep in mind that you attend the rally at your own risk.



- ✓ Follow the instructions of the organizers and police at all times!
- ✓ Always pick a spot above the level of the SS!
- ✓ Maintain a safe distance from the SS!
- ✓ Always find an escape route!
- ✓ Always follow the progress of the car!
- ✓ Always watch your children!
- ✓ Observe the traffic rules!



- ✗ Do not occupy areas under the level of the SS or in the front of trees, walls and houses!
- ✗ Do not occupy the escape zones at any time!
- ✗ Do not occupy any restricted areas at any time!
- ✗ Do not obstruct access ways to the SS!

 NO ENTRY - DANGEROUS AREA !



The Coruna Rally

Six people have been killed and several others injured in a rally crash in northern Spain.

Six people have been killed and several others injured in a rally crash in northern Spain.

A driver lost control during the Coruna rally in the north-western Spanish region of Galicia and skidded off the track killing four women, one of whom was pregnant, and two men. About a dozen people were hurt.

"One of the drivers took the track at a much higher speed than he should have and he veered off a curve, slamming into around 20 people," a Civil Guard spokesman said.

Local media reported that the driver and co-driver were unharmed although the spokesman was unable to confirm that information.

"The Coruna Rally is in mourning. My deepest condolences to the bereaved and wishes for a complete recovery of those injured," Prime Minister Mariano Rajoy, who is from Galicia, said on his official Twitter feed.

The FIA will develop a rally safety action plan and establish an expert task force in response to recent fatal accidents.

Six spectators were killed when a car left the road, while there had also been spectator fatalities on domestic events in Australia and Estonia earlier in the year. French driver Frederic Comte also died in a crash on Rally Monte Blanc.

Those incidents prompted FIA president Jean Todt to call an extraordinary meeting in Geneva, where attendees included closed road commissioner Ari Vatanen, World Rally Championship commission chief Carlos Barbosa, WRC manager Michele Mouton and Spanish federation chief Carlos Gracia Fuertes.

An FIA statement said an action plan had been agreed to focus on the following points:

- "1. Reinforcement to all authorities responsible for the organisation of rallies of the heightened danger in running rallies outside of the basic framework of the FIA guidelines for spectator and vehicle safety.
- "2. In conjunction with National Sport Authorities (ASNs) and rally organisers, introduce measures seeking to increase the reach and impact of educational programmes for spectator safety.
- "3. The creation of a dedicated task force of FIA experts, which will be available to support ASNs and rally organisers and assist them in the implementation of the preferred safety guidelines. "The aim of the action plan is to have a positive influence in rally safety around the world, from local grass roots events through to the pinnacle of the sport at World Rally Championship level."

While most of the accidents that prompted the FIA action took place on national events this year, spectator safety has also been a concern in the WRC, where six spectators were hurt in an accident involving Hayden Paddon's Hyundai on Rally Argentina.

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Sébastien Ogier

claimed his third consecutive FIA World Rally Championship title with victory at Coates Hire Rally Australia.

His seventh win of the season enabled the Frenchman to enter an exclusive club of multiple title winners. He joins Sébastien Loeb (nine), Juha Kankkunen and Tommi Mäkinen (four each) as the only drivers with more than two titles to their name. Ogier won the final seven speed tests of the three-day gravel road event in New South Wales to climb from fourth to first and defeat Volkswagen Polo R team-mate Jari-Matti Latvala by 12.3sec. Kris Meeke finished third, a further 20.3sec behind. Ogier had the worst conditions of the frontrunners for the opening two days, sweeping gravel from the roads to leave a cleaner and faster line for those behind. But he snatched the lead from Meeke in Saturday's night stage and was unmatched through Sunday's five tests.

Volkswagen's 1-2 secured a third manufacturers' crown for the German squad, but there was a late scare for Latvala as he finished the penultimate stage with an alternator warning light flashing in the cockpit. He fitted a new belt to clinch the runners-up spot.

Meeke admitted he had no answer to the pace of the Polo Rs on Sunday. Having started just three-tenths of a second behind Ogier courtesy of better road conditions in the opening two legs, he quickly fell back and looked set to concede third to Andreas Mikkelsen.

However, Mikkelsen checked in to Sunday's mid-leg service late and a 10sec penalty gave Meeke the breathing space he needed in Citroën's DS 3. He eventually finished 5.9sec ahead of the Norwegian to end a depressing sequence of results.

New Zealand's Hayden Paddon finished fifth in a Hyundai i20 to the delight of his army of fans who journeyed across the Tasman Sea to cheer him on. He was 16.5sec behind Mikkelsen after briefly flirting with the lead battle on Saturday morning.

Ott Tänak was sixth, despite a noisy transmission in his Ford Fiesta RS, heading Hyundai duo Thierry Neuville and Dani Sordo in seventh and eighth. Sordo led for the first three stages on Friday before brake problems delayed the Spaniard.

Elfyn Evans struggled for confidence throughout and ended a disappointing weekend in ninth in his Fiesta RS, with WRC 2 winner Nasser Al-Attiyah 10th.

The championship returns to asphalt for round 11, The Tour de Corse Rallye de France based in Corte on 1 - 4 October.

Photos : Joseph Lewry (our man in New Zealand !)





DANIEL Barritt and Elfyn Evans endured a difficult outing on the Rally Australia, finishing a lowly ninth overall in their M-Sport Fiesta WRC. Evans simply could not get to grips with the nature of the Australian roads alongside his East Lancashire co-driver.

The Welshman struggled for confidence all weekend and the pace he was able to extract from the unfamiliar terrain was far from what his talent deserved.

Gradually improving their pace as the event went on, he and Barrowford co-driver Barritt were able to make some inroads, but with little to fight for this is an event they will be keen to forget.

Evans said: "It's been a really tough rally for us. We managed to make some small inroads throughout the weekend, but we still weren't where we wanted to be. It's important that we go back to the office and work out what was wrong so that we can ensure that we don't have another rally like this for a very long time. Now, my mind is firmly fixed on Corsica where I hope that we can rebuild our confidence and start to show the speed we know we are capable of."

Team boss Malcolm Wilson was sympathetic to Evans' plight, saying: "Obviously this is a rally that Elfyn will want to forget, but we need to understand why he wasn't able to compete at the level we all know he is capable of. We'll analyse all the data when we get back to the UK and I know that he'll be focusing on Corsica." The next rally is in France and starts on October 1 with just two more rounds before the season-ending Wales Rally GB in November.

Evans and Barritt are currently seventh in the standings and have the carrot of fellow Brit Kris Meeke one place and eight points ahead as they chase a top six finish for the campaign.

Lancashire Telegraph



Marriage Katie Anne Gate & Mathew Wilson 31st August 2015

When Katie Anne Gate married Mathew Wilson in the Lake District on August Bank Holiday Monday it was rather like another chapter in the tales of "The Bentley boys" and the girl next door

Mathew Wilson former WRC rally driver is the son of Malcolm Wilson also a former WRC rally driver. Malcolm owns M Sport the team who ran the works Ford rally cars and still heavily into running the latest Ford rally cars.

Not only Ford cars however but Malcolm is owner and principal of the M Sport race team that runs the Bentley GT3 cars in endurance races. Mathew is team manager of this highly respected and very successful team.

The connection with Bentley doesn't end there however, Katie Anne's dad Robert Gate is also a Bentley man owning a number of cars from this famous manufacturer. Robert not only races vintage Bentleys but has been known to enter his new latest model when one of his vintage ones "failed to proceed" as the saying goes. He also races a couple of E Type Jaguars and a D Type and has a lovely collection of other cars from these manufacturers plus others as well.

Both families lived in the little village of Branthwaite and both had tyre businesses, Robert owns Gates Tyres" the company that sponsors the Wigton Historic Rally Championship. Malcolm sponsors the Malcolm Wilson Rally, one of the best forest rallies in the country. He has enjoyed the forests so much that amongst other things he bought Greystoke forest near Penrith, a very famous rally stage indeed from years ago and it is still used even today.

After the marriage the couple had some of their wedding photos taken at the top of a Lake District mountain, the short trip up there by Malcolm's helicopter with its very apt call sign G-MSPT.

No doubt meal times will be heavily motorsport orientated, they seem to have almost pure petrol in their veins much more than just petrol heads.

On behalf of everyone in motorsport we wish the happy couple all the very best for the future.

Keith Thomas

Testing Times

Friday 4 September Sweet Lamb

Myself and Chris Huish (RALLY SPORT MEDIA) attended a test session at Sweet Lamb for some competitors that were taking part in The Woodpecker on Saturday. There were three Fiesta's, a works Evo, a Focus WRC and an S2000 MG

Those taking part were Brian Bell, Jamie Anderson, Peter Stephenson, Josh Cornwell and Jamie Vaughan, Roger Platt and Sherryn Roberts and last but not least Michael Harris and Steven Davey. The weather was exceptional with a nice warm sun and some good dust which helped the photo's

We could only get to the loop which contained the three jumps above the normal service park which caused so much trouble on Wales Rally GB several years ago. The other loop being used was inaccessible to us.

On hand also was David Higgins and Osian Pryce whom were giving some tution to the Fiesta drivers and what a difference it made to the speed these guys could carry through the loop. Unfortunately Jamie Anderson was not using the loop we were able to get to, so I hope you like some of the photos we took on that day.

Geoff Bengough



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Lewis Hamilton keeps Italian GP win after stewards' investigation

Lewis Hamilton cruised to a dominant Italian Grand Prix victory to put a stranglehold on the world title - and was cleared of breaking tyre rules.

Hamilton's seventh victory this season puts him 53 points ahead of team-mate Nico Rosberg as the German retired. Mercedes were investigated on the grounds the tyres were below the minimum permitted pressure. But the stewards allowed Hamilton to keep his victory after ruling Mercedes had followed safe operating procedures.

Ferrari's Sebastian Vettel was second as Rosberg suffered an engine failure with three laps to go.

Hamilton survived a scare in the final laps when his team told him he had to drive flat out but not what the problem was. It seems Mercedes were trying to get Hamilton to build a lead of more than 25 seconds in case of a penalty for the tyre pressure, which was 0.3psi lower than the minimum amount specified by Pirelli on safety grounds. Hamilton crossed the line exactly 25.0 seconds ahead of Vettel.

Rosberg's left-rear tyre was also found to be below the required pressure - by 1.1psi in his case.

Williams's Felipe Massa fended off a late attack from team-mate Valtteri Bottas to take the final podium place. Hamilton's win, his most crushing of a season he has dominated from the first race in Australia back in March, came despite reliability concerns over an

upgraded engine fitted to his car. Both Mercedes drivers started the weekend with the new-specification unit, which used up all the team's seven remaining development 'tokens' in one go.

But Rosberg's had to be removed after the team discovered a contamination problem with it after final practice.

After checking Hamilton's engine, Mercedes decided it was safe to keep it in the car for the race, but the team admitted that it would be a nervous afternoon. They also expected a major challenge from Ferrari, who had also introduced an upgraded engine for this high-speed track. Hamilton was in imperious form. The 30-year-old built a 1.5-second lead on the first lap after concerns about an aggressive start from Ferrari's Kimi Raikkonen on the front row alongside him disappeared when the Finn's car bogged down at the start and he was swamped by the field.

Hamilton blasted away from Vettel in second place, building a 12-second lead in 20 laps, sometimes pulling away at as much as a second a lap. His lead over Vettel was out to well over 20 seconds when suddenly there was a scare in the closing laps as he was asked to start producing flat-out laps.

His engineer Peter Bonnington told him "don't ask questions, just execute", adding: "We will explain later."

It emerged that the reason for this was to build a gap in case Mercedes were given a time penalty for lower-than-permitted tyre temperatures on the grid.

But the stewards ruled that the tyres were at the correct temperature when fitted to the car and that the blankets which keep them warm were unplugged and at a lower temperature than the maximum permitted. This lower temperature would mean the tyre lost pressure and would explain why it dipped below the minimum, which is why Mercedes were cleared of wrongdoing. Rather than try to threaten Hamilton, who soon pulled his advantage out to more than 20 seconds, Vettel had to look backwards at the advancing Rosberg.

His fellow German was only five seconds behind once the two had completed their pit stops, after Rosberg leapfrogged both Williams cars in one go with an early pit stop and stunning first lap out of the pits.

Rosberg was at a disadvantage having stopped seven laps earlier than Vettel, but he inched towards the Ferrari, getting the gap down to 3.7 seconds with 12 laps to go. With three laps to go, Rosberg was two right behind Vettel but then the Mercedes stopped with flames pouring from his engine at the second chicane.

The engine that had been fitted on Saturday had already done five races, and it seems the demands of Monza were too much for it. Behind the Williams drivers, Raikkonen passed Force India's Sergio Perez for sixth place with three laps to go, moving up to fifth after Rosberg's retirement. It was a good comeback but a disappointing result after such a strong qualifying performance.

The Mexican's team-mate Nico Hulkenberg won a close fight with Sauber's Marcus Ericsson, who was passed on the last lap for eighth by Red Bull's Daniel Ricciardo, whose team-mate Daniil Kvyat took the final point in 10th, both Red Bulls fighting up from the back of the grid.



Sebastian Vettel wins as

Lewis Hamilton retires in Singapore

Championship leader Lewis Hamilton suffered his first retirement of the year as Sebastian Vettel romped to victory in the Singapore Grand Prix.

Vettel took his third win of the year in dominant style, controlling the race from start to finish as two safety cars led to hectic action behind. Eventual race winner Sebastian Vettel exclaimed on the team radio: "There is a fan on the track, a fan on the track" The second caution period was caused by a man wandering along the track.

Hamilton suffered a loss of power while running fourth, dropping down the field before eventually being told to retire.

His Mercedes team-mate Nico Rosberg cut Hamilton's championship lead to 41 points by finishing fourth.

There are 150 points still available in the remaining six races, starting in Japan. Vettel, meanwhile, is now only eight points adrift of Rosberg and a real threat for second place in the championship if Ferrari can maintain this form. Both Mercedes were incapable of challenging at the front as Daniel Ricciardo took second for Red Bull, ahead of Ferrari's Kimi Raikkonen.

Vettel's victory was the third of the year - meeting Ferrari's pre-season target - but it was of a completely different character to those in Malaysia and Hungary. Both of those came about because of specific circumstances - in Malaysia because Ferrari had better tyre life than Mercedes and could do one fewer stop and in Hungary because Hamilton dropped back with errors. This time, Vettel and Ferrari were for the first time unquestionably the fastest combination on the track - in a manner reminiscent of the German's many dominant victories for Red Bull - as Mercedes, inexplicably off the pace in qualifying, continued to struggle. Hamilton and Rosberg ran fifth and sixth in the opening stint, unable to keep up with the Ferraris and Red Bulls ahead.

Vettel, meanwhile, was in a league of his own, pulling out three seconds on the first lap and five by lap three, before backing off and stabilising his lead. Ricciardo began to close in as the leaders neared their first pit stops, but these were triggered early when Nico Hulkenberg turned into Massa as the Brazilian rejoined after his own first stop.

Hulkenberg was penalised with a three-place grid drop at next weekend's Japanese Grand Prix for causing a collision. Hulkenberg was handed a three-place grid penalty after his crash with Felipe Massa

Ricciardo got on the radio to say to his team that Vettel had "got lucky" with the timing of the safety car.

But subsequent events proved nothing could have been further from the truth. Vettel held Ricciardo's pace for several laps after the restart, apparently trying to give Raikkonen a chance to pressure the Australian for second.

But after the three cars ran nose to tail for eight laps, Vettel suddenly sprinted clear, pulling out 2.7 seconds in one lap, four seconds in three before again backing off. From that point, it was clear the race for the lead was over and Vettel was able to calmly stroke home, despite the surreal circumstances of the second safety car intervention.

At the same time, Ricciardo was substantially quicker than Raikkonen and the top three were settled, despite late drama.

Frantic last few laps

The errant spectator and subsequent safety car period ensured there was a dramatic and incident-filled last 20 laps. When the race was restarted, Jenson Button had hopes of salvaging some points for McLaren after the earlier retirement of team-mate Fernando Alonso from ninth place with a car failure. Button was running in 10th place behind Lotus's Pastor Maldonado as the field tussled on the lap after the restart. But Button broke his front wing on the back of the the Venezuelan's car as Maldonado made an unconventional tight exit from one of the corners while Button was trying to cut back to the Lotus's inside. Button later retired with a gearbox problem while running 14th, a desperate end to a weekend troubled McLaren-Honda started believing it would give them their best chance of points for the remainder of the year.

Controversy in the minor positions

Williams's Valtteri Bottas took fifth, ahead of Red Bull's Daniil Kvyat, who twice lost out because he made a pit stop just before the two safety cars. Force India's Sergio Perez was seventh, fending off the Toro Rossos of Max Verstappen and Carlos Sainz. Verstappen refused to accede to an order from his team to let Sainz by for eighth place in the final two laps. The two novices had earlier passed Lotus's Romain Grosjean before dragging up to Perez, and the Frenchman lost his battle to do a stint of 34 laps on his tyres and score a point when he was passed by Sauber's Felipe Nasr with two laps to go.



Lewis Hamilton overtakes Nico Rosberg to win in Japan

Suzuka Mercedes returned to the front of Formula 1 as Lewis Hamilton dominated the Japanese Grand Prix to put a stranglehold on the title race.

Uncompetitive in Singapore last weekend, Mercedes were imperious as Hamilton stroked to victory and Nico Rosberg fought back to finish second. The German fell back after being forced wide by Hamilton as the team-mates battled in the first two corners.

The manner with which Hamilton took the lead may create tension in the team. But Rosberg fought back to pass Ferrari's Sebastian Vettel after his second pit stop.

Vettel's team-mate Kimi Raikkonen took fourth, by leapfrogging Williams's Valtteri Bottas in the same phase of the race. Hamilton's eighth victory in 14 races extends his championship lead to 48 points with 125 still available in the remaining five grands prix. Hamilton started from second behind Rosberg after making two mistakes on the single qualifying lap. The huge accident suffered by Red Bull's Daniil Kvyat ended the qualifying session prematurely. The Briton felt the lap he had to abort for that crash would have put him on pole, and was determined to win somehow. But he said how he would do so was the "million-dollar question" on a track where overtaking is notoriously difficult and strategy was unlikely to give him a decisive advantage over Rosberg. So when he made a better start than his team-mate, Hamilton grabbed his chance. He dived for the inside line through the fast Turn One, and held it as they braked down into Turn Two.

Rosberg, perhaps ill-advisedly, tried to hang on around the outside and Hamilton - inevitably and perfectly legitimately - ran him out of road on the exit. The loss of momentum dropped Rosberg down to fourth behind Vettel and Bottas as Hamilton streaked off into the distance and, with a string of fastest laps, took control of a race he never looked likely to lose. The victory was the 41st of his career, putting him level in the all-time list with his childhood hero Ayrton Senna.

Rosberg and his Mercedes engineers were left to plot how to pass the two cars in front. He initially tried to pass Bottas on track, but was told that his engine temperatures were getting dangerously high. So he dropped back and waited for the first pit stops. Bottas stopped early on lap 11, while Rosberg waited for a further four laps, choosing to use his car's extra pace in the clear air. The German was still behind the Williams when he returned to the track, but he then dived decisively down the inside into the chicane, leaving the Finn no option but to give way.

Rosberg's next target was to do the same to Vettel. This time, Mercedes used the ploy of stopping first and using the extra grip of fresh tyres to gain the necessary time.

Rosberg, who had fitted the slower 'hard' tyres for his middle stint while Vettel was on the faster 'mediums', pitted on lap 29. Fitting the mediums for his final stint, he did two quick laps, one of them the fastest of the race to that point. Vettel, who stopped on the next lap to fit the 'hard' tyres, was defenceless and the Mercedes swept by as the Ferrari returned to the track. The four-time champion kept the pressure on Rosberg for the rest of the race but was unable to seriously threaten. It was a crucial boost for Rosberg in their battle for second in the championship, extending the Mercedes driver's advantage over Vettel to 11 points.

Behind Bottas, the remaining points positions were taken by Force India's Nico Hulkenberg in sixth, ahead of the Lotus cars of Romain Grosjean and Pastor Maldonado and the Toro Rosso drivers Max Verstappen and Carlos Sainz. McLaren's Fernando Alonso finished 11th, fighting valiantly throughout against cars whose engines have considerably more power than his Honda. But the frustration of being repeatedly passed on the straight as a result of a power deficit of at least 100bhp - and sometimes more than 200bhp, depending on whether the Honda's hybrid boost had run out, its biggest weakness - was too much for the double champion.

"I'm being passed down the straights like a GP2," he said over the radio in reference to the F1 feeder category, after a Sauber had passed him. "This is embarrassing, very embarrassing."

Later, after being overtaken by Verstappen, Alonso said, his frustration boiling over: "GP2 engine, GP2. Rarh." It will do little to quell speculation that Alonso may not drive for McLaren next season, despite only being in the first year of a three-year contract worth \$40m a year.



Why Honda engine is a nightmare for McLaren & the solutions



For some months now, McLaren-Honda drivers Fernando Alonso and Jenson Button have pinpointed the Singapore Grand Prix as one of their best chances to score decent points this season.

The beleaguered team's poor form in the last two races in Belgium and Italy resulted in a stormy news conference after qualifying in Monza, in which Honda F1 boss Yasuhisa Arai was given a severe grilling over his engine's lack of performance.

Let's look at the problems McLaren - and particularly Honda - have and try to explain.

Honda's power nightmares

It is no secret that McLaren's biggest issue is the lack of competitiveness of the Honda engine, in the Japanese company's first season back in Formula 1 since 2008.

Alonso laid the situation bare at the weekend, revealing information from the GPS speed traces used by teams to analyse how they compare to their rivals.

"There are so many areas we need to improve," the two-time champion said, "but on a circuit that has six corners, on the GPS, we lose two or three tenths in those corners. The rest of the three seconds we need to find on the straights."

To understand why this is so bad at high-speed Monza, but will have less of an effect on Singapore's streets, we need to explain the specifics of Honda's struggles with the turbo hybrid engine rules introduced into F1 in 2014.

It's going to get a bit technical, but please bear with us - it's worth it.

F1 engines are 1.6-litre V6 turbos with two separate but inter-linked hybrid elements recovering and redeploying energy that would otherwise be wasted.

There is an electric motor linked to the rear axle - the MGU-K - which recovers kinetic energy during braking and stores it in a battery for use later. Power deployed from the battery via the "K" is limited to 120kw.

There is a second electric motor - called the MGU-H (for heat) - which recovers energy from the turbocharger. The regulations do not impose a limit on how much energy is deployed to the wheels from this and so it can be considered as 'free' energy.

Honda's fundamental problem is that it cannot harvest enough energy to deploy along the entire length of all but the shortest of straights.

That means Alonso and Button run out of hybrid power - an immediate loss of at least 160bhp - part-way along the longest straights. Which explains why their rivals drive past them as if they are standing still in places such as Monza and Spa.

This is much less of a problem in Singapore (or Hungary, for example, where Alonso finished fifth) because the straights are shorter - so the 'clipping point' as it is called might not be reached, or if it is, it will be only at the very end of the straights.

Why is the Honda so short of energy?

Honda has produced a very compact engine, part of a McLaren design philosophy to keep everything as small as possible for aerodynamic advantage. But this has led to compromises in the engine design.

To keep the engine as small as possible, Honda built the turbo and MGU-H as one unit, and housed it together with the compressor, which feeds air into the turbo, within the vee of the engine cylinders.

It is a similar philosophy to that used by standard-setters Mercedes.

The difference is that Mercedes has a large compressor at the front of the engine joined to the turbo at the rear by an unusually long shaft, from which the MGU-H, sited in the vee, recovers its energy.

Honda has a more compact layout - to fit the compressor inside the cylinder bank, it needed to be made much smaller than Mercedes', so it lacks efficiency. Its maximum revs are also limited.

Because of its location, Honda cannot enlarge it without changing the design of the engine - and to do that, it needs more engine 'tokens' under F1's complex system of development restrictions than it has available this year.



Renault's power unit is considered to be the weakest of the three engine manufacturers

Continued on Page 91

Is Honda's hybrid system the engine's only problem?

Beyond the hybrid system's shortcomings, Honda's internal combustion engine (ICE) is also lacking compared to the best units from Mercedes and Ferrari. By how much, however, not all agree. Mercedes is said to have a significant advantage, just on the ICE, of 10-15bhp over Ferrari and as much as 50-70bhp over Renault.

Arai has said he believes Honda's ICE is in the region of 20-25bhp more powerful than Renault's. Other engineers say that the two are very close, that Honda was perhaps marginally ahead before an upgrade in July moved Renault back in front by about 25bhp. Adding the 700bhp Mercedes is reputed to develop from its ICE, to the regulated 160bhp of MGU-K power and the extra 'free' electrical energy from the MGU-H of as much as 30-40bhp, gives a total Mercedes power output in the region of 890-900bhp. Renault's power unit is considered to be the weakest of the three engine manufacturers. Renault's and Ferrari's hybrid systems are believed to be competitive with Mercedes, which puts them at about 830-840bhp (Renault) and 880-890bhp (Ferrari).

McLaren's problems become clear when all this information is applied to the Honda engine.

It is in the region of 60-80bhp down on ICE power alone - in addition to a significant shortfall of MGU-H power, and the loss of all hybrid power (160bhp from the K plus whatever its H produces) at a given point on the straights.

Can Honda fix its problems for 2016?

Honda has plans to work for the remainder of this year on both the performance of the internal combustion engine and the efficiency of the hybrid system. But, because the problem is so fundamental, any improvement will be limited and it will be next year before a significant step forward can be expected. The big question is whether Honda can redesign its engine for next season to enable a turbo-compressor-MGU-H layout of the required efficiency.

"That is the objective of the development," says Arai. "We know the compressor is the biggest issue we are trying to solve. I know how difficult it was at Silverstone, Spa and Monza and how much we need to get that working.

"We know looking at the data what other cars are deploying and how much. So obviously the minimum objective is there."

Sources close to McLaren have questioned Honda's sense of urgency in dealing with the problem and whether it fully grasps the size of its deficit; whether they are right to do so will only begin to become clear next season.

In Singapore, Honda's deployment shortfall is likely to be an issue only on the longest straight between Turns Five and Seven, and perhaps not even there. But if McLaren were losing 0.2-0.3 seconds a lap through the six corners of Monza, that margin will clearly increase proportionally through Singapore's 23.

Engineers rate the McLaren as about the fourth or fifth best chassis in F1 - behind Mercedes, Red Bull and Toro Rosso, in the region of a Ferrari. But that's not to say McLaren do not have car problems. The MP4-30 has more drag compared to the best cars but less downforce, and it struggles for traction out of corners.

In recent years, McLaren have suffered for pursuing a policy of chasing maximum rather than usable downforce.

The problem this tends to create is that while the car is theoretically faster, judging by its maximum downforce levels, the drivers cannot access all this performance out on the track. That's because the more heavily worked airflow is more sensitive to being disrupted - which leads to a sudden loss of grip, and therefore drivers' confidence.

The most successful cars tend to be ones that pursue what is called 'friendly' downforce - a lower theoretical maximum, but more downforce accessible to the driver more of the time, because the aerodynamic platform of the car is stable. This second philosophy is how Red Bull operated through their years of success, and how Mercedes also do now. McLaren said at the start of the year that they would also adopt this approach, having realised what they were doing wrong. But insiders say that since it became clear that the chassis lacked overall downforce, the team have reverted to the bad old ways, chasing theoretical numbers rather than practical performance.

This is almost certainly why the car is run with very stiff suspension compared to the likes of Red Bull and Mercedes - if the aero platform is inherently unstable, you want to control the pitch of the car as much as possible, to try to reduce the instances when the airflow 'stalls' and downforce is lost. It is also notable that McLaren have still not caught up with the latest front wing philosophy, as pioneered by Mercedes and successfully followed with a mid-season upgrade by Red Bull.

Looking forward

This year's car layout was conceived around the compact Honda engine layout before McLaren's chief engineer Peter Prodromou joined from Red Bull last autumn. Honda is designing a larger compressor and revised turbo and MGU-H into an engine that will retain the same fundamental architecture, with the aim of keeping the package as compact as possible. Prodromou, meanwhile, is working on eradicating the flaws in the McLaren car design, focusing on the frontal aerodynamics and creating the strong airflows around the car into the area around the rear wheels and floor that are so critical to performance - and where Red Bull have traditionally excelled.

Although McLaren and Honda bosses are sticking to their mantra of "one team" in public, whispers of internal tensions are beginning to emerge.

In the circumstances - McLaren's worst season in 35 years - this is hardly surprising. McLaren and Honda are so deep in the mire that they have looked in danger of drowning at times.

But if any improvement in results in 2015 will be more dependent on circuit layout than anything else, there is the impression that team and engine manufacturer have at least some idea of what they need to do for 2016 to start hauling themselves back to where they are expected to be.

2015 NESCR0 Classic Challenge

www.nescro.co.uk

The Challenge..... is 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 is 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.

Remaining Rounds Classic Challenge

18th October

Solway Classic Weekend

Wigton Motor Club Ltd

www.wigtonmc.co.uk

Graeme Forrester 01900 825642

graeme@gtforrester.freemove.co.uk

TARGA CHALLENGE

Solway Classic Weekend

18th October

As Above



Classic Driver's Challenge

1	John Bertram	464.9
2	Darrell Staniforth	382.3
3	Colin Rose	337.5
4	Ian Dixon	331.8
5	Howard Warren	304.2
6	Matt Warren	272.2
7	David Short	271.7
8	Peter Williams	238.3
9	David Marsden	232.7
10	John Dignan	230.5

Classic Nav's Challenge

1	Andrew Fish	394.1
2	Ali Procter	379.0
3	Bob Shearer	337.5
4	Les McGuffog	284.3
5	Andy Pullen	272.2
6	Ray Heath	271.7
7	Andy Darlington	238.3
8	Mike Garstang	232.7
9	Peter Dignan	230.5
10	Maurice Miller	211.8

Targa Driver's Challenge

1	David Lewis	228.0
2	Joe Harwood	195.2
3	Andrew Graham	178.0
4	Andrew Roughead	176.0
5	Stephen Palmer	148.3
6	Chris Hunter	132.2
7	Liam Charlton	114.8
8	Christopher Evans	108.3
9	Eric Patterson	106.7
10	David Cochrane	105.0

Targa Navigators Challenge

1	Daniel Lewis	156.9
2	Fiona Tyson	141.2
3	Kevin Fagan	108.3
4	Ray Donaldson	106.7
5	Alex Lyttle	105.0
6	Michael Holmes	104.04
7	Richard Murphy	103.3
8=	Richard Crozier	102.3
8=	Andy Pullen	102.3
10	Joanna Lenehan	101.7

Last updated : 24th September
Following Doonhammer



MOTOR SPORT GROUP

SD34MSG

2015

Prize Presentation Night

Friday

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Guest Speaker

Simon Mauger



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More Details

Nearer the Date

Put it in your diary now!

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DANSport ROAD RALLY 7th November

A warm welcome to Matlock Motor Club's 2015 Dansport Road Rally. Our sincere thanks go to Dan and his team for their continued sponsorship of the event. This year we have the excellent new start and finish venue at Bakewell Showground, and a new 1.5 mile Special Test. Bakewell Showground will be the location for trailer parking, noise, scrutineering, and signing-on – and of course breakfast!

We have a challenging 140 mile route, 12 of which are on unsurfaced whites, using new and familiar lanes in Derbyshire, Staffordshire and Cheshire which should provide an enjoyable yet demanding route with no-nonsense navigation.

Once again, the event is the final round of the EMAMC, ANEMMC, ANWCC, and ANCC championships and the penultimate round of the SD34 and HRCR Premier championships, so there should be much to play for. We would like you to bring as many marshals as possible and, to assist us with giving you the best possible event, we will give cash back to any crew at £5 per control manned. We will require their contact details at least one week before the event (details to the Entries Sec) and, of course, for them turn up and do their business – a Marshal can only represent one crew per control manned, and the organisers' decision regarding the qualification for this credit will be final.

Following our success in previous years in raising substantial funds for local charities we are operating a similar venture on this year's event. The chosen charity will again be the Derbyshire, Leicestershire and Rutland Air Ambulance – do please try to make a contribution to this worthy cause, either by a donation with your entry or the collection boxes at the start.

Matlock MC will also be donating £5 to the DLRAA for each entry. See you all at the new start venue, Bakewell Showground, on 7th November.

CHAMPIONSHIPS

The event is a round of the:
EMAMC Road Rally Championship
ANEMMC Road Rally Championship
ANWCC Road Rally Championship
ANCC Road Rally Championship
SD34MSG Road Rally Championship
HRCR Premier Championship

ROUTE

Map number 119 C4 and 118 C5 will be required. Any supplementary map details will be provided by the organisers. Total mileage will be approximately 140 miles on mixed surface roads, with approximately 12 miles on unsurfaced roads. The event will contain sections on the public road timed to an accuracy of less than one minute. Underbody protection is recommended, although the route has been traversed easily in a standard road car.

On Line Entry

www.rallies.info/webentry/2015/dansport/

Clitheroe & D.M.C. Hall Trophy Stages Rally 21st November 2015



A round of the following Championships

SD34MSG Stage Rally Championship
ANCC Stage Rally Championship
AEMMC Stage Rally Championship
ANWCC Stage Rally Championship
F1000 Junior Stage Championship



regs : www.cdmconline.com



On the B1205, Near Blyton Lincolnshire



I'm just contacting your club to let you and your members know about a new website which I have launched for use by the rallying community.

<http://rallimart.com> is a free classified advertising site where users can advertise anything for sale, from complete cars to components, associated rally services and everything else in between. I am a massive rally fan, and was an avid spectator and competitor until 3 years ago when I had a massive stroke. Although I will never be able to be as actively involved in the sport as I used to be. I still have a keen interest though. The idea for rallimart came about from talking to friends who are club members and run rally prep services etc, who mentioned their frustration when it came to finding parts. Other than Facebook, eBay, Guntree etc, there is no other real dedicated option available. As I mentioned, the site is free to advertise on. I hope you are able to have a look at it, and let your members know about it.

Many thanks and kindest regards

Andy



Rainworth Skoda Dukeries Rally at Donington Park Sunday 25th 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

Sensitive Venues

If you or your club has negotiated long and hard to use a particular venue and you think there is a risk that the venue might be lost to motorsport if another event organiser tries to negotiate access for themselves, please tell your regional association so that it can be added to the list of Sensitive Venues.

Equally, if you wish to enquire about using a venue that isn't in common use, then check with your regional association first to see if it's on the Sensitive list.

Both the ANCC and the ANWCC maintain details of Sensitive Venues.

Checking only takes a phone call or email and could prevent the loss of a venue to motorsport.



MEM Malton Forest Rally Sunday November 1st

Once again based at Adderstone Field in the **Dalby Forest complex**, the event this year will have **6 stages in Cropton, Staindale and Langdale forests.**

It will therefore be more compact than in the past.

Spectators will be welcome, as ever, and the cost is the same as usual at just £10 per car. This will give you access to all spectator areas - expect all stage details to appear here nearer the event.

As ever, safety will be paramount, so we ask all spectators to heed the direction and warning signs and also the guidance of the marshals.

Malton Motor Club are co-promoting the event this year with the Clitheroe and District Motor Club in an exciting venture which will see the 2 clubs working together on other events.

The event is also a counting round for the newly set up **Northern Forest Challenge**
More details will appear as they become available on the Malton MC Website

www.maltonmc.co.uk





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7th November 2015

Regs :

www.manxautosport.org

Cambrian Rally 2016

It has 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.

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.

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/

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>

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 Complex 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.

**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

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

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

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

Date	Organising Club	Event Title	Entries Close at
3/10/15	MAS	Bridge Rally	Wed 23/9/15 8pm
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



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

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.



A QUALIFYING ROUND OF THE 2014 HERO CUP IN ASSOCIATION WITH EFG



NEWCASTLE



BLACKPOOL

THE 14th RALLY OF THE TESTS

5th - 8th November 2015

WWW.HIROEVENTS.CO.UK



HELP NEEDED WITH MALTON FOREST RALLY Sunday 1st November

I'm looking for help with Langdale on the Malton event. I've got ATC, Start, 14 in stage locations, FF and Stop to cover.

I'm not sure of timings yet but we're stage 3 and 6 so shouldn't be too early a start.

The weather will be lovely and you'll get the usual crisps, drinks and chocolate.

Please get in touch if you can come, details below.

ROGER ALBERT CLARK RALLY 27th, 28th and 29th November

This year we're ganging up on you. Three stage commanders are getting together to recruit for this years event.

John Clayton is running Clintburn (Pundershaw) on Friday 27th. He's got 13 miles to cover with signing on at 1630 and first car at 1830 and then 2100.

On Saturday 28th I've got Hawkhope (Falstone). It's 6.3 miles and signing on will be around 1030 with first car at 1230 and 1445, we should be done by 1610.

And finally on Sunday 29th Dave Brodie is running Craik. His stage is 9 miles long and signing on will probably be around 1030 with first car at 1230 and all done for about 1400.

Every job is up for grabs on each stage so it's first come first served as I'm sure that we'll all be inundated with volunteers.

Please email or ring/text me on 07792 375371 and let me know which event and which stages you want to help on and I will forward your details on to the relevant commander.

Tony Jones

Duncan Littler

**2 Pendref, Dwyran,
Anglesey,**

Gwynedd. LL61 6YL

Tel:01248 430015, Mob:07740 179619

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



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FOR SALE A5 SPIRAL BOUND SPEED TABLES

These are very manageable and useful in the smaller cockpit!! They cover the 20 - 60mph range. There are only a small number left from the most recent print run and the original price has been held for the 4th successive year at £12 inc P & P please send cheque to

**P. Mellor, 21, Warren Croft, HANDSACRE,
Rugeley, Staffs. WS15 4TB
Telephone: 01543 492722**

Road & Stage Motorsport Ltd.



**Whitegate, White Lund Industrial Estate,
Morecambe.**

Tel: 01524 844066

www.rsmmotorsport.co.uk

Email: 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)

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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 18th November

(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

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout

Junc 26 of the M62

www.ancc.co.uk



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

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 **November** edition is
Wednesday the 28th October
which is due out on

Saturday 31st of October

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