

# November spotlight 2015



**BEATSON'S**  
**M R**  
**MULLRALLY**  
BUILDING SUPPLIES

Lindsayphoto**sport**

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

Volume 5 : Issue 10 : November 2015 : Maurice Ellison

# Chairman's Chat

I'm not really in the mode for chatting this month as everyone involved in the Mull Rally and hundreds of fellow competitors, marshals and friends are still trying to come to terms with the tragic loss of Andy Mort in a serious accident on Stage 7 of the event. I was on Stage 11/14 doing a radio post when the news came through and you could see the concern and sadness on the faces of all the many spectators on the hillside who had minutes before were excited to see competing cars.

On behalf of all within SD34 MSG I wish to express our condolences to the relatives and friends of Andy and of course our support to John MacCrone as he recovers from the accident.

On a happier note congratulations to Lewis Hamilton after becoming F1 World Champion for a third time and thanks to Nico Rosberg for not letting Sebastian Vettel pass and thus delaying the inevitable to next week, after Lewis pushed him off the track around turn one in Austin as he had in previous grand prix.

Best regards,  
**Les Fragle,**

Chairman/Secretary, SD(34) Motor Sport Group

## Contents

### Front Cover : Tour of Mull

Pg. 2	Chairmans Chat	Pg. 40	Janet Lancaster Memorial Run
Pg. 3	Member Club Contacts	Pg. 41	Janet Lancaster Memorial Run
Pg. 4	SD34MSG Contacts	Pg. 42	Highland Classic Tour
Pg. 5	Around the Clubs	Pg. 43	Highland Classic Tour
Pg. 6	Around the Clubs	Pg. 44	Highland Classic Tour
Pg. 7	Around the Clubs	Pg. 45	Highland Classic Tour
Pg. 8	Around the Clubs	Pg. 46	Barrie 'Whizzo' Williams
Pg. 9	Around the Clubs	Pg. 47	Heroes Stages Rally
Pg. 10	Around the Clubs	Pg. 48	Prescott Hillclimb
Pg. 11	Under 18 Championship Registration	Pg. 49	Prescott Hillclimb
Pg. 12	SD34MSG Championship Registration	Pg. 50	Prescott Hillclimb
Pg. 13	2015 SD34MSG League	Pg. 51	North West Racers (1)
Pg. 14	2015 Marshals Championship	Pg. 52	North West Racers (2)
Pg. 15	2015 Championship Standings	Pg. 53	'Modern Car ?' : Brynmore Pierce
Pg. 16	2015 Calendar	Pg. 54	BRC 2016 : Brynmore Pierce
Pg. 17	Beatson's Tour of Mull Rally	Pg. 55	BRC 2016
Pg. 18	Beatson's Tour of Mull Rally	Pg. 56	BRC 2016
Pg. 29	Beatson's Tour of Mull Rally	Pg. 57	Grumpy Old Git
Pg. 20	Beatson's Tour of Mull Rally	Pg. 58	Out & About with Gemini
Pg. 21	Beatson's Tour of Mull Rally	Pg. 59	Radio Mutterings : Cambrian
Pg. 22	Beatson's Tour of Mull Rally	Pg. 60	Radio Mutterings : Cambrian
Pg. 23	Beatson's Tour of Mull Rally	Pg. 61	Northumberland Borders Rally
Pg. 24	Beatson's Tour of Mull Rally	Pg. 62	Solway Classic
Pg. 25	Beatson's Tour of Mull Rally	Pg. 63	2015 NESCR0 Classic & Targa
Pg. 26	Beatson's Tour of Mull Rally	Pg. 64	2015 NESCR0 Classic & Targa
Pg. 27	Beatson's Tour of Mull Rally	Pg. 65	2015 NESCR0 Classic & Targa
Pg. 28	AdgeSpeed Stages Rally	Pg. 66	Inside the Industry
Pg. 39	Trackrod Stages Rally	Pg. 67	RAC Championship Winners
Pg. 30	Trackrod Stages Rally	Pg. 68	MSA News
Pg. 31	Trackrod Stages Rally	Pg. 69	MSA News
Pg. 32	AAR Craib Scottish Rally Championship	Pg. 70	FHRs
Pg. 33	Rallycross : Croft	Pg. 71	FHRs
Pg. 34	Grass Roots Motorsport	Pg. 72	WRC : Tour de Corse
Pg. 35	Grass Roots Motorsport	Pg. 73	WRC : Tour de Corse
Pg. 36	Grass Roots Motorsport	Pg. 74	WRC : Catalunya
Pg. 37	Paddling Like a Swan	Pg. 75	F1 : Russia
Pg. 38	Paddling Like a Swan	Pg. 76	F1 : USA
Pg. 39	Paddling Like a Swan	Pg. 77	Sick Note
		Pg. 78	OS&Bs + Forthcoming Events (1)
		Pg. 79	OS&Bs + Forthcoming Events (2)
		Pg. 80	OS&Bs + Forthcoming Events (3)
		Pg. 81	OS&Bs + Forthcoming Events (4)
		Pg. 82	OS&Bs + Forthcoming Events (5)
		Pg. 83	OS&Bs + Forthcoming Events (6)
		Pg. 84	And Eventually : Meeting Dates



# SD34MSG : Member Clubs & Contacts

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## Blackpool South Shore MC

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## Bolton-le-Moors MC

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## High Moor MC

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## Preston MC

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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](mailto:sd34news@gmail.com) 07788-723721**



**Comprising the following 10 Clubs**



**Blackpool South Shore Motor Club**

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



**Chester Motor Club**

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



**Ecurie Royal Oak Motor Club**

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



**High Moor Motor Club**

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



**Fylde Motor Sport Club**

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



**Stockport 061 Motor Club**

[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**

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



**Wallasey Motor Club**

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



**Preston Motorsport Club**

[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Garstang & Preston MC**

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

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

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

# ADVERTISING in 'SPOTLIGHT'

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

**advert for a full 12 issues (1 year)**

**costs just £50**

**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  
or Steve Johnson for more details

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



# Liverpool Motor Club

Club members meet 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**



**The Aintree track day** went rather well (October 4<sup>th</sup>).  
The early morning fog cleared sufficiently to enable us  
to start at 9.45 and although the sun never did really get  
out, the day went far too quickly and in no time at all we  
seemed to be saying goodbye to our drivers and pack-  
ing up the venue.

Thanks must go to the marshals for standing around all  
day whilst keeping an eye on things and particularly to  
those who stayed at the end to help pack up.



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



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

# Blackpool South Shore Motor Club



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

# WARRINGTON & DMC

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



between Warrington & Northwich.CW9 6JD.



**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.



Airedale and Pennine Motor Car Club gave Harewood  
Hillclimb (19-20 September) spectators a taste of club  
motor sport by running an autotest, which also raised  
money for the Yorkshire Air Ambulance.

Club members could take part in four timed tests over  
the weekend, while also providing passenger rides for a  
modest contribution to the air ambulance. As well as  
raising just over £100, the club welcomed eight new  
members.

The club thanked Go Motorsport, Harewood Hillclimb,  
Keighley Motor Club all who contributed to Yorkshire Air  
Ambulance. (see page 34 for more)

# WALLASEY MC



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

## WMC Marshaling – Neil Evans

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

NEIL HOWARD	05.11.15	Tarmac Oulton Park
WRC GB	12-15.11.15	Gravel
Grizedale	21.11.15	Gravel

more to follow .....

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



## Just a few of the many competitor comments following the Prom . . . .

**Car #3** - We had a blast as ever on the Prom, I had hired the Porsche off Tuthill Porsche who normally run Delecour on WRC or ERC events, Richard Tuthill really enjoyed being there and couldn't believe the atmosphere and diversity of cars and people. Well done Wallasey MC, great event as usual.

**Car #48** - Thanks for all your hard work a great event, very well organised and went smoothly

**Car #51** - Great event as always. Good atmosphere and as said, nice diversity of cars. The Starion and the Bastos liveried E30 were nice and the Porsche was spot on as a crowd pleaser. The gravel topped roads made it interesting for us and others. Stopping the car at the end of SS1 became a bit of a challenge with our heavy lump.

**Car #58** - Just a note to say what a great event you and your team put on once again. The organisation, location, facilities & spectators make it a truly great "must do" event. The running commentary deserves a special mention and is excellent.

**Car #59** - Great rally, more of the 3 split (lap) stages

**Car #70** - Event was excellent, thoroughly enjoyed from start to finish

**Car #80** - A big thank you from my self and my daughter for another slick and enjoyable event . We had a great weekend due to all the unpaid officials , marshals, radio crews, ect who gave up there free time to let us be tarmac terrorists on wallasy prom. you even managed to sort the weather . Having being involved in the organising side of events (long before the H+S crap we have now ) I appreciate all the hard work that is involved in the putting on an event and am grateful for all your efforts



We did also have some Monday night regulars participating this year....

### Paul Evans and Lol Powell.

The 2014 winning crew were once again out to defend their title in Pauls Millington Powered Mk2. There was a great battle at the head of the field, with the Wirral crew finishing 3<sup>rd</sup> overall. Comparing this years times to last year, the bar had certainly been raised!!!



### Neill Cousins and Graham McDougall.

Neills Escort usually boxes above its weight, and 2015 was no different. Seeded 19<sup>th</sup>, they were up to 8<sup>th</sup> after the Friday night stages. A position they would hold until a driveshaft failure forced a retirement after SS4.



### Peter Bryson and Stuart MacMaster.

Petes Mk2 displayed a new livery for this years event, and if ever there was a question of whether to "pull the bar", it got pulled. This was my "ride" for the day, and being a circuit racer it was different to sit on the other side of the car calling out instructions to the experienced Pete. Thankfully the car ran faultlessly all weekend and we had a great time sliding round the prom!



### Carl Bennett and Steve Turner.

Both circuit drivers, this year Carl had prepared and ex circuit E30 for the rally. A little to stiff for the prom, but Carl peddled the car round to a respectable finish!



### Neil and Adam Philpotts.

Again, a name more well known for circuit racing in recent times. This year Neil teamed up with his son in a rally prepared Mitsubishi Starion. Unfortunately the car did have a few issues throughout the weekend which hampered the pair progress....



### Dave Farrer and Jackson Willet.

Another entertaining crew, keeping their BMW dancing round the prom – the water filled barrels keep BMW spares companies in business....



## Watch Those Curbs : They Bite !!





# Team Coombes Are Scatter Kings

Members enjoyed a navigational scatter rally on the evening of Tuesday October 27<sup>th</sup>.

The fun event was organised by Alan Barnes and on the night he received help from club president Terry May and fellow members Dave Gillibrand, Mark Shepherd and Colin and Louis Baines, following their short-lived event!

A number of clues were to be hunted for and the answers found at various grid references on maps 102 and 103.

The event was sponsored by Leyland-based quality car valeting product manufacturer Carspünk and the firm's MD, Tim Dryburgh, kindly donated a number of products for the winning crew.

In total 12 crews started the event, a heartening number, with many being members who have spent the past few months learning the basics of map reading and plotting references. The scatterers allow them to put the theory stuff into practice and, as many readers know, keeping up on a map in a moving car is a lot different from plotting at your kitchen table.

The winners were Preston Motorsport Club chairman Kris Coombes and his talented navigator brother Sam Coombes. Well done.

Gallant runners up were Craig Shooter and Robert Grimshaw, while third place went to James Swallow and the evergreen Peter Sharples.

## Full result:

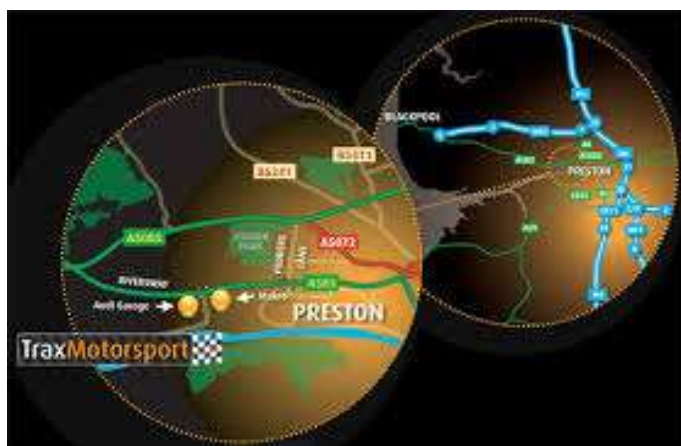
1:	Team Coombes	87 points
2:	Craig Shooter / Robert Grimshaw	84 ..
3:	James Swallow / Peter Sharples	73 ..
4:	Phil & Chris Boyle	63 ..
5:	The Cookson boys	50 ..
6:	Mike Martin & Graham White	49 ..
7:	The Balshaw Brothers	43 ..
8:	Emma Boyle & Bradley Tunstall	42 ..

And not forgetting Jord Duxbury and his wingman who got some valuable experience in on more than the permitted time but came back with 55 points.

## Trax Is New Autosolo Venue

**Preston Motorsport Club Autosolo :Sunday November 1.**

This event was going ahead as Spotlight was published. At the time of going to press the event had attracted 24 competitors. A new venue, Trax, in Preston's dockland area, is the new venue for PMC autosolos, going forward. More details next month.



*Tim Dryburgh (MD of Carspünk)*



*Crews preparing to Plot*



*Chris Boyle busy Plotting*



*Winners : Chris & Sam Coombes*



## New Meeting Venue:

The club has also found a new venue to hold meetings. We are now using

**The Poachers pub in Bamber Bridge, postcode PR5 6BA.**

This is more central for members, the beer is cheaper, there is plenty of room and meetings can carry on until 11.30pm if necessary.



## Coming up:

A new tranche of meeting dates and events on club nights will be unveiled in the December issue of Spotlight. Several Preston Motorsport Club members will be attending a Motor-drive Seats joint night, in conjunction with Garstang and Preston Motor Club, and possibly Clitheroe & District Motor Club, on **November 17<sup>th</sup>**.

At the function, Motordrive MD Darren Meadows will be showcasing his new range of seats, plus HANS devices and crash helmets. The event will be held at **The Lonsdale Club in Fulwood, PR2 8DB**, starting around 8pm.

# motordrive



## Looking ahead:

Kris Coombes is acting as a sector marshal at the Neil Howard Stages Rally at Oulton Park on Saturday November 7, and a healthy number of club members will be attending to marshal. On the same day, but in the evening, Alan Barnes will be tackling the Dansport Road Rally with Matlock Motor Club member Alex Green. It is the final round of the SD34 Motorsport Group Road rally Championship so there is still much to play for on the rally.

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

## Whats On at Matlock MC

**5th November**

**Club Night -**  
**Marshals Meeting for the Dansport**

**7/8th November**

**Our own Dansport Rally!!!**  
**Marshals please!**

**9th November**

**Committee Meeting (note new date)**

**11th November**

**S&H Scatter (ACF Round)**

**17th November**

**Our first 12 Car Rally of the 2015/16 season**  
**(1st round of DMY Racing Championship and SARC)**

**19th November**

**Club night (Race night)**

**3rd December**

**Club Night (DVDs)**

**7th December**

**Committee Meeting**

**15th December**

**ACF Presentations Night**

**17th December**

**Club Night Christmas "Do"**

**20th December**

**Point to Point Rally**  
**(2nd round of DMY Racing Championship)**

**27th December**

**Christmas Treasure Hunt (SARC)**



## Bolton-le-Moors MC

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



07/11/2015 - OULTON PARK  
**#NHSTAGES**  
IN ASSOCIATION WITH GRAHAM COFFEY SOLICITORS




## Marshals Required

For In-Stage & Timing  
Duties

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

For further Information:  
email: [marshal@blmcc.co.uk](mailto:marshal@blmcc.co.uk)  
Call: Andy Long 07989 354260, Steve Price 07814 953346



## Garstang & Preston MC

Meet at 8-30pm  
Every Tuesday  
Lonsdale Club,  
Fulwood Hall Ln,  
Fulwood, Preston PR2 8DB



### Tuesday 27th October : Inter-Club Quiz

Jason Bleakley was Question Master at the Interclub Quiz. Competing Clubs : Clitheroe & DMC, Garstang & Preston MC, Blackpool South Shore MC & Pendle & DMC.

1st	G&PMC	63 points
2nd.	Pendle	53 points
3rd	Clitheroe	50 points

## Sensitive Venue

Please note that **GPMC** has found a new venue for autosolo's and they wish it to be classed as a sensitive venue and therefore any club interested in using it must contact a GPMC member to discuss it rather than going direct to the venue's owners.

The venue is

**Preston College, St Vincents Road, Preston.**

Please respect the situation as we  
don't want to lose this new venue.

**AutoSolo : Saturday 5th December**  
Regs at [www.gpmc.org.uk](http://www.gpmc.org.uk)

## Forthcoming Clubnight

**Tuesday 17<sup>th</sup> November**

**Darren Meadows (Motordrive UK)**

**HANS, Simpson, Seats & Helmets**

# motordrive



GPMC will be hosting an information night from Darren Meadows of Motordrive UK at the Lonsdale Club, Preston from 8pm

The night will be split into sections ending with a chance to have a look at Motordrive's range of seats and try on Hans, Simpson and Stilo helmets.

Darren will be talking about the history of Motordrive (how and why the business was started), what is involved in building a seat, composite materials, their differences, the foaming of a seat and the different fabrics used. The ethos of built in Britain and talk through things he has found challenging and difficult when taking on motordrive.

Explanation of what is involved in seats testing giving some facts and figures and showing film of seats being tested. He will then discuss rule changes, namely the new rules around Hans.

## 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](http://www.cdmconline.com)

## What's On at CDMC

**Tuesday 3rd November**  
**The 54th AGM**

**Tuesday 10th November**  
**Committee Night**

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

**Tuesday 17th November**  
**MEM Forum**  
*MEM Forest Rally*  
*(our new joint venture with Malton MC)*  
**& Pre Hall Trophy**

**Tuesday 24th November**  
**Hall Trophy Forum**

**Tuesday 1st December**  
**December Scatter**  
Start 7:30 for 8pm  
Map 103

**Tuesday 8th December**  
**Committee Night**

**Tuesday 15th December**  
**Christmas Party**

£16:50 pp

8:00 for 8:30 pm

**Waddy Club**

Names To Heidi Woodcock

**Tuesday 22nd December**  
**No Meeting**

## September 2015 Clubnights

**Tuesday 6th October** *A Night on the 'Marie Celeste'*



Everybody was either going to Mull. Already Gone to Mull. Getting ready to go to Mull or didn't think anyone would be at the Clubnight because of the any combination of the above. Except little old me!

**Tuesday 20th October** *Mull Forum*



The meeting started with a minutes silence for Andy Mort .

**Dave Calvert** was doing his 40th Mull Rally and was seeded at car 40. Not his best performance.

Took a wrong slot and then got stuck and had to be recovered.

**Tony Vart was sat in with Steve Hudson.**

Three days before their departure time the car was not ready. Newton Motorsport worked night & day to get it finished. At 11am on the Friday Hudson was in Tobermory Post Office taxing the Pug. The first two miles the car ran well and then a loss of fuel pressure caused the car to run very slow. Kept the car going by flicking the fuel pump on & off. Saturday morning changed the pump. Problem solved but then came the accident resulting in the event being cancelled.

**Sam Ambler & 'Seddy' Sedgwick** were on Mull for their third time travelling up overnight on Thursday. Spent a fortune on Friday buying new Mull clobber. On Saturday night camped out with some friends and had the luxury of barbequed pheasant (a bit of roadkill they had found)

**Chris & Heidi Woodcock** entertained most of CDMC & a few from the Isle of Man at their house on Mull. A relaxed but competitive run with no drama



up until the accident. Heidi wants Pro-Flex for Christmas Prezzie **Nigel Worswick** in the week before the rally had the engine in & out of the car so often, trying to sort out a problem or two, that he thought he wouldn't make it. Once on Mull things didn't improve. No front brakes. Car not handling. Just about got all the problems fixed and the event was cancelled

**Jonathon Mounsey** found the right pace a few years ago but for the past two years has had problems. He has now done 7,000 miles making notes for Mull and they are now pretty spot on. Was lying in 4th O/A on Friday night and was pleased with how everything was going. Was having a good run on the Saturday and then came across the accident. Next event the Christmas stages at Croft

**Mull Rally Forum 2015, recorded at Waddington Club,**  
20th October : [https://youtu.be/h\\_Shesad4n4#t=2m44](https://youtu.be/h_Shesad4n4#t=2m44)

**Tuesday 27th October** *Inter-Club Quiz at G&PMC*



CDMC Team comprising of Steve Lewis, Terry Martin, Tony Vart and Maurice Ellison finished 3rd. (out of 3, Blackpool South Shore failed to arrive )  
Some interesting formats were used 'Charades' and ' Draw It'



# 2016 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

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

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

### Scoring

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

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2016 Events occurring, and results notified to the compiler, before the end of February 2016 points will be allowed to be back dated.)

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

# 2016 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

### Position

Club	Points	Div	O/A
Clitheroe & DMC	887	1	1
Bolton-le-Moors CC	687	2	2
U17MC-NW	598	3	3
Garstang & Preston MC	400	4	5
Stockport061 MC	359	5	6
Warrington & DMC	357	6	7
Wigan & DMC	326	7	8
Pendle & DMC	231	8	10

### Division B

### Position

Club	Points	Div	O/A
Wallasey MC	177	1	12
Accrington MSC	157	2	14
Manx AS	148	3	15
High Moor MC	65	4	17
CSMA (NW)	52	5	19
Lancashire A.C.	17	6	20
Bury AC	0	= 7	= 22
Lightning MSC	0	= 7	= 22

### Division C

### Position

Club	Points	Div	O/A
Liverpool MC	528	1	4
Blackpool South Shore MC	308	2	9
Matlock MC	181	3	11
Knowldale CC	173	4	13
Preston MC	142	5	16
Hexham & DMC	60	6	18
Mull CC	13	7	21
Larne MC	0	= 8	= 22
2300	0	= 8	= 22
Airedale & Pennine MMC	0	= 8	= 22
Motorsport NW Ltd	0	= 8	= 22

Last Updated 26<sup>th</sup> Oct. 2015

## SD34 MSG 2015 Stage Rally Championship Rounds

Date	Club	Event
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 Final Championship Round

Date	Club	Event
7 Nov	Matlock MC	DanSport

## 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

## Individual Championship

O/A	Competitor	Q	pts	Club
= 1	Andy Williams	Y	80	U17MC
= 1	Steve Price	Y	80	BLMCC
3	Steve Johnson	Y	72	U17MC
4	Steve Lewis	Y	68	CDMC
5	David Goodlad	Y	54	BLMCC
6	Duncan Woodcock	Y	51	Liv MC
= 7	Gary Jakeman	Y	47	HMMC
= 7	Matthew Jakeman	Y	47	HMMC
9	Louis Baines	Y	44	PMC
10	Kris Coobes	Y	41	PMC
11	Jason Crook	Y	37	U17MC
= 12	Steve Butler	Y	30	CDMC
= 12	Roger Barfield	Y	30	U17MC
14	Ian Bruce	Y	24	BLMCC
15	Anthony Dixon	Y	23	CDMC
16	Maurice Ellison	Y	18	CDMC
= 17	David Barratt	Y	12	AMSC
= 17	Andrew Long	Y	12	BLMCC
19	Ian Farnworth	Y	9	G&PMC
20	Stephen Kennell	N	74	CDMC
21	James Williams	N	59	U17MC
22	Alexander Tait	N	55	U17MC
23	Branden Smith	N	47	CDMC
= 24	Phil Clegg	N	46	BLMCC
= 24	Terry Martin	N	46	CDMC
26	Scott MacMahom	N	45	U17MC
27	Myles Gleaves	N	39	G&PMC
28	Alec Tunbridge	N	37	BLMCC
29	Simon Boardman	N	33	CDMC

Last updated 26<sup>th</sup> October. 2015

# 2015 SD34MSG

## MARSHALS CHAMPIONSHIP

*Last updated 16th October 2015*

### Airedale & Pennine MMC

### Accrington MSC

Tracey Smith	100	Steve Smith	50
Steve Johnson	30	Dave Barratt	10

*Total Club Marshalling Points : 180*

### 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	80	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 : 360*

### CSMA (NW)

### Garstang & Preston MC

Les Fragle	70	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
---------------	----	-----------------	----

*Total Club Marshalling Points : 40*

### Hexham & DMC

### Knowldale CC

### Larne CC

### Lightning MSC

### Matlock MC

### Manx AC

### Mull CC

### Liverpool MC

John Harden	100	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	Rod Brereton	30
Ian Mills	30		
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
----------------	----

*Total Club Marshalling Points : 10*

### Warrington & DMC

Robert O'Brien	100	William O'Brien	100
Anne McCormack	50	Dave Read	30
Joanne Mackman	30	Steve Prince	20
Colin Cresswell	30	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	30	Mike Spears	10

*Total Club Marshalling Points : 440*

### Wallasey MC

### Wigan MC

### 2300 MC



# SD34MSG 2015

## Championships

### Current Standings

### Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	<b>Myles Gleaves</b>	<b>67</b>	<b>E</b>	<b>G&amp;PMC</b>	<b>7</b>
2	Tony Harrison	58	E	CDMC	7
= 3	Pete Jagger	50	E	BLMCC	7
= 3	Richard Hunter	50	E	AMSC	5
5	Simon Boardman	47	E	CDMC	6
6	James Taylor	46	E	CDMC	6
= 7	Mark Standen	43	E	G&PMC	6
= 7	Martin Lloyd	43	E	S061MC	4
= 7	Steve Mitchell	43	E	CDMC	7
<b>10</b>	<b>Louis Baines</b>	<b>34</b>	<b>N</b>	<b>PMC</b>	<b>4</b>
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
<b>19</b>	<b>Paul Gray</b>	<b>12</b>	<b>S/E</b>	<b>CDMC</b>	<b>3</b>
20	Jason McTear	9	S/E	CDMC	1
21	Andy Williams	2	N	U17MC	1

O/A	Navigator	pts	Class	Club	Scores
1	<b>Gary Evans</b>	<b>67</b>	<b>E</b>	<b>AMSC</b>	<b>7</b>
2	Alan Barnes	55	E	GPMC	7
3	Paul Taylor	51	E	CDMC	7
4	Jason Crook	49	E	U17MC	6
= 5	Steve Butler	43	E	CDMC	6
= 5	Richard Crozier	43	E	ManxAS	5
7	Rob Lloyd	42	E	S061MC	4
8	Ian Mitchell	39	E	CDMC	7
9	Ian Graham	38	E	CDMC	6
10	Steve Frost	33	E	GPMC	5
<b>11</b>	<b>Kris Coombes</b>	<b>29</b>	<b>N</b>	<b>PMC</b>	<b>4</b>
12	Maurice Ellison	22	E	CDMC	4
= 13	Neil Harrison	19	E	CDMC	3
= 13	Sasha Heriot	19	E	AMSC	2
15	Andrew Long	17	E	BLMCC	4
16	Ian Farnworth	11	N	GPMC	2
<b>17</b>	<b>Paul Gray</b>	<b>7</b>	<b>S/E</b>	<b>CDMC</b>	<b>2</b>

*Last updated 4th October 2015*  
*Following Jackson Trophy (3/10/15)*  
*Best 7 score to count*

### Individual Championship

See Tables on Page 13

### Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Brandon Smith	Y	132	D	CDMC
2	Gary Jakeman	Y	131	B	HMMC
3	Dave Riley	Y	107	comb	BSSMC
4	Keith Dowthwaite	Y	81	D	Wallesey
5	Antony Dixon	Y	79	C	CDMC
= 6	Simon Bowen	Y	55	D	BSSMC
= 6	Adrian Atkinson		55	D	BSSMC
= 6	Jack Darbyshire		55	C	GPMC
9	Graham Chesters		27	B	GPMC
= 10	Steve Johnson		26	A	CDMC
= 10	Ian Bruce		26	C	BLMCC

O/A	Co-Driver	Q	pts	Class	Club
1	Terry Martin	Y	159	D	CDMC
2	Matthew Jakeman	Y	105	B	HMMC
3	Tony King	Y	80	D	Wallesey
4	Dave Riley	Y	55	D	BSSMC
5	Richard Robinson	Y	54	D	BSSMC
6	Ryan Moyler	Y	52	C	CDMC
7	Steve Butler		53	A	CDMC
5	Matthew Kendal		28	C	GPMC
8	David Barratt		27	A	AMSC
9	Matthew Broadbent		26	All	KMC

*Last updated 8th October 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*

### U18 Championship

O/A	Competitor	pts	Club
1	Alexander Tait	55	U17MC
2	James Williams	49	U17MC
3	Scott MacMahon	45	U17MC
4	David Brown	0	KMC
4	Clara Pedley	0	CDMC
4	Grace Pedley	0	CDMC

*Last Updated 15th October 2015*

# SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
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

## Sensitive Venue

Please note that **GPMC** has found a new venue for autosolo's and they wish it to be classed as a sensitive venue and therefore any club interested in using it must contact a GPMC member to discuss it rather than going direct to the venue's owners.

**The venue is  
Preston College,  
St Vincents Road,  
Preston.**

Please respect the situation as we don't want to lose this new venue.



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33 Acresfield Road, Middleton, Manchester. M24 2WT.

Office Tel No : 0161 643 0151;

E-Mail : [gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)

# 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](mailto:les.fragle@gmail.com)

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



# Andy Mort

## 1968-2015

This is not a post I ever thought I would make. Today we lost a dear friend and Team member Andy tragically had his life cut short on the Mull Rally.

Andy has been a member of our team for almost 20 years, co-driver for my Son Mark, David Bogie, and Tom Naughton. If you knew Morty then you'll understand when I say he was a character, if you was feeling down it wasn't a feeling you could have for long if you was in his company ! He had a zest for life, and even more so having fought hard to beat cancer this last few years.

Mull held special place in his heart so much so that only last week he made it is permanent home with his partner Sarah. Andy competed many times on Mull with my Son Mark and later joined 2300 Club to help on the organisation side of the Tour Of Mull. This last week when the opportunity came along to sit with John McCrone he saw this as a chance to fulfill a dream of many a rally competitor.. a real chance to win the Mull Rally. To say he was excited would be an understatement. It feels surreal that only yesterday I had some banter with him saying he was to remember he only on loan to sit in the TEG sport car as we needed him back in the team camp next weekend for the Cambrian Rally.

Today's events are a stark reminder that motorsport is dangerous but we know the risks when we climb aboard a rally car and no blame can be attributed to anyone. Andy's fellow team members and friends here at Pro-Tec Motorsport send our best wishes to John McCrone for a speedy recovery and to TEG Sport, you are in our thoughts guys. And most important our sincere condolences to Andy's Partner Sarah and to all of his family.

RIP Andy, you're going to be missed, thanks for the memories

**Allan Durham : Pro-Tec**



## STATEMENT FROM MULL RALLY ORGANISERS

It is with deep regret, that the organisers of the Beatson's Building Supplies Mull Rally can confirm that there was a fatality on today's second stage today, the seventh of the rally.

The co-driver of Car 2, Andrew Mort (47), was pronounced dead at the scene of the incident by paramedics. His family have been informed.

Driver, John MacCrone, aged 26, was airlifted to a hospital in Glasgow to receive treatment for serious injuries. Both men are from Dervaig on the island of Mull.

No one else was involved in the incident. The event organisers and relevant authorities are working closely with Police Scotland to establish precisely what happened.

The organisers of the event are deeply saddened by this tragic incident and send their condolences to the family and friends of the co-driver, and offer their best wishes to the driver for a full recovery.

Road policing officers have begun an inquiry into the circumstances surrounding the incident.

Sergeant Archie McGuire of Argyll and West Dunbartonshire Divisional Road Policing Unit, who is leading the inquiry, said today: "For the spectators and participants of the annual Mull Rally, this has been a desperately sad-denying event. We are working closely with the event organisers in investigating the incident.

"Specialist officers are at the scene and have begun the process of determining the circumstances which have led to this crash.

"We thank those who have been in contact with police at the scene to pass on information and to give statements. We would ask for anyone else who has not yet given a statement to contact officers at the Road Policing Unit at Dumbarton on the 101 number.

"We would be grateful to receive any mobile phone footage that spectators may have as part of our ongoing enquiries."

# MULL 2015

Well most of you know we've been building a new car to have a do at stage rallying. With me working away I've spent more or less everyone of my days off up at the workshop fitting countless parts to my 205 and I may add removing most because they don't fit anymore. I was hoping to do the Isle of Man earlier in the year but that came and went so I decided to perhaps have a pop at Mull. I'd spoken with Tony Vart over a Christmas dinner at our clubs Christmas party and remembered him saying he may fancy a do at a Tarmac rally or two. So I contacted him to see whether he was up for it the answer was I'll let you know. He soon replied with 'yep I'm up for it' so the job was on. Hour after hour and pound after pound I threw at the car it was almost there but before I knew it there was only a fortnight to go and she wasn't finished. I'd heard all the gossip 'huh he won't make Mull', 'if he goes it'll end in tears', blah blah blah. Well folks let me tell you something Stephen Hudson Mother never bred a jibber !!!.

Anyhow I took the car along to my good friends down at Newton Motorsport with the comment of 'do us a favour Lee just finish this for me me old pal.' And that they did through Late nights and turning away work all for the love of motorsport the lads took days off work to help that's when you know who the boys are.

Secretly I could see poor old Varty thinking we weren't getting to Mull. I knew different the Jones clan would pull through and get us there. Only thing was I wouldn't have driven the car at all but hey ho I've rarely driven my Cars month in month out so nothing new there. Well the day arrives the car loaded jeep filled with cherry were on our way to Mull (God bless hmrc). Well after half a lifetime of driving we finally arrived at our digs a lovely wooden shed they probably call them something else but I'll just refer it to the shed. A posh one I may add it had a kitchen toilet and beds (it was actually a lovely timber lodge I think they call them rather posh that's until the clampets landed).

Myself and Varty spent the next few days sightseeing. I think they call it recce in these fancy stage rallying circles. Me personally classed it as cheating. Something I'd tried once before in a Memorial rally and it ended badly and won't be repeating that in a hurry.

Whilst caressing my new car I'd found a fuel leak but with having no tools I was scuppered until Mother and Father Woodcock informed me that Mort lived next to the Bellachroy and nip down and see him he'll sort you out. Within minutes I was being licked to death by Morts guard Whippets and Staffy and soon on my travels back to the shed with half of Mort's garage to sort the leak. That sorted we hit the Bellachroy for a few pints and who did we bump into Sambo, Ben, Tim Stell, Denby Dale and Mort. Now if anyone knows this crew of men a spot of light refreshment wasn't on the cards but a full session was with fierce craic flying. Now this is what Mull is all about. The day soon upon us both myself, Tonys and the new cars debut we headed down to the start for scruteneering and then the ceremonial start. 'Hey up Tony what's the craic here with yer man with the camera it isn't Roger Cook is it ?' No Ste it's quite alright that's the film crew. Fame at last.

*Continued on Page 19*

## BEATSON'S MORT MULL RALLY BUILDING SUPPLIES





## Mull Rally

Continued from Page 18



First stage 5,4,3,2,1 go half way up the lochs she starts misfiring so we coasted to the end to have the news stage 2 cancelled head to service. The boys then found the fuel pump to have picked up some debris happy days I thought. We then headed to SS3,4 and you guessed it the fuel pump almost threw its hand in but we soldiered on blowing time like a kings cross hooker. But we had made it to the end of the first leg and not in last place. Unsure how as we had been crawling every stage so far but so far we had proved the doubters wrong we'd made the second day.

The lads had the pump swapped and she was ready for action. First stage Ardtun and tbh a total waste of time in my eyes thirty miles either way for just over a mile stage bad enough running normal juice imagine these posh folk on there funny fuel to fund that would mean cutting back on ale (not a chance). As we were going into Ardtun we met Mort and John heading into there next stage little did any of us know that that would be the last time we would see Mort as that was his final stage on this earth. Game over. Such a fun loving guy that would help anyone. Gone without as much of a goodbye to anyone. This news was confirmed by Iain Campbell when we got into the service area and to say it was upsetting would be an understatement we where all totally shell shocked and that is about all I can add to the tale.

We got back to the shed to find Sambo as gutted looking as us were. We all had a good drink to say goodbye to one of our own.

May I take this opportunity to pass my love and thoughts to Sarah and family ,thanks to everyone at Newton Motorsport, Connor Murray, Paul Gardner, Darren Atkinson, the Woodcock family, my chase crew Andy and Lee Jones service crew Andrew and John Hargreaves. Top job as always boys and Tony Vart for agreeing to be part of this adventure. Same time next year fingers crossed.

Ps I'll let Tony tell the tale of the Porridge Gobblers.

**Steve Hudson : Clitheroe & DMC**

**BEATSON'S**  
**MR**  
**MULL RALLY**  
**BUILDING SUPPLIES**

**And then . . . . .**  
**from the 'Silly Seat'**  
**The Tale of the 'Porridge Gobblers'**



Having accepted the challenge of a Mull ride with Ste "the Beast" Hudson some time ago a while ago the last couple of weeks before the event proved to be somewhat nerve wracking due mainly to the fact that it looked for all the tea in China that the car would not be finished in time. This was no fault of Ste's but having run out of days overground (he spends his working week in London underground in what looks to be an amazing UK feat of engineering – the Cross Rail project) it seemed a non starter until the Jones boys from Newton Motorsport stepped in with a week to go. Having rallied 205's extensively in previous lives they had the know how and more importantly the commitment to get the car to Mull – I visited the Kirkham workshop with cakes (as a bribe clearly) on the Sunday before the event and they were both there grafting away and assured me that all would be fine...I was still slightly skeptical as there seemed to be still a lot of new car small jobs to complete plus an MoT etc. etc.! Andy also commented that he thought I was f....ing crazy...not sure if it was the thought of 240 of Paul Gardner's best horses in a 205 or Ste's driving or both, that when combined with the Mull terrain challenge meant I should have been up on the island for weeks by now getting to know the place!

**Continued on Page 20**

# **BEATSON'S**

# **MULL RALLY**

## **BUILDING SUPPLIES**

Less than 48 hours later the lads had delivered and one new shiny orange 205 was driven on to Hudson's huge trailer (it would nearly take two cars!) in the early hours of the Tuesday and the convoy left for Mull. We were accompanied by Connor Murray who is studying motorsport at Myerscough College and he was slumming it this weekend as his college field trips are usually to help out M-Sport on Junior WRC servicing duties.....how come this didn't happen in my now long ago further education days!? We all moan about youngsters today but here is a lad who has left his home in Ireland and is determined to make a mark in motorsport as a career....he might have to as he wont make his way as a chef based upon the week! A largely uneventful trip (apart from all the dash warning lights coming on – Hudson said all Shoguns did it.....) in good weather soon saw the Shogun pulling up at Corran for the initial ferry where we passed the time of day with a cyclist who, simply put, seemed to be on drugs or was a complete lunatic.....either way he was inhabiting another planet from us! The Lochaline ferry wait was passed with a middle-aged Scottish rally driver who informed us he had a pair of Scooby's, one for tarmac and one for the woods..... plus a recce car. Of more interest to us young lads (!) was the fact that he had his co-driver with him – a very trim blonde in her mid 20's and apparently he had had driven miles to pick her up..... mmmm. Hudson looked at me and it was obvious what he was thinking..... Varty you are good looking but not that good looking so I just hope you can read the notes!!

Once on the Island the first stop was the Woodcocks chalet....now for rally week this was a hostel for the homeless with friends from the IoM and the NW all pitching up.....the Settle crew of Sam and Seddy had got their names down last though and had been banished to the builders caravan and there was a real concern that the man eating Mull fungi would make them disappear! A real credit to Heidi and Chris though as the chalet is absolutely beautiful although Kiziuks snoring would prove to be a real test of the soundproofing materials utilized in its construction.

*Continued On Page 21*



*Chris & Heidi Woodcock*



*Nigel Worswick*



*Daniel Harper*



*Jonathon Mounsey*



## ***The Tale of the Porridge Gobblers*** ***Continued From Page 20***

We were staying in Dervaig and what a great set of digs it proved to be.....a great chalet with a sizable concrete pad upon which we could work on the car. A day and a half of recceing in the Shogun proved what a beautiful place Mull is but only allowed us to gain a limited understanding of the stages – but it did give me a bit of confidence in the Scotmaps supplied notes as they seemed to be accurate and I understood them! When I had ordered them originally Bill at Scotmaps informed me that he provided notes in a possible 50 plus formats but I stuck to what I was familiar with and I can only say I would use them again but possibly only simplify them in places if I had a decent recce period. Whilst the rally has been going now for forty odd years, judging by the looks of one or two locals we met on the single-track roads it would appear it is not universally popular however I do hope that these were isolated cases. Now Hudson had been having problems getting a helmet and it was only on the day before scrutineering that we got one via a third party courier.....panic over as Hudson said he has a very big head and didn't want to be shoehorning his beautiful bonce into a too tight helmet!

The Jones boys arrived later on Thursday and early on Friday morning set to doing some last minute jobs on the Pug whilst Hudson decided it might be a good idea to tax the car before scrutineering.....off he went to the PO in Dervaig...suffice to say he ended up on the staff side of the counter using their PC to do it..smooth or what!? Upon his return he seemed proud of the fact that he had actually taxed a rally car.....!! Scrutineering passed uneventfully but in a great atmosphere on the front in Tobermory and then it was a long wait for our start at car 144.

At this point I should mention that Ste had a good ten minutes talking with Andy Mort just prior to their start building upon the contact we had with him on the Wed night in the Bellachroy and the following Thursday morning when he had generously lent us a tool so it was extremely sad in the circumstances the way the rally ended. The words other people have used are far more fitting and appropriate than any I could write but the rally community is essentially a small one and his loss will be deeply felt.

The Pug went like a rocket for approx. a couple of miles on the Lochs opener..and then started spluttering and nearly grinding to a standstill and it's a good job the flying finish was downhill as we wouldn't have made it! Hudson had noticed the fuel pressure drop dramatically on his fancy digital dash and with the second stage cancelled we struggled down the Glen to service....Lee concentrated upon clearing the blocked fuel filter whilst Andy J, ably assisted by Andrew Hargreaves managed to bolt the alternator back in and get the sump guard back on prior to us setting off for stage 3. Again for a couple of miles the fuel pressure was ok but then the issue re-occured With no time to change it before the end of the first leg it was a case of struggling through as best we could. Saturday morning saw the expensive pump (and very small filter) binned and replaced by a standard one (which completely solved the problem!) but the rally rightly ended prematurely as we headed out to Ardtun so we didn't get to compete at rally speed but just gave the new car a shakedown essentially.

Saturday evening was obviously a subdued affair in the circumstances but Sambo Collis and Ben Cressey joined us for a Hudson cooked venison burger plus a beer of two – characters those two lads!! At this point Andy Jones disappeared to bed....not to be seen for 17 hours! As we departed on the Sunday we pulled the car on the trailer down the hill into Dervaig and Collis and Cressey waved us off as they were leaving for the walk in Tobermory .....was there any real need for the lads to comment that was the fastest the Pug had gone down the hill??!!

A long trip back only enlivened by a road rage incident ..we were first off the ferry at Lochaline and whilst the Shogun tows very well a queue of cars had built up behind us as we arrived at the main road to Corran at which point a car pulling a bike trailer undercut us on the actual right turn whilst giving us the finger!! Suffice to say that Hudson found this slightly provocative.....and guess who we pulled up behind at Corran! Hudson got out and walked up to the car in front, gently opened the passenger door and politely asked the two startled occupants what the problem was!! The conversation seemed to be fairly one sided to be fair and Hudson did leave them with a classic line...

***"overweight flipping porridge gobblers!"*** We were first off at Corran again and they only dared overtake us again when we stopped at the Green Welly!

Overall a sad weekend for everyone however both Ste and myself learnt a lot and if either of us do this event again we will be a lot more aware of just what to expect. It is indeed a unique event in the UK rallying calendar and we only made it due to the Jones boy's efforts. Massive thanks to them and also to Connor plus Simon and Andrew Cole who supplied the various high-class butchers products – superb thanks lads.



# Driving Miss Daisy The Mull Rally 2015

To describe the tragic event that occurred of the Mull Rally 2015 is one of the hardest things I have ever had to put pen to paper about.

Motorsport finds itself having to deal with the fall-out from co-driver Andi Mort's fatality and the profound impact on everyone connected with the event and the island community as a whole.

Questions will be asked by Strathclyde Police – it is their duty to do so – but I think deep down everybody connected with the rally knows the answer. No spectators were involved, no other cars were involved, the guys in the car knew the risks they were taking, sadly the car went out of control at speed and the rest is, well... we all know the rest.

I will never forget the look of sheer desolation and disbelief on the faces of service crews, fellow competitors and rally spectators on that fateful Saturday afternoon when the sad news was broken to us by Clerk of the Course Iain Campbell. The enormity of it took quite a while to sink in.

Where there had once been excitement, laughter, the banter and the buzz in rally week; now there was respectful silence and mourning. I have never seen Tobermory so busy in the middle of a Saturday afternoon in rally week, yet so quiet, after the grim news became common knowledge.

Driver John MacCrone had been airlifted to hospital in Glasgow, believed to have suffered serious injuries in the accident on SS7 at the Aird of Kinloch. As people went about their business in Tobermory, you could sense that his situation was uppermost in everybody's minds. Knowing his dad, John Senior, and relatives, you thought of them and their heart-break and worry at such a time.

Saturday night was, I am sure, a time of reflection and sorrow for everybody touched by what had just happened. In our holiday cottage there was a lot of soul searching and debate involving general safety, car speeds, what the future might hold for the event, and phone calls home to family to talk to loved ones, the things that bring some comfort in such sad times.

We were rudderless, not sure what to do for the best on the Sunday morning, or so we thought, and then came an announcement by the organisers that the usual ceremonial procession along Tobermory Main Street was to go ahead on the Sunday afternoon, at the request of the families of Andi and John.

You can see from the photographs what it meant to everybody. What a turn-out, people conducting themselves with such grace. The rally community gathered together in a show of total unity, support and love.

The sight of a lone, silent piper leading the cars of Daniel Harper and Jonathan Mounsey along the high street was extremely poignant, followed respectfully by people anxious to join together to salute Andi Mort and to give the stricken John MacCrone the kind of boost he would have appreciated to help aid his recovery.

Nobody present will ever forget Calum Duffy's gentle dignity, or the beautiful words he delivered in a tribute poem for Andi to a crowd of more than 1,000 people in Ledaig car park. There was silence and heads bowed. The only noise was the sound of sobbing, as everybody listened to those words and reflected on Andi's passing and John's situation in hospital.

As the ceremony finished, rain started to fall gently but persistently and many people headed for the shelter of McGochan's Bar, a welcome pint helping many to make sense of situation. Sure enough, through the tears came laughter, as rally people came together to talk about their week on the island. You can't keep rally people down for too long.





## ***Driving Miss Daisy The Mull Rally 2015 Continued from Page 22***

Optimism is at the heart of everything rally people do. Rallying is, like life in general, a challenge to be overcome. The toughest and mentally strongest deal with it the best. And everybody I spoke to on the Sunday afternoon was of the opinion that the rally must continue in years to come, despite the tragic event.

Mull is a special place, an island with roads like nowhere else in Britain. Also, 46 years is an awful long time for the rally to have run, a lot of history, a lot of friendships made, and surely there would be quiet uproar if it were to come to an end now.

That is all I want to write about the heartbreaking end to the event, it is a heavy subject and it does not do you any good to dwell on it for too long...but I would also like to tell readers about our campaign up to that point, if I may.

The original plan was to enter in a hired Ford Escort Mk 2 with a redtop S2000 Honda engine. Sounded good to me!

And then one day Neil McCarthy posted a picture on Facebook of his new acquisition, Daisy the Daihatsu, 649cc of pure turbo-powered shopping trolley! Neil had not been to Mull for 15 years and was hell bent on returning in 2015. Who was I to rain on his parade? We had already booked the accommodation, a charming cottage tucked away off the Calgary Bay-Loch Tuath road at Torloisk.

I can't say I was doing cartwheels at the thought of taking a ride round the island in Daisy, but as those laid-back hippy Californians might say, What the f@ck!

As the weeks passed leading up to Mull, progress reports came back on Daisy's state of preparedness, and three days before the date we were to set off on our quirky little adventure, Da-Da!!!! she was ready. We had also secured some vital funds through small but welcome sponsorship deals with Penwortham Glass (Thank you Mick and Jan Walmsley), Clarriot's Care of Bamber Bridge (thank you Alastair Richardson, top man!), Norman Frith and Marc Abbott at RTO Fabs of Bamber Bridge – for all your car fabrication needs – plus Tim Dryburgh at Leyland-based Carspünk Car Fashion Wax – thanks Tim, appreciated – and last but not least Carl Smith of Fibre Moulds UK, who can make anything you need for your rally car/hillclimb/autosolo car in fibreglass.

I had never been so ready. I spent the whole of the Saturday before the trip cooking up food that could be frozen and chucked into my slow cooker or myself, Neil and our talented service team Chris Grimes and Richard Steele. Eat your heart out Marco-Pierre White.

I made spaghetti with meatballs, chilli con carne, slow-cooked lamb shanks, a ham shank with mushy peas, a proper Lancashire hot pot and my missus weighed in with a couple of apple and blackberry crumbles, with the fruit steeped in vodka as part of 'er indoors' home-made alcohol regime. Whatever was about to become of us, were were going to dine like kings. Having food ready and waiting in the slow cooker also freed off the vital time required for more hours recceing instead of cooking or going out to eat. There just aren't enough recceing hours in a day if you don't live on the island.



***Daisy prepares to pass under the fabled arch at Tobermory Distillery. It's like that moment when Liverpool players touch the 'This is Anfield'***



***Our brilliant service team  
Richard Steele and Chris Grimes  
thanks guys!***

***Continued on Page 24***

## **Driving Miss Daisy**

### **The Mull Rally 2015**

#### **Continued from Page 23**

The last job was to pack my bag - but it was extremely difficult to remove oneself from the sofa on Sunday Oct 4 as it was a Premier League Super Sunday with Everton v Liverpool and Arsenal v Manchester United!

Yet I somehow managed it and when Neil arrived at 10:45pm that night, we were ready to rumble. We travelled through the night, like excited schoolboys, swapping stories about our rallying experiences, swapping theories about how to tackle the Mull roads, talking about our lives, the usual stuff when you are on a long road trip.

Daisy trundled along behind us on her A-frame, good as gold. We arrived at Oban ferry terminal at 6am and were the first vehicle flagged on for the 6.45am crossing. We had a bacon buttie and a brew as our ship got under sail and then we both promptly fell asleep. I snore like a bar steward and kept waking myself up with my snores, much to the amusement of other passengers.

Before too long the captain announced we were arriving at Craignure and it was time to go back below deck and get in our vehicles. First off the ferry, we turned right and headed down to Salen, Mull's rugged beauty demanding that you admire her crags, valleys and lochs. It feels like that every time you set foot on the island, doesn't it?

Once at our digs we both retired to our bedrooms for some shut-eye and, once up just after 1pm, the serious business of going out recceing began.

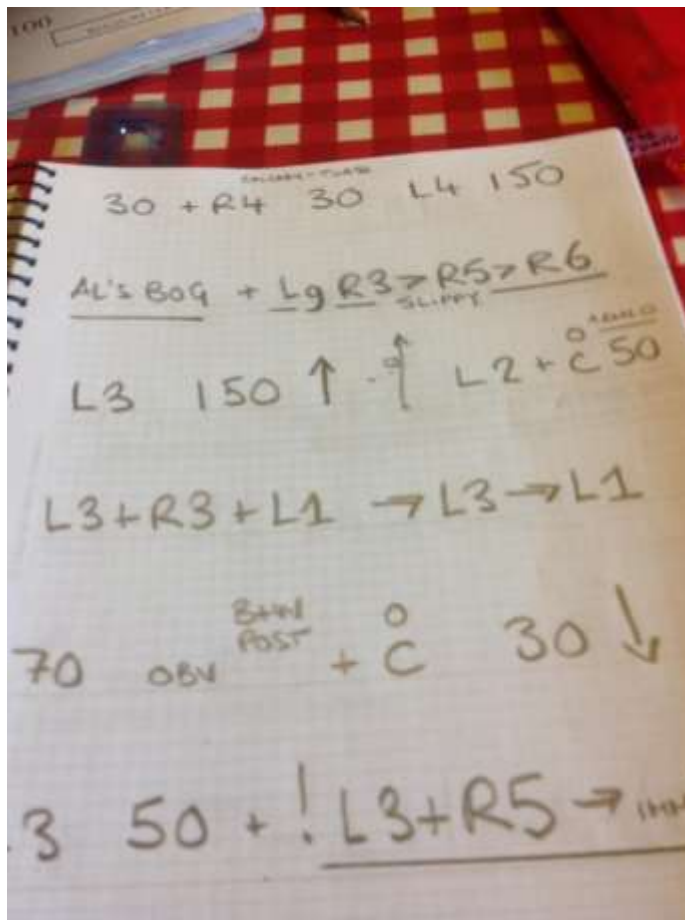
We had with us some pace notes which I had acquired, but we were uncomfortable as they would be spot on for a couple of miles then inconsistent for several miles. Mull, as we all too sadly know, is an unforgiving place. Every crest asks a question, you can't play Russian roulette on those roads. We were not convinced the notes were right for such a small and underpowered car as our wee Daisy. So we decided to go right back to the start and make our own new notes for the event, enabling her to carry what little speed and power she had through corners and over crests wherever possible.

And if I say so myself, the new notes, with the benefit of having used them on four out of five Friday night stages – the Hill Road-Tuath SS2 was cancelled – were pretty damned impressive.

The note making process took around 40 hours all in – yep, that includes three 13 hour-days, either out checking or making notes, then re-checking them and making any necessary amendments. But it was worth it and there's nothing like the satisfaction of knowing your notes are bang on and that if you lose your place you can quickly re-establish your whereabouts through landmarks noted. By landmarks I mean anything from a post leaning at an angle to a yellow grit bin!

We started noting at 9am on an average day, spending four hours out recceing. Then I would write them up at the cottage in the afternoon, and then after tea, in the dark, we would go out and spend another four hours checking and amending them. It's amazing how many slight crests you can't see over in the dark, slight crests that don't appear to be there in daylight hours. Obviously notes need changing accordingly.

On to rally day and we got permission from COC Iain Campbell to jump the queue for noise and scrutineering because we had been down to be the very last car through at 16:45, which wasn't going to do us any favours in terms of the timing of road closures and how it would have affected us because of where we were staying. Thanks Iain, appreciated.



**40 hours of blood, sweat and tears went into making new notes but they were worth it. This is the section at Calgary Bay including Alastair Richardson's WC, or Al's Bog!**





## ***Driving Miss Daisy***

### ***The Mull Rally 2015***

#### ***Continued from Page 24***

It was quite comical seeing Daisy in a line of cars surrounded by Mr Duffy's works-prepared Subaru and Tony Bardy's M-Sport Focus. The crowd seemed to enjoy seeing her in amongst the big hitters at scrutineering in Tobermory Distillery, even if she looked like she should have been taking Neil's mum on a trip to Sainsbury's!

We were due to leave the start line at 20:45 hrs and the chap who does the introductions, Paul Tattershall said we were brave to tackle the rally in such a small car. Brave? Yes, maybe, but what the hell, we were doing the event which was more than many onlookers were doing, or would have liked to, and it is all experience in the tank for the next time on the island.

The first stage was Mishnish Lochs and due to some rainfall the tarmac was super slippery. Neil clocked a time of 9 minutes 55, two and a half minutes slower than Calum Duffy. But we were not the slowest car over the stage by any stretch, putting many bigger-engined and more suitable cars to shame.

SS2 Hill-Road-Tuath was cancelled due to an accident, which we learned about upon reaching the arrival control – and so we were re-routed down Glen Aros, which gave me another chance to check my notes for the road, which was forming part of the last stage of the night. From Salen it was on to Craignure for service, where we were met by our magnificent mechanics, Chris Grimes and Richard Steele. They checked the oil level and tyre pressures, wiped the windscreen and topped up the fuel for the final three stages of the night.

Next came the long slog down to start Kinloch SS3, or Scridain Up as I like to call it, followed by Knock (Gribun Up) and finally the big one of the night, Ensay via Dervaig cross-roads and down Glen Aros.

Neil literally drove the nuts off poor little Daisy – I doubt she had ever been driven so hard in her life – and the notes were working according to plan. We had one or two moments on Knock (Gribun) trying so hard and on the last stage, coming down Glen Aros, the back end was trying to swap places with the front end while Neil topped 110mph, which was Daisy flat out on the knocker, revving to 10,000rpm!

By the end of the night we had improved on our seeding of 112 to lie 102nd with 36 cars in our wake. It was 4am before I got to bed and I spent a few minutes on the iPad analysing our times thanks to the Flying Finish website, which gives you an individual breakdown, showing what time you set overall on each stage. We came down from 112th to 107th to 105th to 102nd and you could see that as Neil got to know Daisy better the times were improving. Saturday saw us head off for the re-start at Craignure and the first test of the day was to be Ardtun. As we neared the stage start, the first cars on the road, the top boys, were coming back towards us to head to SS7 at Kinloch, where John MacCrone's accident occurred. Calum buzzed past us with Danny Harper hot on his tail, looking like a man on a mission after arguably the drive of the night on Friday night. Then came John MacCrone and little did we know what lay ahead for him and Andi.

And then we queued to go into Ardtun. There had been an accident in the stage that required the part-time fire-fighters of Bunessan to go into the stage from the other end and deal with a small blaze, or so I am led to believe. As spectators walked out past us, I asked a mum with her two boys who had been spectating what was going on, and she mentioned the accident. Then we were told by officials to put our helmets on and prepare to tackle the stage.



***Iain Campbell : Mull Rally Clerk of Course***



***Daisy on the Start Ramp***



***Daisy at Dervaig hairpins on SS1***

## ***Driving Miss Daisy***

### ***The Mull Rally 2015***

#### ***Continued from Page 25***

When we got to the actual stage start the marshal told us to drive through non-competitively. We waved to the spectators as we passed, as all crews did, and I mentioned to Neil that the likelihood was that we would be instructed to go straight to Tobermory for the first service of the day, one we emerged from the stage, as the organising team had already lost a lot of time with the hold-ups at Ardtun.

I reasoned that the chances were that the rally would run out of road closure time for Kinloch and Knock, which were supposed to run before the service halt in Tobermory.

Sure enough, at the end of the Ardtun stage another official instructed us to go straight to Tobermory to service, so off we headed, oblivious to the grim reality of what had already happened by this time a few miles up the road on the Kinloch stage.. It was only when five or 10 minutes from Tobermory that I decided to check my mobile phone to see if Richard and Chris had texted to let us know their whereabouts for service. By this time it was 2:45pm. I had two missed calls and a text message from Richard asking me to ring him urgently.

I rang and Richard said yes, they were in the Ledaig car park and had I heard the news. What news? I asked.

"There has been a fatality on a stage and the rally has been abandoned," he replied. I conveyed the news to Neil and we both found it hard to take it in as we drove in silence those last few minutes back to the town.

As we approached we knew we had to follow the route according to the roadbook and as we descended from Back Brae onto the high street, we approached a control where a shattered looking COC Iain Campbell greeted us, telling us there had been a fatality and that the rally was abandoned.

We drove into the car park and could see the toll the news was taking. Word was already out as to who had been involved in the accident by the time we got out of the car and stretched our legs. The wonders of social media and the internet?

It was like being hit with a ten-ton weight. Writing this some 10 days after the event, it still feels very raw to think back on it. You do think about whether you should carry on rallying. You question the wisdom of getting in a rally car again at such moments. And yet, selfishly or otherwise, the part of me that loves rallying insists on carrying on.

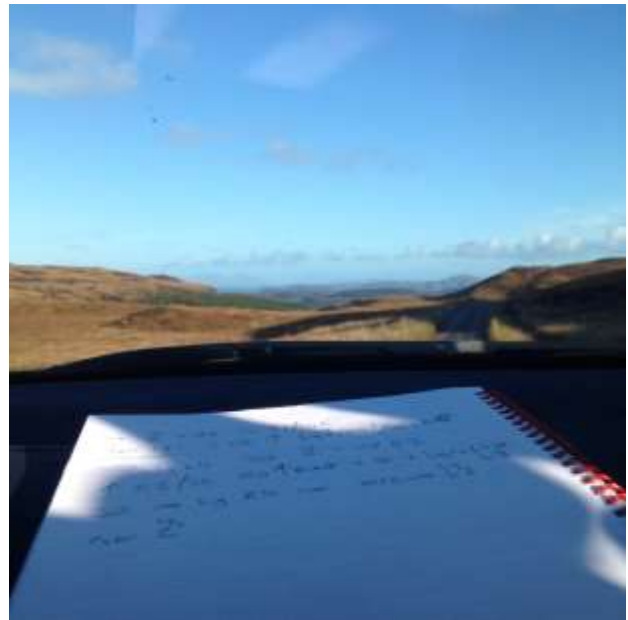
I didn't know Andi Mort at all, although I suspect I might have made his acquaintance at some point on the Sunday night in the Bel-lachroy, in different circumstances.

All the accounts I have heard of Andi are the same. A fun-loving guy, a dad, a partner, someone who loved his rallying and loved Mull. Someone who had given a lot of his time as a rally liaison officer for the 2300 Club when they ran the rally for the first 40 years. Someone who had just overcome leukaemia after a five-year battle. Someone who had only realised a dream and moved to live on the island, in Dervaig, some two weeks prior to the rally. Someone whom you know, had you been able to ask him what he would do with the rally in such tragic circumstances would have simply said, 'carry on'. You just know it.

***Continued on Page 27***



***Car 1, Calum Duffy, waits to go into scrutineering...followed by a little girl with big intentions! Daisy the Daihatsu, Car 112!!!***



***As the Americans might say, making pace notes in such spectacular scenery does not suck at ALL!!! Here we are on the Hill Road looking North West.***



***Neil McCarthy poses alongside his 'toy', Daisy, looking resplendent with her new sponsorship stickers before the Mull Rally***



**Mull - Oban, 6am and the adventure is almost in touching distance**



SO what of the future? Plans are already under way for our assault on Mull 2016 in my Peugeot 106, which Neil will be driving. 'Roxy' is being lightened up a little more with a fibreglass bonnet and tailgate being made, plus perspex instead of glass to save more weight. The front suspension is also being upgraded with new solid rose jointed wishbones and steering arms being fitted, as well as a brand new plated Gripper diff for the gearbox. She will no doubt prove to be a handful but, all being well, she will suit Mull better than ever.

Anything else to report? From the results that I saw, I think that in Ally Currie we may just be looking at a future Mull Rally winner. Ally, who turned 18 on October 10, during the rally weekend, rose from car 90 to lie 29th overall by the end of Friday night in a fairly standard Peugeot 106. He is a Mulleach, he knows the roads, and has plenty of fire in his belly.

Like everybody close to the MacCrone family, Ally was massively affected by the sad events but he will bounce back along with another young driver and his cousin, Fergus Barlow, and the other local boys who love the rally so much.

So in signing off may I raise a glass to Andi Mort, gone but never to be forgotten, and to John MacCrone, wishing you a speedy and full recovery. Also sincere condolences to the family of Otley-based rally driver Christopher Lawson who had travelled to the island to compete on the rally in his Mitsubishi Lancer. Unfortunately Christopher died suddenly on the Monday afternoon prior to the event.

May I also raise a glass to Iain Campbell, who has now stood down as COC to take on the challenge of making the British Rally Championship a big success. Iain, the Mull Rally grew bigger and better under your leadership. Your dignity and class in informing competitors of the sad events after Andi's death will never be forgotten. Thank you sir.

And finally, another glass to be raised in honour of a top man in Callum Duffy. It takes a big man to do what you did on the Sunday afternoon my friend. Bravo.

**Alan Barnes : Preston Motorsport Club**

## **EMOTIONAL FAREWELL FROM MULL, AND CALUM DUFFY**

Around 1000 islanders and rally crew gathered for an emotional 'Celebration Walk' in Tobermory. Below is the poem written and read at the end of the Walk by eight-times Mull Rally winner, Calum Duffy.

*We are gathered here in simple disbelief,  
united we stand to share this grief.  
Taken from this world in the blink of an eye,  
doing what he loved but no time to say good bye.*

*A gentle giant, fun loving and kind  
these traits in a man are hard to find.  
He loved this island and now calls it home,  
he loved rallying and he would never moan.  
A fierce competitor but would always help you out  
and it would be fair to say he liked the odd stout!*

*Our sport is full of risks and we all know them,  
this is where the adrenaline begins to stem.  
Every competitor here and away is heart broken  
for the loss of one of their own men.  
None of us expect to be touched by this thing,  
but when it comes close, its reality it does bring.*

*So many people give up so much to create a rally.  
Us competitors have massive thanks to you all  
personally.  
Our community is strong and together in times of  
scrutiny and as one, we celebrate, we commiserate,  
we have unity.  
As one we are here to show our support for Andy's  
family and Sarah; you're not alone at this port!*

*We are here to say thank you for this event.  
We wish John MacCrone a speedy recovery.  
But mostly we are here to say good bye.  
Take care big fella, the angels have you now ...  
good bye.*

**Calum Duffy 11/10/15**

**BEATSON'S**  
**MR**  
**MULL RALLY**  
**BUILDING SUPPLIES**



Our annual visit to 3 Sisters track blessed us with some nice weather for a change with almost perfect conditions on the track. Despite it being our home event being only 4 miles away we never have a lot of luck here and with levels varying dramatically with the conditions it can prove to be a tough event with small mistakes punished hard. Warrington & district Motor Club had a good attendance with Phil & me, Dale & Mark Carter with their Subaru which nearly wasn't to be due to engine damage on the Heroes stages rally at Weeton. A last minute engine fitted and they were here albeit with no knowledge of the motor. Stuart Deeley was also out in his new liveried Toyota Celica. Jonathan Comer was out in the Mitsubishi Lancer and Chris Johnson / Rob Johnson in the Hyundai Coupe. Ste Landen was c-driving for Geoff Mc Quilling in the Honda.

Chris & Rob had an early disappointment coming off early on SS1 and getting a maximum which is very tough at this event to recover from. All the crews were going well setting some good times. Dale & Mark having a few small issues with hoses to contend with but the motor was holding up well. As for Phil & me, we were having an OK run with the only issues being the medium compound tyres were not working so we ended up on soft track day tyres. The other issue we always have is the engine temp rising for a short period during the day which is always a bit strange. I gave a bit of help to the Jakeman's when they had an alternator failure after SS2 saw them with a lucky escape as the car died just after the end of the stage. A quick change and they were OK.

All in all it was a good day for the crews with all the WDMC crews getting to the end.

Jonathan and Phil Peak co-driving with him for the first time finished 9<sup>th</sup> overall and 6<sup>th</sup> in class. Dale and Mark 16 seconds behind them finished 12<sup>th</sup> overall & 7<sup>th</sup> in class. 20 seconds behind them was Stuart Deeley with Anthony Hutchings finishing 14<sup>th</sup> overall and 8<sup>th</sup> in class. 15<sup>th</sup> overall and 3<sup>rd</sup> in class was Stephen Landen sitting in with Geoff Mc Quilling. 21<sup>st</sup> overall and 9<sup>th</sup> in class were Phil & me in the BMW. Chris & Rob finished 39<sup>th</sup> overall & 12<sup>th</sup> in class.

**George Jennings : Warrington & DMC**

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



# TRACKROD FOREST RALLY

## REIS - RAVENOL BTRDA GOLD STAR® CHAMPIONSHIP

### TRACKROD ENDS IN GLORY FOR PAYNE!...

Yorkshireman Charlie Payne, ably assisted by Carl Williamson, took his Fiesta to victory on his home event, the Trackrod Forest Stages, by some margin and, in so doing, ensured his runner-up spot in the 2015 REIS - RAVENOL BTRDA Gold Star® Rally Series.

Having to give best to Stephen Petch/Ian Windress (Fiesta R5+) through Langdale, the first of six stages on the North York Moors, Payne then stamped his authority on the proceedings on SS2, Allerston, to put himself and Williamson into a lead they maintained through to the conclusion of the event back at the Showground in Pickering.

Charlie Payne/Carl Williamson – Fiesta RS WRC– 1st overall For their part, in spite of hitting a bale on SS2 and losing 20s, Petch/Windress were running comfortably in 2<sup>nd</sup> place with a couple of stages to go. However, what they thought was purely cosmetic damage turned out to be something more sinister as a piece of plastic from the door slid behind the Fiesta's throttle pedal, causing it to stick wide open whilst flat out in Staindale. The car went off the road and into retirement, fortunately without injury to either crew member. Nevertheless, after such a highspeed off, it could be fair to assume that their dry- cleaning bill will be fairly hefty!

Runners-up on the Moors were Damian Cole/Jack Morton Fiesta RS WRC, giving them their best gravel result of the season by far and, at the same time, confirming them as the inaugural BTRDA Rally Challenge champions.

Second-fastest times on both Gale Rigg and Staindale helped, in no small way, to achieve this milestone. Damian Cole/Jack Morton – 2nd overall and BTRDA Rally Challenge winners

Pat Naylor/Ian Lawrence took a splendid 3rd overall on the Trackrod, but more of the Group N crews later.

Meanwhile, Ian Joel/Graeme Wood's Escort Cosworth found itself as the meat in a Production Cup sandwich, with Russ Thompson/Andy Murphy's Lancer marginally behind it! The second B13 car in the Top Six was the Impreza of York's Phil & Simon Pickard - only occasional visitors to the BTRDA Rally Series this year, but well able to mix it with the best when they do appear.

Also featuring in the Top Ten of the penultimate BTRDA Gold Star® Championship round were Aaron McClure/ Elliott Edmondson (GpN Lancer EVO9), Thomas Preston/Andrew Roughead (Focus WRC01), the MG S2000 of Peter Stephenson and Sara Williams (Impreza) who was another one keen to add to her tally of BTRDA Rally Challenge points.

As ever, there are two sides to the coin and, in addition to Petch/Windress, amongst those not featuring in the Top Ten - or anywhere else for that matter! - were Luke Francis/John H Roberts whose Lancer's day ended in a ditch, while Tom Naughton/Andi Mort's bid for Group N glory came to nought after their Lancer suffered insurmountable brake issues. From a start number of 11, Steve Simpson/Patrick Walsh's Fiesta S2000 was steadily moving up the leaderboard and was holding 7<sup>th</sup> when it ground to a halt in Gale Rigg....



*Continued on Page 30*



# Trackrod

Continued from Page 29

## HYUNDAI GENPOWER BTRDA PRODUCTION CUP PAT 'THE POWER' NAYLOR FILLS TOP SPOT!

Pat Naylor/Ian Lawrence's 3rd place on the Trackrod not only secured their third maximum points score in the Hyundai Genpower BTRDA Production Cup® (the first crew so to do), but also served to put this year's title beyond anyone else's reach! It's not the first time that a Group N car has finished in the Top Three of a BTRDA Rally Series round - indeed, Jamie Anderson/Ella Flynn did likewise on the Somerset Stages in 2012 - but it's still a major achievement, especially on an event on which power is such an advantage!

Be that as it may, 2014 Champions Russ Thompson/Andy Murphy were only 12.8 seconds behind as they arrived back in Pickering, while Aaron McClure/Elliott Edmondson posted their best overall result of the season so far with 7th to take third-place Production Cup points. In the absence of Roland Llewellyn/Jamie Edwards and Naughton/Mort's failure to finish, driver Tony Simpson and co-driver Dan Nieroda, in different Fiesta STs(!), were the only other scorers on the day.

The recipients of the vouchers to be exchanged for Hyundai Genpower products on the Trackrod Forest Stages are : Pat Naylor £150; Russ Thompson £100; Aaron McClure £50.

## REIS - RAVENOL BTRDA SILVER STAR® CHAMPIONSHIP BACK TO BLACK!....

Having been narrowly beaten for top REIS - RAVENOL BTRDA Silver Star® Championship points on the Woodpecker Stages by the Escort of Boyd Kershaw/Bryan Hull, Callum Black reversed the roles on the Trackrod Forest Stages. His Citroen DS3 was the first two-wheel drive car home, to give the Syresham driver his fourth maximum score of the season in his pursuance of the REIS - RAVENOL BTRDA Silver Star® Rally Championship title. However, he was unable to shake off the attention of Kershaw/Hull who were only a handful of seconds in arrears by the finish. Jody Bowcott/David Millard (Ford Escort) finished just outside the Top Twenty (8.5 seconds would have made all the difference!) to take third, one place - and ten seconds! - in front of Tony Williams/Karen Phelps' similar car. Rhys Yates took his 1600cc Fiesta to its sixth maximum class score of the season - no prizes for guessing who's won B10, then! - and is just one point behind Black in the overall Silver Star battle. Jake Scannell/Adrian Stevens (Mazda RX7) and Paul Street/Stuart Proctor (Ford Escort) finished tantalisingly close to each other, obviously both taking Silver Star points but also maintaining their monopoly of the BTRDA Historic Cup®. However, while Scannell cannot score on the final round, Street can - or should that be must?!.....

## KICK START BTRDA 1400 CHAMPIONSHIP SLIGHTS HANDS HIMSELF A LIFELINE!...

Prior to the start of the Trackrod, Ash Slights/Alex Lee (Toyota Yaris) only had four scores on the board in the Kick Start BTRDA 1400 Championship and, consequently, needed two more good ones - only two events left, remember! - to stand any chance of taking the title. Well, Phase One has been successfully completed - a superb effort netted 17th overall, a class win and maximum 1400 points which keep them in the game! Only snag is, it's not only them!...

Dave Bennett/Alistair McNeil are in much the same boat! They shadowed the Yaris across the Moors in their Corsa to take 2nd place points, and now both crews have to do it all again on the season-closing Cambrian in a few weeks' time....

Chris Powell/Jim Lewis (Talbot Sunbeam) just managed to keep returning series leaders Ryan Weston/Mark McCulloch (Proton Satria) - they missed the Woodpecker - behind them, with Keith & Mairi Riddick (MG ZR) next.

Kieran Darrington/Pam Hilton managed to keep their 100% finishing record intact - just! Having spent some minutes upside down in the Corsa on the final stage, they were mightily pleased to be able to limp back to Pickering and record a finish and valuable points, despite Pam's visit to the paramedics for a check over!!



Continued on Page 31



# Trackrod

Continued from Page 30

## VITAL EQUIPMENT RALLY FIRST CHAMPIONSHIP CARR'S CAR CARRIES OFF THE TITLE!....

Following their third maximum score on the bounce – to add to the three second-places they took earlier in the season - Nick Carr/Joe Sturdy (VW Lupo) arrived at the Finish of the Trackrod to be declared winners of the Vital Equipment Rally First® Championship. On this occasion Sion Ellis/Caron Tomlinson were their nearest rivals, with fellow Nissan Micra crew Jonathan Pickering/Simon Broom next.

The Retallicks, Emily & Eliot (Peugeot 205 XS) took 4<sup>th</sup> with John & Duncan Freeman (Micra) taking a class win in the 1.0 litre section, from the similar car of Mick Quinn and Neill Carman. Morgan Handford (VW Polo) has had better days than the one he spent on the Moors but he still hangs on to runner-up spot in the overall table, albeit with a number of people looking over his shoulder from fairly close quarters!

## CHAMPIONSHIP POINTS

All the championship points are published on the BTRDA Rally Series Rally website > [www.btrdarally.com](http://www.btrdarally.com)

## BTRDA RALLY CHALLENGE

### COLE & MORTON RISE TO THE CHALLENGE!

Based on a number of events taken from both the REIS - RAVENOL BTRDA Rally Series and the REIS MSA Asphalt Rally Championship calendars, the BTRDA Rally Challenge has struck a chord with a pleasing number of drivers – 26 have registered and scored points at some time during the season. From them, with one round still to go and in spite of a car change midway through (Focus to Fiesta), Damian Cole and Jack Morton have emerged as the inaugural Challenge winners. The driver's asphalt experience is proven but it's been a while since he's contested any gravel events at this level – nevertheless consistent performances, culminating in 2nd overall on the Trackrod, have had the desired effect.....

Sara Williams (Impreza) has acquitted herself admirably on both surfaces and is currently 2nd, ahead of Ash Slights whose 1400cc Toyota Yaris has also been a credit to its driver. Steve Simpson/Patrick Walsh are another crew known previously for their prowess on asphalt, but who've also been able to demonstrate their ability on gravel. The remaining podium places will be filled by the aforementioned drivers - the question, though, is in what order! The final round of the BTRDA Rally Challenge is the Cambrian Rally on Saturday 17th October.

## MSA ENGLISH RALLY CHAMPIONSHIP

### YATES LODGES AT THE TOP!

The Trackrod Forest Stages was also the penultimate round of the MSA English Rally Championship. 23-year old Rhys Yates currently holds the upper hand but can still be caught by Dave Bennett, whilst Nick Carr also has an outside chance of finishing the season as champion. You'll not be surprised to learn that Rhys is also the leading Junior driver in the class-based Championship. Whoever the winner is (and we'll have to wait until the conclusion of the JLT Tempest Rally on 7th November to find out), part of their prize is a free entry to the Wales Rally GB National Rally. Two years ago, Euan Thorburn/Paul Beaton made the most of their prize for winning the BTRDA Gold Star Championship by taking their Focus WRC to victory on the event - what a fabulous way to round off the season!

The latest MSA English Championship points can be found at [www.englishrally.co.uk](http://www.englishrally.co.uk)

## MINTEX / QUESTMEAD BONUS SCHEME

The winners of the Mintex Awards on the Woodpecker Rally, each of whom receive a set of FREE competition brake pads from Questmead Ltd, were:-

Best Improvement on Start Number in Gold Star /Silver Star: Colin Payne – Subaru Impreza (B13)

Best Improvement on Start Number in 1400/Rally First: Chris Lawrence – Rover 25 (1400C)

Steve Brown or Alan Brown from Questmead can be found in the Service Area at most events. To claim your reward we advise that you contact them in advance to arrange the required product. They can be contacted on 01706 860088.

Report by Andrew Haill : BTRDA

*All photographs courtesy of ralliphotowales*





Photo courtesy Frank Love - [raceandrally.co.uk](http://raceandrally.co.uk)



**TEG SPORT**

**Rallying with  
Holy Socks® 2015**

## ARR Craib Scottish Rally Championship 2015 champions crowned

Jock Armstrong and Paula Swinscoe have been crowned ARR Craib 2015 Scottish Rally Champions following consistent podium finishes throughout the 2015 season.

Castle Douglas driver Jock Armstrong and his co-driver, Paula Swinscoe from Withnell in Lancashire, in only their second year of competing as a team, were campaigning a Subaru Impreza which was built and prepared by TEGSport in Carnforth. They began the 7 round championship with a win on the Snowman Rally in Inverness, but had retired from the second round of the championship, the Border Counties based at Jedburgh. However, they followed this up with 2<sup>nd</sup> place on the Granite City rally in Aberdeen, and a win on the Jim Clark Reivers Rally at Kelso, having been quickest on all 5 stages. Second place finishes on the Scottish Rally based at Dumfries and the Speyside Stages around Elgin meant that the crew had only to finish in the top 10 on the final round to secure their first championship win.

However, with the final round, the Colin McRae Forest Stages, being cancelled last week, the team has been confirmed as champions.

"This feels like it's been a long time coming, but I'm delighted to finally get my hands on the ARR Craib MSA Scottish Rally Championship trophy" said Armstrong. "I've been chasing this Championship since 2009, and been close a few times. It's always seemed to conspire against me, but this year seemed different right from the start"

"The Scottish Championship is a great place to go rallying, with good competition, good events and friendly officials, and although the older you get the faster you were, we are looking forward to coming back in 2016 to defend the title. It's everything you could look for in a championship."

"This is only my second season with Paula in the co-driver's seat, and we treated the first very much as a learning year where we both worked hard at it, so we were ready to go for this season right from the start of the first stage. It's been a real team effort."

"That includes the team working on the car. We have developed the car with TEG Sport over the years, and I think it's now as good as it can be, and all credit to them. Thanks also to Paula's husband John, he has helped with some suspension set-up work which only made us quicker. Without the support from Earsman Ltd, Rallytech and Motor-drive we wouldn't be here, so it's thanks to them as well. Happy days!"

Thanks to Team TEG Sport for building a fantastic new car for 2015, to Aaron, Arron and JoeDrive for keeping the car running faultlessly all year, and as always, to all our sponsors.



**Paula Swinscoe : Clitheroe & DMC**



**Wigan racer Tony Lynch achieved his aim of securing a top six finish in the end of season standings as the curtain came down on his 2015 MSA British Rallycross Championship in association with the Shannon Group campaign at Croft.**

Westhoughton-based Tony made the trip to Yorkshire hoping to end his Super National class campaign on a high, with his Lucas Oil Team Geriatric outfit having made its return to the British championship this season after a year away.

With Croft having played host to the season opener at the start of the year, the final round of the campaign provided Tony with the opportunity to see how far his team has come over the course of 2015 – with an extensive development programme having been undertaken with his MINI Cooper S in recent months.

Perfect weather conditions would work against Tony, with the straight-line speed deficit to many of his rivals being apparent from the moment on-track action got underway.

The superior handling qualities of the MINI however would keep Tony in contention, and having qualified fifth on the grid for the final after the three qualifying heats, he managed to secure the same position in the final points scoring round of the campaign.

It means that Tony ends the year in a solid fifth in the class standings – just 14 points away from the top three despite the fact there is still more to come from his car as the ongoing development continues over the winter.

“Considering the fact that the track conditions were perfect, I think we can be happy with a fifth place finish at Croft,” he said. “If the weather had been damp then we could have pushed towards the podium, but we were losing out on the straights and even though the handling was as good as ever, it was too much to make up on the slower parts of the lap.

“Going into the weekend, I was hoping we could cement a top six championship finish so to take fifth place is really pleasing. It’s more than we hoped for at the start of the season because of the position we were in with the development of the car, and we know there is a lot more still to come.

“This is the first time Lucas Oil Team Geriatric has ended the season outside the top three in the standings but that isn’t a reflection on the work my boys have put in this season. As ever, they have done a fantastic job and I think they can end the year with their heads held high.

“Taking victory at Mondello Park was the undoubted highlight, but the way the team dealt with the gearbox issues we faced in the two events that followed was perhaps more pleasing for me as they never let their heads drop and showed real resilience to come back stronger.

“Now the season is over, we’ll enjoy the opportunity to relax for a short while before working to finalise our plans for 2016, and we’re confident that we’ll be able to take big steps forward next year with everything we have learned this year.”

### **Team Geriatric End of Season Report**

It’s unusual to get to the end of a season and not be celebrating a top three championship finish, but 2015 hasn’t been a ‘normal’ year for me and the team because of the challenge we set ourselves at the start of the year.

After switching to the BTRDA series last year, we always planned to return to the British Championship but we knew that it would be tough in the Super National Class with the car we had this time twelve months ago.

The decision to build and develop a new car meant it was always going to be difficult this season and we knew we were going to be up against it. It has been a massive challenge, but as a team, I think we can hold our heads up high at the end of the year.

My team has shown year after year that they can build cars that are capable of fighting for championship titles and whilst that hasn’t been the case this season and we haven’t been contenders for the title, they have shown that we are moving in the right direction.

As ever, they have gone above and beyond this year with their effort and the fact that we were able to take a win at Mondello Park despite still having a lot on our ‘to do’ list with the MINI is testament to their skills and an indication of what a fantastic job they do.

It might be me driving the car on track, but without them, there would be no Team Geriatric.

It’s also true that as a team, we wouldn’t be able to compete without the support of our loyal sponsors, so I want to take the opportunity to thank each and every one of you for your continued backing this year.

There is a lot of hard work ahead, but I’m sure that with the support of my team, my sponsors and our supporters, we will come bouncing back even stronger next year.

***Tony Lynch : Wigan & DMC***



# A&P keep Air Ambulance flying!!!!!!! Airedale and Pennine Motor Car Club

## Autotest

### BARC Harewood Hill Climb, 19<sup>th</sup> and 20<sup>th</sup> September

You may think autotesting and hillclimbing don't go hand in hand! The autotest run by APMCC at the last meeting of Harewood Hillclimb was to provide spectators with the opportunity to get involved in motorsport at a modest club level, in addition to raising money for the Yorkshire Air Ambulance.

Club members could partake in two timed tests on each day, in addition to providing passenger rides throughout the day, for a modest contribution to the Air Ambulance.

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 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 otherwise occupied, the final autotest would go to Mark Broadbent sharing the Citroen Saxo. Amy Toft managed to beat Malcolm Davey in the Citroen Saxo into second place which is something to be very proud of! Perhaps he needs a bit more practice!!

The competition was not the headline of the day. The main aims of the meeting were met, lots of passenger rides to raise funds the Yorkshire Air Ambulance and providing a "taster" of club motorsport for would be rising starts.

Sam Oddy's Mini providing plenty of smiles, as did the Citroen Saxo driven by Dave Toft. As well as raising just over £100 for the Yorkshire Air Ambulance. The club also welcomes eight new members. All in all, everyone had a great time!

Many thanks to Harewood Hillclimb for the invitation, Keighley Motor Club for supporting us and all who contributed to Yorkshire Air Ambulance., as well as the MSA Go Motorsport team for their support.



## AMSC Autosolo, Autotest and PCA

### Blackburn Services (J4. M65) Sunday 6<sup>th</sup> December

Please note that entries will close on MONDAY 30 November and the event will be limited to 33 places. Please get your entries in to me as soon as possible to avoid disappointment – we've kept the entry fee at £25.

The first car will start at 11am - you'll get an extra hour in bed on the Sunday morning. What could be better?

The Regs and entry forms will be available at [www.sd34msg.org.uk](http://www.sd34msg.org.uk) (event Regs section) and at [www.anwcc.org](http://www.anwcc.org) in due course.

The Nat B Autosolo and Autotest are rounds of the ANWCC and SD34 championships. The PCA is a round of the ANWCC Junior PCA Championship and SD34 Under 18 Non-Race/Rally Championship.

**We will also be running a 'first marshal on scene' training day on Saturday 5<sup>th</sup> December at Blackburn Services.**

Below is the online application form for the December Training

<https://form.jotformeu.com/janb/u17fmos>

3 course of 15 persons during the day. Many thanks Tracey Smith - [tracey.amscc@hotmail.com](mailto:tracey.amscc@hotmail.com)



## Kirkby Lonsdale M.C. 12 Car Rally Series : Round 1 Thursday 1st October

# The Cumberland Cup



Now that the nights are drawing in we have the return of the Kirkby Lonsdale 12 Car Rally Series. The first in a series of 6 was the Cumberland Cup starting from the M6 Services (Northbound) at Tebay. Dan Willan, as usual, is Clerk of Course and Dan certainly knows how to put on a good event.

I am back with young Mr. Harrison in the 998 Nissan Micra and we are seeded at Car 2 behind Ayrtons Dad (Tony) navigated by Simon Frost in his Proton. Note, not Alan Barnes as I reported in last months 'Grumpy' (Alan was sat at home looking after his new puppy). Its all on Map 91 and promises *"Easy plotting, minimal code boards, just a bit of fun!"* Where have I heard this before?

Following Signing On we get our first route instructions. This information gives us our Time Cards and the location of all time controls plus the means to get between them as a series of Map features - except it does not tell us the route between TC1 & TC 2 nor between TC7 to TC 8. These are to be given out at our departure times from TC1 and TC 8. Sat in the queue behind Tony Harrison awaiting our start time I have worked out there are 3 possible alternative routes to TC 2, but which will Dan have chosen?

Tony and Simon get away and as our minute comes up we are given a tiny slip of paper. Needn't have worried its just 2 spotheights (its alternative route two, we are not using Bretherdale) left at T, right at Greenholme and through Scout Green, under the railway and left after the first Motorway bridge, up the yellow between North & Southbound carriageways of the M6 to the T. Turn right onto the B6261 towards Orton and into TC 2. Clean.

Neutral to TC3 half a mile North of Orton. Its only a Neutral section and I am in relaxed mode and fail to notice that the Control is not situated at the plot given. Its another 400yds further on from where it should have been. Depart TC 3 on our due time and call the road from where I thought TC3 was rather than from where it actually was and with my head stuck firmly in the map, consequently miss the left slot towards Crosby Ravensworth. Turn round and slot right just as Dave Brodie (Car 3) is approaching the slot. Already a minute down. Bugger! Left at Crosby Ravensworth towards Castle How Scar and eastwards towards Reagill. Tricky to find right slot in Reagill that I thought I knew but obviously didn't as we take the wrong one and have to back out, the correct slot being another 50yds further on, back on route with minimum time dropped (I hope). North towards Morland and then slot right and through the ford at King's Meaburn and the left before Mauds Meaburn and left again at Seat Hill before turning right to TC 4 just to the west of Cotby. Still clean but there were supposed to be 3 codeboards on this section and we have only got 2. Tony and Simon are still in TC 4 when we arrive. Check with them. They have got just the two boards and they are also clean. TC4 to TC5 is Neutral through Appleby and down the B6260

TC 5 is on the yellow at Hoff. This is going to be a tricky section, lots of technical slots to find (or miss). Down the yellow and slot left before Drybeck, over crossroads and miss immediate yellow on left then turn left before Great Asby. Long straight(ish) road towards Whygill Head and junction left over Asby Mask except we take a Junc left up a very tempting tarmacked white just before the one we should take (that's another 100 yds further on and around a bend that's not on the map). As we turn round and are going back down the white we are met by Tony Harrison & Simon Frost. They have made the same error but must have gone wrong elsewhere for us to be in front of them. Turn left out of white and the left again (on the road we should have been on) to crossroads at Grassgill Rigg with Tony hot on our tail. Turn left and another straightish run northwards, miss first on right and take next right and then left back towards Bleatarn. Right at Bleatarn and then right at T, left at T and take first on right to Stockber. Over double 45° L on railway bridge. Turn left at T and head towards Soulby. Turn right before Soulby and now it really gets tricky. Left at T and through Leases Ford (hardly damp) Left at T and the right before Soulby and towards Kirkby Stephen. Right at Kirkby Stephen and up to Stripes. We take a farm road right just before the correct slot and Tony and Simon get back in front of us. Left at crossroads at Stripes but Tony and Simon overshoot so we are back in front. Over the disused railway bridge and looking for a slot right when we spot a code board. Anchor up and Tony (behind us) does a 360° spin collecting the board, but not us, as he rotates. Over Waitby Common to TC 6. Still clean and got all 4 boards. We are early and let Tony past into the control and we wait for our minute.

TC6 to TC 7 is Neutral. TC 7 is on yellow just north west of Browber. On our minute we get our instructions to find the route to TC 8. Turns out its 'take the shortest route' but is a long a complicated way of saying it (8 lines of text) just to waste time. Catch Tony and Simon going over Crosby Garrett Fell (Simon must have taken longer to read the long winded instructions) and then its left at the T Junction and over Tarn Moor. Right at T into Raisbeck and left just out of the village to staggered crossroads with the B6260. Straight across and along the very dusty gated road to TC8. Still clean at TC 8

Finish and very welcome sandwiches with chips are served at the Cross Keys in Tebay as we wait for the results. Three crews are all clean with no fails for missed boards, Tom Wilcox, Tony Harrison and Ayrton Harrison.

Result decided on Engine size. Tony gets 3rd, Tom Wilcox 2nd and we get 1st in the Micra (998cc).

2015 has not been a good year up to now. Too many offs, breakdowns and silly mistakes. A result at long last.

Thanks Dan and the Marshals. As good as I expected it would be. Very tricky route with lots to get wrong and despite 3 crews cleaning it there was very little margin for error. Thankfully our small wrongslots didn't cost us too much time. A really enjoyable nights sport on a little used map.

**Maurice Ellison : Clitheroe & DMC and Kirkby Lonsdale MC**

**Teenage rally driver Tommi Meadows** is gearing up for a vital weekend which could make or break his campaign in the Junior 1000 Rally Championship this season.

The Bowland High School pupil currently lies 3rd overall in the championship with only 2 rounds left to count, and is keen to make his mark at the rally on the 20th of October.

Meadows and regular co-driver Ian Oakey will make the 4.5 hour journey from Clitheroe to Llanelli in Carmarthenshire for the Peter Lloyd Rallying Stages held at Pembrey Race Circuit.

'I am feeling confident about the weekend. The entry for the weekend is extra strong and it really is anybody's game. I think that a realistic aim is for us is to finish inside the top five and that should keep us in the hunt for a championship podium, although this will be no easy feat as we are starting on 6th on the road behind five Citroen C1s with much more power than we have!' explained Tommi.

'Pembrey is a good venue, however it has the potential to be very slippery and tricky - I know where the time will be made up and I'm going to be trying my hardest to be up at the top.'

Championship leader and ex international karter Charlie Barlow only needs to finish third overall in order to take the championship victory.

### Top 5 Championship Standings

Charlie Barlow	155 points
Mathew Davies	130 points
<b>Tommi Meadows</b>	<b>129 points</b>
Tom Williams	117 points
Zak Hughes	114 points



## 'Peter Lloyd Rallying' Stages

Had a great weekend in wales with dry weather all day. very cold dark morning with chaos everywhere which turned out to be a fantastic day. Everything is starting to come together for my rallying career after a tough Soleway coast rally which shook me hard.

For the first few stages i was pushing the car into all sorts of positions which has given me valuable experience. I was wondering why the car wanted to pull to the right and when I braked it made some interesting noises, which i later found out when i came in I had snapped the link bar and the steering arm on the bumpiest road in the world (beach road).

For ss4 I really wanted to have a big push where I think a lot of people saw me come off the track on to the airfield with the back of the car coming in to the corner first as I had a huge lock up. However this stage made me catch up to Ed Fossey and Tommi Meadows where we had a big battle into the penultimate stage with seconds in it.

For the final stage I had the bias back to the front as it was getting a bit too wild for me, where as on this stage i went the same pace but a bit more neater however on the final corners or the final stage I managed to hit a tyre that was in the middle of the road which launched me on to 2 wheels which gave Emma a huge shock but I managed to get it back down safely and finish the rally. Really enjoyed the rally best one yet, well done to everyone!

Finishing 4th just behind Tommi Meadows who really pushed me.

Well done to Charlie Barlow for winning the rally and the championship!

Thank you major motorsport for keeping the car in one piece and Emma for staying in the car with me after are moments!



**Tom Williams**





# Paddling like a Swan

## Lancashire Automobile Club



We read a lot in Spotlight and other newsletters about entrant's feelings and experiences on events. The fact it is 99% positive must reflect well on the organisers and show we are doing something right.

I thought a simple report from an organisers point of view on a fairly basic Touring Assembly might go to show how much this particular swan is paddling below the surface!

First thing to realise is that whilst a Touring Assembly is a 'simple event' it still requires a team of committed organisers and officials if it is to run properly. You will always need a Clerk of Course, Secretary of the Meeting, Entries Secretary, Route planner, Course Cars and of course marshals.

For a straightforward event like say the Manchester to Blackpool Classic Car Run (now in its 54<sup>th</sup> year) or the Coast to Coast (a relative newcomer at 24 years) planning starts about 13 months before the event. We need to establish 'hard points' on the route such as the start and finish venues and any potential refreshment halts or lunch stops.

Finish venues are getting harder to come by as hotels in particular seem to be going more and more into the wedding business which are far more lucrative than our events. As one manager said a car event gives them an afternoon and possibly an evening whereas a wedding potentially means the hotel will be fully booked for 2 or three nights plus the reception, wedding breakfast etc. Plus in general drivers don't drink much!

The Manchester to Blackpool is a one day event but the Coast to Coast finishes on the east coast meaning overnight accommodation is required for entrants and officials that again limits possible finish venues. The Coast to Coast and Manchester to Blackpool are fairly high profile and invites need to go out for the Mayors of the towns where the finishes are. The Mayors present awards and are part of the Concours judging teams.

The Manchester to Blackpool requires a little more planning as it caters for a wide range of cars capable of different speeds and with some limited on hillclimbing and braking performance (very relevant if you have long descents). This means we need three intertwining routes using a common 'core' visiting the same controls where possible and of different lengths and 'average speeds'. We have a shorter route avoiding bad pull outs and long/steep ascents and descents with an average speed of 19mph (suits pre war Austin 7 type vehicles and Edwardians cars manufactures 1908-1918) Then we have a longer route, more challenging to car and driver with a schedule based on 26mph and finally just in case we get any a Veteran Route which is much shorter based on 12mph.

The plan is that if car 1 left the start and did the shorter route at 19mph it would arrive at the finish at the same time as it would if it did the longer route at 26mph. That takes some careful planning.





## **Paddling Like A Swan**

### **Continued from Page 37**

OK once these 'hard points' are established and booked we can work on the roads joining the dots. At the same time we need to develop risk assessments (particularly if local authorities are involved who will have their own requirements in this area). Whilst this is going on we can start looking at the regulations usually developed from previous years but taking into account changes in the Blue Book and MSA guidance (for examples we can no longer give any awards for the road section of the event so even Finishers Awards are out).

Once the route has been developed on paper it needs to be driven. Watch out for bad pull outs, uneven surfaces, raised central humps on rural roads and narrow bridges. Why I hear you say. Well an Austin Healey can easily rip off an exhaust where the centre of the road is raised and some cars can 'beach' on severe hump back bridges. (Don't ask what damage a narrow tree lined road can do to a modern Aston Martin!!!!) This run through often leads to route amendments.

With this done we can go to the RLO with our route. 10 to one there will be a clash somewhere or an area to be avoided which will necessitate a route change. This is a big problem on the Drive it Day events as there are simply so many classic car events on that weekend.

With the RLOs happy we can apply for a Permit (CoE) from the MSA. The C2C and M2B both run under dual permits for both a Touring Assembly and Concours. We are permitted to give awards for the Concours provided it is at the finish of the Touring Assembly.

With the route sorted on paper we can start producing the, tulip, road books. This involves driving the route and recording all the mileages plus drawing each junction along the route together with place names, road signs etc. We follow a sort of tulip format plus full written directions – we don't want anyone getting lost. In our road books we would have for example a tulip indicating a right turn at a crossroads with traffic lights; the accompanying written instruction would be turn right at traffic lights sign post Haslingden. Where we have an 'interesting' junction we put in the next place name together with the mileage to the sign at the side of the road to give the navigator confidence they are on the right road or let them know they have wrong slotted before they travel too far. We do the same on long sections where there are no junctions sometimes listing 4 or 5 place names along the way. For the Coast to Coast which is normally 180 to 210 miles this takes up to 3 days and usually means at least one overnight stay.

At this point we send full route details to all the police forces on the route and occasionally we get asked to make changes – back to the RLO and yet another run through the affected section.

By now the regulations have gone out and we are about 4 months from the event. Things are a bit slack so we start on the Route Information Book. This gives details of all the places of interest on the route with some 'interesting information' and history to keep any passengers in the car occupied. On classic events there may be 3, 4 or even 5 people in the car and 180 miles can take a long time.



**Continued on Page 39**



## **Paddling Like A Swan**

### **Continued from Page 38**

As the event gets nearer the draft route book is test driven by the Clerk of Course and normally a few changes and tweaks are needed. One year a new roundabout 'appeared' literally overnight. All officials now need to be confirmed and marshal's instructions prepared which includes timings for all controls plus start and finish venues. Rally plates are ordered plus any Concours awards.

Entries are now rolling in and the venues (controls, lunch halt etc) need to be kept abreast of developments size of entry numbers of people. On the Coast to Coast we need to book accommodation at the finish for marshals and officials.

In the fortnight before the event the route gets a final run through plus the web site of every highway authority has to be checked to see if there are any roadworks or road closures on the route. Note not all the web sites are accurate.

Final Instructions, Route Books and Route information Books can now be printed together with all relevant event paperwork Control cards etc etc. In the week before the event all the paperwork is sent out with entry lists and supporting paperwork

Come the day of the event the admin crew sign everyone on and issue Route Books, Route Information Books, Control Cards, Rally plates and final entry lists plus any amendments to Final Instructions. This is complicated on the M2B as there are actually 3 intertwining routes for the drivers to choose from of different lengths and with different average speed settings.

20 minutes before car one departs the Course cars set off using the route books to check the route, position arrows where required, sign on the marshals and deliver control boards etc. We use two course cars with the second crew backing up the first and available to cover any controls where the marshals are late. The Course car crews cover the finish as marshals.

At the finish the Mayors are in place and judging commences on arrival of the first car. Our events are untimed so the cars tend to come as groups (funnily enough despite us setting them off at two per minute in roughly age order by the finish they tend to travel in groups with all the Austin Healeys together or the Triumphs or the MGs – strange that.

On the C2C we provide a buffet at the finish which can present other issues (just what do you say when a driver complains his navigator is a lacto vegetarian with a wheat allergy and there is nothing for them to eat? Tip don't recommend the fish!)

There you have it a simple event but a lot of work and organisation. Is it worth it – you bet it is. The only thing that grates is when an entrant raises an issue as a moan like why can't we have timing or why no finishers award. The answer is simple it was a Touring Assembly and the regulations say it must follow a certain format.

**Chris Lee : Lancashire AC**



A man lost an arm when his golf cart rolled over on him on a down slope.

He became very depressed because he loved to play golf.

One day in his despair, he decided to commit suicide and end it all. He got on an elevator and went to the top of a building to jump off.

He was standing on the ledge looking down and saw this man down on the sidewalk skipping along, whooping and kicking up his heels.

He looked closer and saw that this man didn't have any arms at all.

He started thinking, "What am I doing up here feeling sorry for myself? I still have one good arm to do things with."

He thought, "There goes a man with no arms skipping down the sidewalk so happy, and going on with his life."

He hurried down to the sidewalk and caught up with the man with no arms.

He told him how glad he was to see him because he lost one of his arms and felt useless and was going to kill himself. He thanked him for saving his life and said he knew he could make it with one arm if the guy could go on with no arms.

The man with no arms began dancing and whooping and kicking up his heels again.

He asked, "Why are you so happy anyway?"

He said, "I'm NOT happy. . . My balls itch."

# Janet Lancaster Memorial Run

You would not have believed that six whole years have passed since The 2300 Club ran any type of motoring event; but from the moment the Club's logo announcing 'Rally HQ' and 'Signing On' was emblazoned over the door of the main entrance to The Spread Eagle at Sawley, on the morning of Saturday 24<sup>th</sup> October, the cogs of a well oiled Swiss watch started to turn with military precision. Even to the untrained eye, all that experience of many years on Mull immediately became evident!

Not even the squally showers of the early autumn morning could dampen the smiles of 2300 Club veterans, clearly glad to be back in action as they happily welcomed the day's "Janet Lancaster Memorial Run" participants with a lovely cuppa and more than plenty of generous bacon butties. Elder statesman of 2300 Club, Ian Grindrod, quipped "there's enough bacon on here to start a butcher's shop".

Sean Bramhall's immaculate and rare 1964 Ferrari 330 (finished in quite proper Rosso, of course) would have graced a starting line-up anywhere in the world ... it roared up to the start line and the scene was set! Surely a serious contender for the "Concours d'Elegance" award at teatime, for which John Nixon, 2300 Club Treasurer, had the unenviable task of acting as judge, and the consternation on his face illustrated just how seriously he was taking the role. There were several strong contenders from the word go.

First car away was the beautiful 1954 Bentley R Type driven by Eddie Lancaster, navigated by his Son Andrew. The Run had been named in memory of Eddie's wife Janet who sadly passed away in July last year, yet another cancer victim.

Janet Lancaster was a treasured employee for many years of Quest Electrical of Burnley, who were more than glad to be invited to be one of the main sponsors of the event in her memory. The event will raise money in aid of Pendleside Hospice, Burnley, who cared so well for Janet in her last weeks.

Car number two was an open-topped 1936 Riley Kestrel Special piloted by husband and wife team John and Sarah Cross. You could not help but feel a little sorry for them as they set off, open to the elements as they were, in the kind of gentle but steady rain to which only those native to the Ribble Valley will be accustomed.

The rest of the field followed, to enjoy a morning route which took advantage of some fantastically attractive Bowland roads and once again the experience of the organising team was evident. To a man (and woman), the drivers' accolades poured in at the lunch halt to congratulate Walter and David, the route organisers, on their choice of first-half tarmac.

*Continued on Page 41*



*Photos Courtesy of Ron Cowan  
Photographs available at  
[motorsport@scottish-images.co.uk](mailto:motorsport@scottish-images.co.uk)*



## Janet Lancaster Memorial Run

### Continued from Page 40

A field of thirty one cars set off from Sawley and all but the Riley Kestrel and the Rover 216 Cabriolet of Geoff Maine made it to the lunch halt unscathed. The 1961 MGA of David & Sarah Rigby, sadly, didn't make it out of the car park at the start as failed wind-screen wipers made it impossible for the crew to see where they were going ... despite the gallant efforts of a whole gang of 2300 Club officials. I'm sure they would even have been prepared to push the car around the entire course, such was the level of support in attendance.

Everyone enjoyed a fine lunch and hospitality at The Bay Horse at Skipton as excited tales of the morning run rebounded around the room. The weather cleared, happily, and the sun shone as the Yorkshire afternoon section beckoned. The buzz of excitement, and anticipation of the restart, was quite palpable. Many of the novice crews had clearly found some confidence, with every Checkpoint and Marshal Point successfully achieved during the morning. Shona Holly, driver of the 1954 Porsche Spyder 550, commented to her navigator, "Wow ... come on Coleen, we can clean this!"

Dr Pat Moore and his son Cameron in the 1967 Mustang failed to return from a lunch time refuelling stop, due to a burnt-out starter solenoid, but Sarah and David Rigby (MGA 1600) returned from the disappointment of the morning to swell numbers in the afternoon section ... as a real contender for the "Spirit of the Run Award", perhaps?

The afternoon section saw a few more casualties as Marcus Russell called in to report his MG TF retired with loss of coolant, and Derek and Shirley Cross in the 1984 Ford Capri 2.0S had to retire with problems; not just what Derek had to report, a case of severe ear ache, the result of various scoldings from Shirley ...

A tired but happy band began to arrive for the finish at Colne & Nelson Rugby Club, to be greeted by a buffet feast fit for a king, prepared by the Club's very own "Ma Larkin" (Pat Bateson); a reason on its own for many to "come back next year".

Once again tales of "*what might have been*", and the beautiful scenery enjoyed by all the competitors throughout the day, filled the room.

With all cars and occupants safely accounted for, it remained only for Sean Holly to say a big "Thank You" to all those assembled, handing out congratulations right, left and centre; Gold Medals were awarded to only three crews who managed to return home on time having "cleaned" (full marks, no mistakes) the entire route – namely:

- 1. Mick and Ben Anderson in a Minisport 1975 Mini Cooper S**
- 2. Peter Duckworth and Nick Thornton from Glossop Motor Club in a 2003 MGTF**
- 3. Mark and Helen Widdup in a 1972 Morris Mini 850**

John Nixon teased everyone with his list of contenders for the *Concours d'Elegance* Award before awarding it, and the trophy to go with it, to John Dowding and his stunningly well-prepared 1948 Singer Super 10.

The event was a wonderful success enjoyed by organisers and participants alike. It was sadly appropriate, however, to recognise the tragic events of a couple of weeks earlier when The 2300 Club lost member Andy Mort to a dreadful accident whilst he was competing in The Mull Rally. Andy was to have been a Marshal on the Janet Lancaster Run. He will be greatly missed by all that knew him.

It fell to 2300 Club Chairman Neil Molyneux to conclude matters and to pay tribute to Andy. Everyone raised a glass in respectful silence to the loss of such a good friend and motorsport compatriot ... and no prizes, we suspect, for guessing what the name of next year's run might be!



# 3/4 Day Highland Classic Tour

## September 2015

A super tanker full of superlatives are required for this replay of events that can only be described as the greatest road trip of my life. See... your author, as young Colin, was diagnosed with petrolheadism way before he could walk never mind hold a steering wheel. However, as bad luck would have it, only the odd early Mini Cooper, Midas Gold kit car or Mazda Miata (MX5) would make it anywhere near the bath water of interesting up until now. Sometimes though you need a push to do the things you really should be doing yourself and this is a point in case. Mike Raven had mentioned this event in 2014 and maybe even before that and each time I've said sounds great but... excuse excuse blah blah. I guess he knew that I would properly enjoy this so this year he upped the ante by suggesting that we could use one of his cars.

A blast around some of the finest roads in the UK in an open top car sounds like a lot of fun but I would feel more comfortable in my own car and so the flag drops on my quest for a suitable classic or interesting vehicle. A good ole British classic seemed the right way to go but the coffers were not exactly loaded so a cheaper car it had to be and with such little time to wield the spanners it had to be ready to go too. Of the several options available in my price bracket and requirements checklist, the Porsche Boxster was the one that offered the fizz if not quiet the romance of the British Classic. Thanks for pushing me Mike and even more so for the very kind offer of one of your cars... It would have been in safe hands!

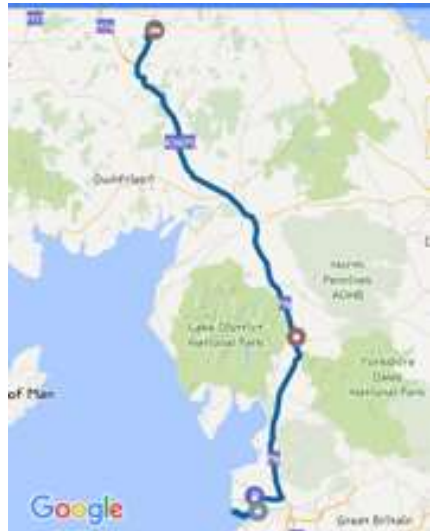
So.. I've serviced the Porsche its the 16th of September and the weather is good. Nervous anticipation fills the stomach as we run down the final instructions check list. 'front hose', 'rear hose', 'distributor cap', 'fuel pump'? wait.. All I know is that there may be an engine somewhere in the middle of this black flattened love bug. Designed for access and easy fix this car ain't so its with faith in Green Flag that we go forth up the M6 with roof down and wind turned up to eleven.

Upon arriving at the Shieldhill Castle Hotel, several gracefully ageing beauties in the car park tell me that we are at the right place. The castle is magnificent and the grounds are perfect for an afternoon beer where we get to know one or two of the group. Nicola and the amazing Betty Beet show me their wonderful 58 XK150. This, the Healey's, Morgans and E-types put a lump in my throat the size of New York city. Fashionably late were Mike and Catherine Raven. Oily palms hinted at a less than straight forward journey up north!

Smart and surprisingly modern, clean rooms to freshen up before evening meal where my dear wife Dawn and I get to know some of the more long standing members in Roger, Maggi, Nick and Liz. Many thanks for making us feel welcome.

### Day 0

Hearty breakfast before first off at 9.00 with the drop of St. Andrews cloth. A mild whiff of unburned fuel fills the air as one-by-one the cars disappear down the gravel drive. 9.21 and its my turn to provide a flat 6 soundtrack. These tulip diagrams are as easy to pick up as a bunch of flowers eh Dawn. We're blatting down the road with the top down and all seems just fine with the world. What's this though? The Forrestburn Sprint and Hill Climb offers a chance to match two timed laps. Consistency pays off here so easy does it! Four stop astride's (where you must stop either side of a white line) and cones sensibly keeps speeds down but that doesn't stop revs hitting the limiter in first gear. Ouch! Thoughts of glory turn sour on the journey towards the Trossachs as flashing red lights indicate all is not well down in the Porsche engine room. Low coolant water forces a tip toe journey to the nearest supermarket where the thirsty girl takes on 4 litres of non-sparkling. A progressively lessening series of stops to check levels reveal no damage done and all temperatures and fluids are maintained for the rest of the days running. The scenery grows as we approach Loch Lomond and we find high and low roads that taunt the car to go faster and deeper into each corner (it wasn't my fault Dawn). We eventually arrive at our lunchtime stop at the Loch Katreen cafe in time to eat the last of the soup and sandwiches.



*Continued on Page 43*



## Highland Classic Tour

### Continued from Page 42

Seems these tulip diagrams are too easy for some folk so to test the cunning and guile of those in the passenger seat, clues are given on an accompanying navigation sheet. Looking at it over lunch I thought we'd need the help of Bletchley Park to crack but as Dawn panicked, her knight in shimmering armour, Bill Shaw, comes to her rescue and provides a crash course in Navigation. I should point out at this time that the organisers provide an alternative route for those who are not too fond of the motoring morning crossword. The aim is to collect marker board letters, numbers and/or symbols on the left hand side of the road during the Nav section to authenticate passage along the correct route. In reality, it brings the same warming pleasure to the heart as finding those magic hidden ruby's in a 90's computer game.

Check oil, check water, zero trip meter and we're back on the road towards our overnight stop at the Royal Dunkeld Hotel via the most beautiful scenery on roads that you simply wouldn't find by yourself. As we draw into the car park the Boxster engine dutifully pours boiling hot water out through the header tank for a nice end of the day cuppa. It is noted that the notoriously unreliable British cars are all working like clocks.. reliable ones! Even Andy's Alfa was in fine fettle!

### Day 1

Nuther hearty breakfast, always with the option of freshly caught haggis and Catherine hands out the day 1 route book with separate nav section. The more serious, including Dawn I'm hastened to add, find quiet nooks to plot their route while I check on car fluids and find that a small rain cloud had washed my car and my car only it seems.... with bubbles too. Would you believe it!

Out in no particular order this time we head north. We're in the highlands now and the smells and views seem so much better with the top down. A short pause for a photo shoot (thanks Owen) and we press on through spectacular scenery that's always improved with a red 66 E-Type in your rear view mirror. Heading through Glenmore, childhood memories are broken by another halt in proceedings as we're invited to take a car park challenge. Again the aim is consistency (MSA rules forbid less serene forms of competitive action). Two runs of similar times will suffice around a set of cones. Great fun again.

Lunch at the aptly named Carrbridge allows the Navs to sharpen their pencils for another marker board hunt. Dawn is focused, completely on it and for once we're not hanging about to get on the Nav section.

Remarkably, we're through it at a canter and it seems ahead of the pack like our name sakes 'Hare' suggests we should. John Hartley (no relation) confirms a full house of markers so in celebration of this success a coffee shop on the banks of Loch Ness catch our eyes and we're in there for a swift Latte. We can only sit and sup as one car after the other passes by leaving us at the rear of the field once again. Mmm I can think of a children's story that has a similar conclusion!

Beautiful scenery abounds as the sun shines brightly through the mountain passes around Fort William before we end our day at the Ballochulish Hotel just above Oban. News filters through that one of the oldest Healeys had a fight with a cattle grid and lost. A flat bed would be the only way back for the car but the plucky brits collected an Avis special and courageously continue in a not so vintage bright red Ford Fiesta. Well done Clive and Julian. Look forward to seeing the repaired Healey next year? The wonderful evening meal is interrupted by a Mike Raven announcement that the next day.. day 2 would have to be an early 8.30 start!



Continued on Page 44

## Highland Classic Tour

Continued from Page 43

### Day 2

The catering staff at Ballachulish must have panicked a little to see just about all guests arrive for breakfast at a prompt 7.30am. Cope well they did as Nav section instructions were handed out with day 2 route books. The programme dictated that we go to Corran across the small ferry. If we arrive before 9.15 we take a left to Mallaig's somewhat larger ferry (the scenic route) or if late, turn right for the more direct route. Good planning on my part prompted a fuel stop before arriving at the Corran ferry terminal. This delay predictably put us at the rear of the field and as we turned to face the ferry terminal, the gates came down and the ferry sailed without us. Not a problem... the ferry hop is a mere few hundred yards but the turn around would put us and the few other stragglers in a predicament. Climbing off the Corran ferry first was Duncan and Kay in their immaculate Mk1 3.4 Jaguar followed by Mike and Catherine in their Healey. Being naturally cautious and sensible, I was fully prepared to turn right as time was not on our side by now. With slight drizzle in the fresh morning air the hood came up for the first time and we exited the ferry to turn rig... left? Duncan and Kay clearly didn't want to give up that scenic route and who could blame them. A few miles in the cloud lifted the sun came out and my goodness was this a classic route. Around the banks of Loch Sunart and north on the A861, the big Jag rocketed away with Mike's Healey in close pursuit while I frankly struggled to keep up. Well driven boys!

Pleased to say that everyone arrived at the Mallaig ferry terminal safe and sound and in good time. We set sail for Skye then completed another Nav before lunch at the Loch Carron restaurant. We sang happy birthday to the restaurant owner prior to departure when Paul and Andy suggested that it would be unforgivable to miss going to Applecross at this point. How could you say no to an offer of traversing one of the steepest passes in Europe? At the junction to the road leading to Applecross, a warning sign states that no caravans, learner drivers, people of a nervous disposition, etc.. should attempt this mountain crossing? Would I need a 4x4? Would I need oxygen? We travelled in convoy with David and Richards MX-5, Francis, James, Andy and Paul's Healey's. Duncan and Kay joined us at the top as we breathed in the views and thin air. Despite getting to the top viewing area in one piece my disgrace of a Porsche got all excited and wet itself. More Perrier please.

Applecross itself is not only a picturesque fishing village but also host to a cycling events finishing line on this particular day. Phil and Jane Kennedy arrived in their, to die for, Healey 100M as did a few others if only fleetingly. After light refreshments at the local pub I did a 15 point turn only to be blocked in by some 'bikalists' coming across the finishing line. All others had made it through but no worries, I'd catch them up going down the hill. Seems they all had got a bit of a wriggle on and despite a bit of press-on driving, couldn't find anybody at all? Mmm.. again no worries, just follow the tulip diagrams and surely some one would pop up on the horizon. Lets call it fatigue shall we but my trusty co-pilot then panicked... 'when do we catch the ferry back?', 'Surely we all need to meet up', 'There's no sign of this Sheildaig place 0.7 miles from the Applecross junction'. Now it had occurred to me that the ferry tickets were one-way only but the penny hadn't completely dropped. We're still on the Isle of Skye right? How are we going to get off?

Continued on Page 45





## Highland Classic Tour

### Continued from Page 44

The comfort of finding another car if only to be lost together outweighed any thoughts of scenery intake. I'm sure it was breathtaking but I didn't want to be late for that return ferry now! What's this then... a sign for Inverness? Could there be a small Inverness on the Isle of Skye??? A stop to look at a proper map revealed what plonkers we'd been. That bridge looking thing that we went over before lunch was in fact heading back to the main land. The high road back to the east side of Scotland was amazing. So few cars and such open roads. We tripped over only Clive and Julian in their classic Fiesta but that was all until the second navigation section over the Beaully Firth. Few mistakes and going round in circles but by that time I couldn't give a hoot, we finally caught up with Francis and James in their Healey and somehow that seemed good. Our next stop at the Inverness Thistle was a meet and greet with Mike and Owen welcoming in each and every one of us at the prior roundabout. Nice touch!

### Day 3

Last day and to make up for day 2's early rise, a delayed start enabled a sleep in of sorts. An extra half an hour... Heaven. There would be two Navigation sections today and the degree of difficulty would be ramped up it was warned. Picking up marker boards at sections in the roads that have triangular islands is an art form. Best circle the island because John and David have a habit of knocking in the odd marker at the far corner. Trick! Also, popping the odd marker in on the right hand side of the road is another trap door. Be careful out there!

Bad start to the Navigation section when unforeseen roadworks disguise a right hand turn at the very start. To see several cars heading in the opposite direction is not good and this happened several times early on this section. The Porsche cockpit had been a scene of peace and tranquility up until this point! Later in the section a trick nav was indeed placed upon a triangle tempting us to pen our papers but those who resisted the temptation, got it right!

After the Nav section, we traversed rugged scenery heading towards our lunch time stop at the former hill climb location at Clatterin Brig. Duncan's Jaguar dutifully lead us in to this pit stop. Pictures on the walls of the cafe show hill climbs in progress probably using some of the cars on this very tour. The afternoons nav was a well controlled and organised affair by Mrs Hare. After the mornings lash-up, I expected nothing less. The trip back to the Dunblane Hydro was sad in that it marked the end of a truly wonderful 4 day event.

The evening meal with the bottle of wine that I still owe Bill and Hillary for.. (sorry.. I'll make up for it next year) was followed by the master of ceremonies, Mike Raven with John Hartley handing out beautiful crystal cut engraved whisky glasses to all participants to remember their time on the 2015 event. Even Clive and Julian in their Ferrari red Avis special received glasses!

The jig post meal capped off the event wonderfully with sometime witty banter and even funnier dancing taking centre stage. Richards rendition of Wild Rover was well remembered and sang with a hint of Shane Macgowan gravel in the tonsils.

The second to last thing I'd like to do is thank each and every pairing on the tour for making both Dawn and I feel so welcome on our first ever event like this. No hint of a closed shop with any couple and this despite me driving a Porsche and sometimes, said with shame, driving like a typical Porsche driver (head hung low now followed by un-smiley face :( )

The last and most important thing I'd like to do is thank all of the organisers and helpers. Mike Fox; Judy Fox; Mike Raven; Catherine Raven; Owen Drew; Tracey Drew; John Hartley; David Barritt and if I left anybody off that list then you too for making this such a wonderful event. The effort of organising hotels, cafe's (that mix their days up) route maps, ferry bookings, nav sections etc and all the hassle that goes with dealing with people and their money is immense and I know not one person on this event would take it for granted.

Many thanks indeed chaps.

**Dawn and Colin Hare : Lancashire A.C.**



# Lancashire Automobile Club (1902) Ltd Motor Sport Luncheon

The Stirk House, Gisburn. BB7 4LJ  
**Sunday 22 November 2015.**

12 for 12:30 pm.

Tickets: £35 each

Featuring

**Barrie "Whizzo" Williams**



**Lancashire Automobile Club** is proud to present the 7<sup>th</sup> in the series of triennial Motor Sport lunches.

This year our guest of honour is

**Barrie "Whizzo" Williams.**

Barrie is a highly experienced international driver, multiple championship winner and race driver, having competed in F3000, Formula Ford, Rally cars, Historic Saloon and Sports cars. He is a regular at Goodwood Revival. Barrie has more than 800 race starts to his name. He won the International Welsh Rally in 1964 driving a Mini-Cooper S. He raced Formula 3 against the top names. The pinnacle of his career was the late sixties against Bell, Peterson and Williams. Now well known as a top historic racer – you name it – he will drive it.

## Famous Quotes from Barrie include:

*"I don't know what I would do without racing; it is my way of life!"*

*"I'll drive anything with four wheels. I race to win, but if I don't it's not the end of the world, there is always another race."*

This year our event is sponsored by H and H Classic car auctions and The Cardboard Box Company.

**Tickets available from**

**David Cuff**

**6 Marsham Close, Garstang**

**Preston PR3 1RR**

**[david@cuf3.co.uk](mailto:david@cuf3.co.uk)**

**01995 603884**

## RALLY DRIVER, GEORGIA SHIELS, TAKES ONE STEP CLOSER TO BECOMING THE FIRST EVER FEMALE WORLD RALLY CHAMPION

Young rallying extraordinaire Georgia Shiels, 19, from Lancashire has officially been announced as a Jack Wills Young Brit 2015 in the competitive category of Endurance.

Georgia was 1 of only 8 winners after the competition was narrowed down from over 2300 applicants to 40 semi-finalists and then to the final 8 winners. The competition designed to support young up-and-coming British talent, will give the youngster a platform to showcase her ability and talent before an exciting 2016 season!

"I couldn't believe it when I received the phone call from Jack Wills saying I had won! I was in shock! It was difficult to believe that I had won alongside such incredible young people who were all making a huge impact on the world."

All eight winners receive £5000 cash, a £500 Jack Wills wardrobe, a photo shoot and mentorship. This will be a huge help towards Georgia's funding for her rallying as her 2016 season will cost around £100,000. Georgia has spent the last year building up sponsorship to compete in a major European Rally Championship, which will be a giant leap towards her ultimate goal! She was also lucky enough to receive an additional £1000 from her mentor, John Constable, the CEO of STA Travel! What a day! "It's amazing to see that my hard work is finally paying off! This will take me one step closer to reaching my goal of becoming the first ever female World Rally Champion!" Georgia would like to say thank you to all of her sponsors for their continued support, her family and everyone following her on this exciting journey!

Keep up to date with everything Georgia is up to on Facebook: Georgia Shiels Rallying or Twitter: Georgia\_Shiels

**Check out more about the competition winners here at:**

**<http://allthingsjack.jackwills.com/uk/youngbrits>**





**Millennium Coupling Company**  
 in association with  
**Century Autosport**

## Heroes Stages Rally

**Pendle & DMC + Garstang & Preston MC**  
**Weeton Barracks**



Really enjoyed the Heroes Stages at Weeton Camp. Our first time at this infamous venue didn't start well when I couldn't get the Van and Trailer off the drive ! In hindsight I suppose getting nigh on 40 feet of vehicle in and out of a narrow cul-de-sac is maybe a touch ambitious. Our delay in getting away meant we didn't have time to have a look around before SS1 so made it a bit of a sighting run, pushed on a bit in SS2, outbraked myself onto Gravel and spun into some barrels, no damage but it took a bit to re-start. The gear linkage fell off on the last corner of SS3 so we free-wheeled into the stage finish and pushed it out, then we broke a shaft on SS5 and did most of the stage in One Wheel Drive. Then I got stung by a wasp !! The afternoon went a bit better and we were really pleased to finish 15th overall and 2nd 1600. Katie did really well on only her 4th event and thoroughly deserved her pot.

Big thanks to all the organisers and Marshals, Thomas (Alfonzo) for spannering, Aaron McClure and Darce for helping to change the shaft in less than 10 minutes and Tony at South Shore for the Yokohamas.

Bad luck yet again for Claire Rigg and Gary Rigg in the Mini, you went well on your only clean stage.

Well done again to Dan Willan and Martyn Taylor on winning the Clitheronian Rally Sat night too, not a bad weekend for TEAM WILLAN.

**Alex Willan : Kirkby Lonsdale MC**

**Millennium Coupling Company**  
 in association with  
**Century Autosport**

## Heroes Stages Rally

**Pendle & DMC + Garstang & Preston MC**  
**Weeton Barracks**



**Photo Courtesy : Lee Birkenhead**

Well after a long night navigating the course car round on the Clitheronian road rally, I managed an hour sleep, before going to Weeton, for G&PMC / PDMCs Heroes rally, from a fecking freezing start control, up at Elslack, to glorious sunshine near Blackpool, that's rallying for you.

Tim Finch, had asked me to sit in with him, in the GP N Subaru, and he was already in the queue for noise, so that gave me chance for the first Hamlet of the day.

No problems with noise, seeded car four, we decided to see if we could get reseeded a bit lower down, then we wouldn't be sweeping the road. First couple of stages, no dramas, the second pair, we hit a plastic barrel, and damage the rear quarter panel, this seemed to wake Tim up a bit, and were up to fifth. The next couple, we were over heating, and had to nurse the car round, losing a few seconds here and there, the service lads put it down to a new radiator not being up to the job! (crappy Euro parts one). Besides a spin on the penultimate stage, no other problems, and we end up 8<sup>th</sup> and forth in class, not where we wanted, but its an overweight and standard (but very reliable ) Impreza, at the end of the day, which has started and finished fifteen rally's this year, and with Harry Potter not finishing in his Sunbeam, it gives me a bit of a lead in the ANWCC championship. Next events, Glyn Memorial at Anglesey, with Brandon in the Darrian, then the week after, the Pokerstars on the IoM, with Mark and the M3.

**Terry Martin : Clitheroe & DMC**



## Prescott Autumn Classic Hillclimb lives up to its name.

Prescott Hillclimb is situated in the magnificent Cotswolds with a permanent track and superb facilities in what was in the early 1930s a large orchard. It's idyllic at any time of the year but on 3/4<sup>th</sup> October the weather, colours of the trees plus a wide variety of cars made it absolutely stunning. Owned by the Bugatti owners club this lovely pastoral scene cannot be bettered by any other venue anywhere in the world. Its central location attracts the best cars and drivers to all events so a great place to go whether spectating or competing.

For a number of years now they have been running an American themed weekend which attracts everything that you would expect when you think of America. Bonnie & Clyde type cars, hotrods, scruffy ratrods, cars with bigger fins than sharks, Harley Davison and Indian motorcycles, and live music from the Beach Boys, Elvis and Buddy Holly. For various reasons the aforementioned people couldn't perform live but tribute musicians sounded exactly like the originals, a truly fantastic atmosphere in every way.

An unbelievably exciting "Wall of Death" is a major attraction. One wonders how anyone discovers they have the ability to ride around a circular, vertically sided structure twenty feet high, about 30 feet in diameter whilst sitting backwards on the handlebars of a 1920s motorbike or drive an Austin 7 around the same vertical walls. To see this spectacle including the blonde girl riding backwards as described on the handlebars visit the "Demon Drome" it goes to Goodwood Revival and similar events and really is a must to visit.

Although many classes were specifically for older cars there were classes for modern cars too. Porsche Centre Tewksbury sponsored the event and there were, very appropriately, several classes for those specific make of vehicles competing in various Porsche championships. After the event I imagine their bodyshop would be very busy as a number of cars sustained damage, some drivers in their exuberance attacked the Armco in places but lost the battle. These excursions, no doubt, due to the pressure of close competition with so many closely matched cars. The clerk of the course in fact gave all drivers a severe warning at one stage as some people were getting very wild. One driver was told his entry would be refused in future, he was an accident looking for somewhere to happen which it did, not a Porsche driver though I must add. Safety is taken very seriously here and drivers behaviour is monitored closely, quite rightly so.

Bugattis get special treatment which is not surprising as they own the place. They take both their practise runs immediately after one another in the middle of the morning; they then take the runs for class positions in the event proper also in the middle of the afternoon. This means they don't have to get out of bed too early to get to practise and similarly don't have to wait to the end of the event before loading their cars.

It also allows them to watch other competitors on the big screens in the bar whilst having a drink and can wander down to prize giving all spruced up having had lots of time for a shower. Very civilised indeed and I don't blame them in any way.

*Continued on Page 49*



*Impressive Entry*



*Martin McHugh from Carnforth  
in his Morgan plus Eight*



## Prescott Autumn Classic

### Continued from page 48

I am of course saving up to buy a Type 35B with a blower but presently I only have a 1/43 scale one although it's in the colour I really like, that being French racing blue. A real one unfortunately is rather more than 43 times the price of my model. The two, one day events over the weekend saw a great variety of cars including classes for the ever popular Morgan which is always well supported and of course not a million miles from the Morgan factory at Malvern. Other classes were for Reliants, i.e. Scimitars and Sabres not three wheelers, Aston Martins, 500cc Owners Association with cars such as the Cooper Norton, Cooper JAP, Staride, Keift JAP and others. These cars were previously F3 cars and Stirling Moss, Bernie Ecclestone and many other famous people started their careers driving them. Austin Healeys & TRs also had classes of their own. Pre 1952 sports cars had a very varied entry list, cars such as John Hunter's wonderful 1936 Riley TT Special, a 1918 Picard-Pictet with its 9062cc Aero engine, 1929 MG M Type and a 1951 Allard of 3528cc were just a few of the entries in this class.

Most classes run on a handicap system just as the Bugattis do and with very accurate handicapping it makes competition very close indeed. In fact this system is much tighter and closely fought than normal as your fastest time ever in any condition is your target time. To beat it you have to try very hard indeed. The handicapper checks with you to see if you have modified the car in any way and if for instance you have given it more power your handicap is altered to allow for this.

Numerous stalls sell everything to look after cars, inner man or even inner ladies, clothing, books, memberships to Bugatti Owners Club and anything else you could wish for. A lunchtime cavalcade of steam cars, American cars, bikes, plus other vehicles not competing even demo runs by ex Le Mans cars such as a Chapparral and others keeps up interest. A burn out by one car left the start area obliterated by tyre smoke, 900 horse power certainly can be hard on tyres. Certainly two full on motoring days with plenty spectator interest. Tickets bought in advance even just a day before cost only £10 per adult each day and allowed free access to everything including the wall of death so excellent value indeed.

With a finish about 5.30pm on Sunday and prize giving at 6pm it was rather later than normal owing to the numerous excursions thus requiring medical checks and subsequent recovery operations; these being very well managed indeed. All that remained was to load up and set off home our journey being just over 250 miles but well worth the trip I can assure you.

We have already booked accommodation for two events at Prescott next year and as soon as regs. are out I will be filling in my entry form and looking forward to visiting this fabulous venue again where friendships seem to form easily and everyone is so helpful. We are doing one event in May which is run as a charity day when for £50 you can tackle the hill twice, with passengers if you wish, as fast as you like but the event is untimed.

This gives people the chance to drive up this famous hill on the long course, no helmets or special equipment is required with ordinary road cars eligible but, be aware, don't get too carried away as last year several cars did go off, it's not as easy as it looks. Why not try it for yourself, go to Prescott Hill, the website is great and all the information is available for you to see. My wife loves it hence the reason we are going again.

**Continued on Page 50**



**American Themed  
Prescott**





## ***Prescott Autumn Classic***

### ***Continued from page 49***

This year's event was really special for me, I read the book "Hillclimbing and Sprinting" by Phil Short and Steve Wilkinson once more and tried to follow the advice and correct lines they give for each venue and it paid off. I beat my previous fastest ever time by 2.07 seconds giving me a class win in a very well supported class of twelve cars. After reading the book I speculated on Saturday and watched various cars tackle this very technical course which is very much about getting corners correct rather than massive power for a good time. It was really interesting seeing how the correct line allowed faster exit speed on each bend and not always the line you initially thought was the fastest way. I tried to follow the advice exactly on Sunday and it worked. However next time if I lift off any later trying to better my time I may just visit the Armco so getting any better time may not be achievable for me personally. Thanks to Phil and Steve I now have some really nice crystal glassware engraved with "Prescott Class Winner" and memories of a fabulous event, a big thank you to them both. I thoroughly recommend this book; it's well worth buying I have to say and full of information for drivers and spectators alike with full details of every sprint and hillclimb venue listed.

***Keith Thomas.***



***John Hunter Riley TT***



***Dodge Viper leaves start***



***Culmination of a great weekend  
class winners glassware***



***Transverse engined rear wheel drive  
Austin 7 but also in our class***



***Flathead class in orchard setting, mainly V8s***



# NORTH WEST RACERS

*With Dave Williams & Rachel Bourne*

## FORMULA FORD 1600 RACERS HEAD FOR WALES

There was plenty of Formula Ford 1600 action at a gloriously sunny Anglesey on the last weekend of September.

### AVON TYRES NORTHERN POST89 FORMULA FORD 1600

Rounds 11 and 12 of the Northern Championship were also the concluding races in the National series which meant the local drivers had some top class opposition to contend with.

Namely, there was Northern Ireland's Jonny McMullan who simply dominated the Post89 class from testing on Friday until the final race ended on Sunday afternoon. In a Bernard Dolan tended Van Diemen LA10 sponsored by Dunlop and Motorsport Ireland he capped a tremendous season by being crowned National Champion having taken a clean sweep of 2 poles, 2 race wins and 2 fastest laps this weekend. The only minor blot was when Jake Byrne's Ray GR13 made the best start to the opening encounter and led half a lap until McMullan zapped ahead at Rocket.

Of the Northern contenders, David McArthur was the most successful with two podium finishes. As Byrne struggled with an ill handling car in the first race, first

Canadian Patrick Dussault (who had a slim chance of taking the National Crown in his Cliff Dempsey run Ray GR14) moved up to second then McArthur demoted the Irishman with a move round the outside at Rocket.

This was a feat David's brother, Tom, was unable to achieve as he failed to improve on his fifth place leaving Byrne clinging on in between the brothers' two B-M Racing Van Diemen LA10s.

Tom McArthur ran third in the early stages of race 2 and feistily defended the position allowing McMullan and D. McArthur to race away to claim the top two places on the podium.

Eventually, Dussault and Doug Crosbie (Van Diemen JL13) pushed T. McArthur down to fifth before proceedings were brought to a halt when Neil McArthur (father of the two brothers) found himself stranded in the middle of the track. He had slowed to get a good run out of The Banking but, in doing so, caught out the guy who was following closely behind. The resulting impact dislocated a driveshaft.

So the National Championship ended unexpectedly early but the Northern series had two more rounds to go at Oulton Park on 17<sup>th</sup> October – these will be covered in a future edition of Spotlight.



*David McArthur twice finished on the podium*

### AVON TYRES NORTHERN PRE90 FORMULA FORD 1600

This season the National Pre90 Formula Ford 1600 Championship has seen an epic contest between two drivers who are also at the fore-front of the Northern series – Jamie Jardine and Matthew Cowley. Having sold his multi-title winning car, it took Jardine a few races to get settled into the Reynard 84FF that Dave Hart built up for him over the Winter allowing Cowley to establish an early advantage.

Both gained speed as their campaigns unfolded. Jardine got to grips with his unfamiliar car while the karting ace Cowley, in only his second season of motor racing, continued to develop as a driver and became increasingly accomplished behind the wheel of his 1988 Reynard.

All these factors came together during the first qualifying session of the weekend with the two title protagonists finding themselves occupying the front row for Saturday's race with just 0.006 secs separating them. Calculations (not mine!) revealed that this was equivalent to 15 cm with Jardine just getting the verdict.



*Blileven won the 1st Pre90 Race*

*Continue on Page 52*

## NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 51

But come that afternoon's race, it was the Reynard 88FF of third fastest qualifier, Jaap Blijleven, who took the victory after grabbing a lead he would hold until the end with a killer move on the second lap. This began when he carried plenty of speed on the run out of Church to draw alongside Jardine through the kink that is School. As he had the inside line, on-lookers expected the Dutchman to complete the move at Rocket but Jaap had bigger things planned. A spot of ultra-late braking allowed him to get alongside Cowley (who had passed Jardine to hit the front a lap earlier at the same corner). Blijleven found himself in a position to deny Cowley the racing line which enabled him to get ahead at the second, right handed element of the complex.

Blijleven was surprised to see the chequered flag appear so early but this was because the race had been shortened as the red flags were flown during the second lap of the initial contest when a left rear wheel and hub assembly parted company with David Murphy's Van Diemen RF85 as he completed the opening circuit.

When the Dutchman got ahead two laps after the restart, Cowley focussed on defending the runner-up position from Jardine but 4 laps later the reigning National and Northern Champion got ahead. Their battling had allowed John Farrell to close in and he seized the moment to take third as Cowley regained his composure after Jardine's overtake. Farrell was having a one-off race in the Reynard 89FF of Andrew Thomas but lost out on a podium finish because Cowley repassed him later in the race.

Back in the paddock, Cowley's team discovered that his front anti-roll bar had broken which reduced grip levels at the rear. With his car in full working order for qualifying on Sunday, he took pole for race 2 with a lap that was 3 tenths faster than Jardine's best.

Absent was Blijleven who had returned home to Holland for a family celebration while John Farrell handed the UCLAN tended car back to Andrew Thomas.

As Cowley converted pole position into the lead of the race, it was a surprise to see Mario Sarchet slotting into second with his Reynard 86FF. He made a superb start having fixed a gearbox problem that had hampered him on Saturday but his car wasn't handling to his liking and he didn't have the pace he wished for. Soon Jardine demoted him meaning the two drivers out front were in a position to decide the Pre90 National Championship between themselves.

It was not until the closing stages that Jardine was close enough to mount a challenge to Cowley. In the final couple of laps, Jamie repeatedly got alongside Matthew but the latter kept him at bay. Seventeen year old Cowley drove with great composure and maturity to win the race and claim the crown of National Pre90 Formula Ford 1600 Champion at the circuit where he made his car racing debut in December 2013. Since then his driving skills have developed immeasurably.

With oil making the track slippery, Sarchet was having difficulties keeping on the tarmac and, during the course of the remaining laps, Thomas was able to claim the final place on the podium. Just like the Post89 counterpart, the Northern Pre90 Championship was decided at Oulton Park in mid-October. Spotlight will also report on this in a future edition.

David Williams



Matthew Cowley leads Jamie Jardine

## Formula One 2016 Calendar:

Round	Date	Country
1.	March 20	Australia
2.	April 3	Bahrain
3.	April 17	China
4.	May 1	Russia
5.	May 15	Spain
6.	May 29	Monaco
7.	June 12	Canada
8.	June 19	Europe (Baku)
9.	July 3	Austria
10.	July 10	Britain
11.	July 24	Hungary
12.	July 31	Germany
13.	Aug 28	Belgium
14.	Sept 4	Italy
15.	Sept 18	Singapore
16.	Oct 2	Malaysia
17.	Oct 9	Japan
18.	Oct 23	USA
19.	Nov 6	Mexico
20.	Nov 13	Brazil
21.	Nov 27	Abu Dhabi

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# Consider a Modern Car Perhaps?

I can see the locals running down from the hills, pitchforks in hand, flaming torches glowing bright.. they've heard there's a witch in the valley, spreading strange thoughts to their young and trying to change decades of their thinking... that witch thinks they should consider something other than a Mk2 Escort !! Shock Horror....

Now I'll make something very clear, I do like Mk1/2 Ford Escorts ( I've owned 4), however UK rallying's obsession with a model that last rolled off the production line over 34 years ago is bordering on unhealthy .

The Historic series are great, and only a fool would deny that a BDG on full tilt is music to the ears, but at what price ?

What if I was to say for the price of the aforementioned new build mk2, you could have a 65 plate rear wheel drive, fully homologated R3 rally car and go and do almost any event in the world ? Food for thought isn't it....

But I forget, with a MK2 you can work on them at home can't you? Well nearly all the top historic cars have a lifed engine, box, axle etc . I've done a bit with an R5 Fiesta recently and it's no different, outside of lifting everything can be done from home , OK they're not cheap to buy in any shape or form but what a car.

I've also rallied a lot recently in R2 Fiestas, what a great little car. For between 20-25k you get proper canister suspension, a great little sequential box, really nice shell/cage build and again that ability to enter any event internationally. In the case of the R2 Fiesta they're also competitive in the open 1600 class, (one has won the B10 section of BTRDA this year).

Modern options are endless, just coming to the end of it's homologation, the ST Fiesta is also a great little car, and could be picked up for around 10-12K. There are people spending double that on road rally cars, that's absolute madness in my mind.

Totally understand true budget clubman rallying where you can be out on the stages for say 4k, no problems with that whatsoever, I also have an understanding that people want to emulate the cars they grew up with. So for many the MK2 Escort is the car of their youth, but what I don't understand is the slavish worshipping at the Church of the Escort, so many people are buying BDG's but really there's only maybe 8 people in the uk who could win an Historic round in one. Think outside your comfort zone guys, you'll be surprised you're missing...

I like Historic cars don't get me wrong, and over the years they've been very kind to me, but for the historic of the future to thrive we need to embrace the current crop of cars.

***Brynmor Pierce***

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







## British Rally Championship 2016, you really need to be there

Not once yesterday did I hear the phrase many of us have come to dread over the past few years, 'ladder of opportunity'. Tuesday 13<sup>th</sup> October saw the second of the new British Rally Championship launch days, this time held at the M-Sport test facility of Greystoke forest in Cumbria.

I've touched on the new BRC before but after yesterday I'm sold on the concept. It would be pertinent from the start to be clear a series like the BRC is never going to be 'cheap' to do properly, BUT, in comparison to other offerings it would certainly be a cost effective proposition.

BRC Manager Iain Campbell hit the nail on the head when he used the British Touring Car Championship as a comparison. When the fan in the street turns up at Oulton Park or Thruxton etc, 99% of the time they will know that they're going to see the same bunch of hard chargers year in and year out, and nobody minds that because the Plato's and Shedden's are putting on a real hard charging show. The teams in the BTCC have a certain amount of stability, which is almost unheard of in Motorsport and the sponsors (whilst not wholly queueing up), love the fact their guests and brand can be showcased on such a platform.

Long term there is no reason why BRC can't to a degree replicate that formula, David Bogie could easily become Shedden and if one of the family Higgins returns there's your Plato (sorry Mark/David but you know what I mean I'm sure!). Plus the plethora of hard chargers who are joining the ranks will be aiming to topple them from their mantle. I've waffled on a little there but the meat of the championship equates to, seven events, four Gravel and three Asphalt. Gravel will be around 70 miles, Asphalt will be around 120 miles in length. For those like myself who've missed the days of the old ANCRO series the new BRC event mileage basically replicates it exactly, but also 2 pass recce on gravel and regular format on Asphalt. So many UK crews have never written their own notes, this will be invaluable.

I know I mentioned the 'ladder of opportunity', whilst it's not being used like confetti of previously there are age cut off point for junior's set below ERC and WRC which should the crew wish they can make the step, but to be clear that isn't the sole aim of the series.

From a personal point of view and talking with several people it's what we've all been missing, decent length events with a recce and a 'feel good factor' that just hasn't existed for a good few years.

Although we're five months away from round one, I'd say now, don't judge the series on 2016. There are an awful lot of interested parties from crews to manufacturers who are watching from the sidelines to see if it is a success, no doubt they may dip their toes during 2016 but it will be 2017 when we can get a real feel for the series.

As a fan I'm enthused, as a sometime journalist the battles will be like manna from heaven to report on, as a co-driving competitor....who wants me ?? See you in Wales come March 2016.

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





# BRC on the road

IMS Managing Director, **Ben Taylor** and BRC Manager, **Iain Campbell** have been on the road recently with details for next year. The first meeting took place at **Rally Day**, Castle Combe and then at **Greystoke Forest** courtesy of M-Sport. The World Rally team even gave us access to their gravel test track to enable prospective teams and competitors the opportunity to shakedown and show off their cars on the loose.

Each occasion meant that the plans for 2016 could be laid out and questions answered. In total around 80 interested parties have attended the two days.

"To have the opportunity to meet prospective entrants for next year has been important for us to be able to outline the Championship details for next year. And it has also been great for us to hear other ideas from competitors that we can take on to develop further." said Iain Campbell.

Our thanks to Rally Day and M-Sport for hosting us. **ITV Border News** covered the event for their news bulletin.



## NEWS

### Vauxhall returns to the BRC

**Vauxhall Motorsport** will return to the British Rally Championship in 2016 with an Adam R2 run by Major Motorsport. Boss, **Simon Mauger** said, "We are working on behalf of Vauxhall and they are throwing everything behind us. We've had a lot of interest already and a lot of young drivers like the look of this car."

Emil Bergkvist won the European Rally Championship Junior title in an Adam R2 and Mauger is sure it isn't just the driver responsible for the success. "Emil is a good driver but you can see how good the car is. It is the benchmark in the ERC. We want to provide a real opportunity for young drivers and we are also hoping to bring the **Adam Cup** to the BRC with a prize fund and a leg up to the R2 class."



### JRM get ready for competition in BRC2

The new-look British Rally Championship will feature a BRC2 category when it returns in 2016 and JRM's brand-new Subaru is a perfect fit for the class as it's the newest production-specification rally car in the world.

With that in mind **BRC Manager, Iain Campbell** was invited to a JRM test day at the MIRA proving ground so he could have a closer look at the car and sample its performance from the co-driver's seat. He was driven around MIRA's ride and handling circuit by JRM's experienced test and development driver, **Terry Kaby**.

"The test was a great opportunity to see how the team operated and to see how the car has been put together," Campbell said.

"It was also a chance to speak to a man of Terry Kaby's experience and to get his thoughts on what constitutes a good production rally car. "There is a perception that production cars are big, heavy and unwieldy on the stages. But the JRM Subaru is far from that. I was very, very impressed with the way the car handled – particularly on a MIRA track that has some challenging contours and a camber that was vicious.

**JRM Senior Sales Manager, Steve Smith**, welcomed Campbell's verdict on the team's Subaru. He said, "The BRC2 category is a big part of our plans for 2016 and it was great that Iain could come along and see what the latest production rally car technology is all about.



*Continued on Page 56*

## Early indications...

Lots of competitors would seem to be playing their cards extremely close to their chests with regards to plans for 2016. However back in August DMACK announced that 24-year-old **Max Vatanen** will contest the series in a **Drive DMACK Ford Fiesta R5**.

Vatanen, whose father Ari won the Championship twice said, "There is a lot of heritage of Finnish drivers competing in the British championship and I'm proud to be following my father. The events are great; each one different and the first experience I have had of driving the Fiesta R5 has got me really excited."

**Rhys Yates**, Chesterfield, who debuted his Fiesta R5 at the BRC gathering at Greystoke has also committed for next year, "Our year in the BTRDA was always about gaining experience of different types of events and of course valuable time behind the wheel. With the BRC returning next season we had been planning on the next move for some time and thanks to the purchase of an R5 by our main sponsor Brettex Site Services we can keep moving up the ladder rather than staying still. The new format of the series is appealing and I know it will be really competitive out front which will give me a real indication of my progression."

**David Bogie** is no stranger to the British Rally Championship having been champion in 2011 has also stated that he is looking forward to being back on the BRC stages next year, "I think the BRC has all the right ingredients to make it a good championship and it has all the right people behind it." he said. "Last time we did it we managed to win the title and another British Championship would mean a huge amount to me."

BTRDA Rally First and RF1.4 champions **Nick Carr** and **Joe Sturdy** are on the look out for a competitive R2 car to be able to compete in the BRC Junior class. The budget is in place and Sturdy has said. "Hopefully we can get a secondhand Fiesta R2 as we'd love to do the Juniors. Over the next few months we want to get the funds together for the whole season."

**Mike Robertson** and **Gary Macdonald** both from Aberdeenshire were the first to commit to a full season in the **National Rally Cup** in their Subaru Impreza. Offering the same mileage as the BRC, the National is there for all MSA Log Booked cars that do not comply with the FIA homologation classes.

## GOSSIP

### They are planning what?.....

...it wasn't a Big Foot or Yeti, or for that matter Bidendum that was seen wandering through Greystoke Forest last week but representatives from **Michelin** were on site. The French tyre manufacturer confirmed that they have signed up a team for the BRC next year but would not be drawn on who, in what or when they would let us know...  
...having adorned many front covers **Inessa Tushkanova**, the Russian model is working with JRM Group to ensure a BRC2 Production class entry in a **Subaru Impreza**. Tushkanova has already attended tests with the team to ensure that she is familiar with the car...

...fresh from winning the inaugural **FIA R-GT Championship** with Francois Delecour, **Tuthill Porsche** are well advanced with talks to field a couple of 911s next year. The anticipation of hearing these super cars growling through the woods is enough for any rally fan to start wishing time away till March next year...

...**Euan Thorburn** was skulking about the Greystoke area making lots of enquiries about BRC but being decidedly non-committal as to his plans for 2016. The Fiesta S2000 is up for sale but no decision on a replacement has been made yet. If anyone wants to play cards against Thorburn they had better be good, as he was giving nothing away last week...

...**Simpson Skoda boss, Neil Simpson** was embarking on an Eastern European trip at the weekend as he set off with 4x4 and trailer to collect his **Skoda Fabia R5** from the factory in the Czech Republic. Having been on order since May, Neil couldn't wait to get his hands on his new rally car. Wonder if he got a **bunch of flowers** at handover like you would when you collect a new Skoda from Preston?...

...**M-Sport** had their new **Ford Fiesta R2T** driven by Matthew Wilson doing demonstrations at Greystoke.

**Andrew Wheatley** has been working hard on getting an announcement out shortly on plans for BRC but just wants to confirm a last few items before disclosing their full plans...

...**Matthew Wilson** himself is another keeping his cards very close to his chest but says he would love to have a crack at the BRC when his **Bentley GT Racing** commitments will allow. Surely he can find a car somewhere?...  
...interest from the other side of the Irish Sea is building all the time. With BRC and the **Irish Tarmac Championship** sharing two rounds: **Circuit of Ireland** and **Ulster Rally**, there are many crews looking to combine their 2016 competition across both series. Interest has been expressed from all the classes from BRC1 to Junior BRC...





Well, I didn't make it to Mull and I am now glad that I didn't. It was bad enough sat at home hearing the sad news filtering through, it must have been much, much worse to be there. I was thinking how I was going to handle it in these pages and was relieved to get Alan Durhams comments (page 18) his words say it so much better than I could ever have done.

With the cancellation of the Illuminations and the Devils Own Rally in November, I thought that the Solway Classic was going to be my last competitive outing for this year. I had had 4 separate offers of rides on the Solway but as I had accepted a run with Gordon Craigs in his MGBGT (*Gordon was the first of them to contact me*) I had to turn down the other 3 rides (*even though one of them was with Tom Hall & that would have been a very exciting & competitive ride*).

Up bright and early on the Sunday of the Solway for the drive up to Workington. Arrive at 7:30 am and wait for Gordon at signing on. And wait. And wait. Then get an email from him to give him a call. I ring him and I am informed that the starter motor is sticking on the MGBGT. So he has put it back onto the trailer and is heading home!! Am I a little p'ed off. Too true I am. Never heard of WD40 or bump starting a car? We could have bump started it all day long ! So rather than turn for home and muttering all the way along the A66 & M6 I go marshalling. First at Test 1 then for two tests at Rowrah Go Kart circuit. Its bloody cold and still manage a mutter or three. Ah well looks like my last ride of the year wasn't to be.

Turns out it might not be done with yet. I have been asked to do the DanSport (*with Ayrton Harrison - in the Mighty red Micra*) on the 7/8th of November and then the JJ.Brown (*with Andy Ritchie in the rebuilt BMW Compact - following his 'off' on the Primrose early this year - went off on the very same corner as me & Ayrton*) on the 5/6th of December (*anyone fancy coming down to Derbyshire & North Wales to Marshal for us?*)

I will again be sat in the Micra with Ayrton as intermediate Course Car on the MEM Forest Rally, and then marshalling on WRCGB, Hall Trophy and still got at least one KLMC 12 car and a CDMC Scatter to look forward to before the year is out, but I now wont make it to the Isle of Man for the Poker Stars or the RoTT as they both clash with the DanSport

Always a silver lining out there . . . though its not usually for me

Sunday the 11th of October I was marshalling at 3 Sisters for the Adgespeed Stages Rally. Via Facebook I received the images below  
Thanks for those to

Brian Taylor

Andrew Shepherd



**Genuine Mk1 RS2000**  
Sebring Red 1974 Shell and ID  
£3,700.00 23 bids



**Thanks for all those Birthday wishes.**  
**The heat generated from all those**  
**candles on the cake allowed**  
**me to turn the heating off for**  
**the whole evening**  
**Tight as well as Grumpy !**

And then Rowrah  
Solway Classic  
18<sup>th</sup> October



# Out & About with Gemini



## 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 Aberhiraant 1 (13.91 km)  
13.50 SS 11 Dyfnant (National)  
14.26 SS 13 Chirk Castle (2.06 km)  
14.48 SS 12 Aberhiraant (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 Aberhiraant 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

**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**



**WRCGB : Press Day**



**2015**

## Golden Microphone Trophy

Following the CAMBRIAN RALLY, which I believe was one of the best events this year, everyone had a good days motor sport.

Yes we now have a new Championship Clear Leader on 110 points. Chris Jarvis, well done Chris a good effort. [ and everyone else, there is still a long way to go yet ] Please note! The WRGB Rally is running next month and points will be awarded for all days you turn out for a stage, this includes not only the 3 day event but also the Recce days and the Shakedown stage. All working radio crews will receive the full 10 points per day. However on this event all the Gemini Radio Controllers will only receive 5 points per day as we did last year in order to open it up to the radio crews on the stages. So please come and help, a total of 60 points are on offer for this one event alone.

## RESULTS AFTER 20 ROUNDS:

**The Last one being the**  
**60th Cambrian Rally on the**  
**17th October:**

**Next rounds 31 Oct / 01 Nov:**  
**The Two Day Glyn Stages.**

## Current Scores

G 12	Chris Jarvis	110 points
G 23	Ian Davies	95 points
G 37	Lee Skilling	90 points
G 33	John Ellis	90 points
G 14	Adrian Lloyd	90 points
G 48	Peter Langtree	85 points
G 56	Tony Jones	75 points
G 07	Tony & Avril Lee	70 points
G 39	Alan & Les	70 points
G 13	Stuart Dickenson	70 points
G 01	Bill Wilmer	65 points
G 25	Chris Woodcock	65 points
G 03	Les Fragle	55 points
G 09	Keith Lamb	55 points
G 06	Dave Crosby	50 points
G 11	Mark Wilkinson	40 points
G 24	Paul Henry	40 points
G 21	Derek Bedson	40 points
G 31	Duncan Stock	35 points
G 17	Robin Mortiboys	30 points
G 28	Andrew Taylor	30 points
G 18	Eve & Graham	25 points
G 41	Jerry Lucas	20 points
G 04	Ian Winterburn	20 points
G 20	Peter Donnellan	20 points
G 51	Gerry Morris	20 points
G 55	Steve Broadbent	20 points
G 53	Tom & Vicky Mercer	10 points
G 26	Mark Dickenson	15 points
G 59	Maurice Ellison	15 points
G 10	Barry Kennedy	10 points
G 54	Peter Shuttleworth	10 points
G 02	Graham Cookson	10 points
G 46	Ray & Mary Kavangh	10 points
G 50	Michael Dodd	10 points
G 62	Colin Evans	10 points
G 43	Tony Turner	5 points



# October Radio Mutterings

## Gemini 23

Has he lost his mind....what is Gemini 23 doing out and about with 'pedal' cyclists ?. The answer is quite simple each year the Gemini Team support a small number of mass cycling events around the North providing essential safety radio communications and marshals. Using the teams own 'high band' radio frequency Bill organises a team of radios and marshals to provide essential safety cover for these events that can include many thousands of participants, many often riding for charities and other good causes In this case September saw the Manchester 100 & 50 mile bike rides starting in Wythenshawe Park and heading out deep into the Cheshire countryside before heading back to the Park finish.

In my case I was allocated as usual the rest stop at the Moorings Restaurant by the Anderton Boat lift in Northwich, at the twenty mile route mark. An early start finds me on 'stage' at 07:20, alongside a bike mechanic (aka service crew) and emergency ambulance (stage rescue). The first very keen riders fly through my junction without stopping about 07:45 and thereafter there are thousands of riders of every shape, size, outfit and ability. As it's an early Sunday morning there are many local dog walkers out and about, with some dogs who like chasing bikes thinking their birthday and Christmases have all come at once, as they strain on the lead not knowing which bike to chase !. Not unlike a typical rally entry in this event you have the very keen and well funded 'amateurs' with in this case their 'Tour de France' look-a-like bikes, all the way through to some real 'sheds' that look that they found them at the back of the garage after a few pints the night before !.

The first couple of hours pass quite uneventfully with a mix of punctures, ambition exceeding ability and genuinely friendly banter with the riders, who very much appreciate our presence and the reassurance we provide. Mid-morning however things change and a local motorist stops at my junction with the news that there has been a serious accident up ahead at the next road junction, with a rider lying bleeding in the road. I immediately put my rally training and experience to use and make an urgent 'safety' call to Dave Crosby in Radio Control. Dave dispatches one of the event chase vehicles to the scene along with the nearest motorbike marshal. Soon afterwards 'Gemini Chris' is on scene and sends through to control a sitrep and a call for immediate medical assistance. An event ambulance and RRV are immediately dispatched to the scene and Dave in radio control with the onsite teams manages the incident with the eventual assistance of Cheshire Police and the North West Ambulance Service (I wish the rider involved a speedy recovery from their injuries).

This incident showed the real benefits of a well organised, drilled and experienced safety team and the transferable skills that the team brought to this cycling event. Next time you are sat by the telly or pass along the road and see a cycling event taking place you might just be surprised to see the Gemini Communications Team in action away from their usual muddy forest or tarmac circuit habitat.

**Ah, but back to things on four wheels and the Cambrian Rally back in my beloved North and Mid Wales. It's an early start on Saturday 17<sup>th</sup> October for the Diamond Jubilee (that's 60<sup>th</sup>, to save you Googling) running of this popular, traditionally end of season'ish event.**

I'm allocated a mid stage location in Crafnant running as the first and fifth stages on the event. It's an ungodly very early start to make signing on for 06:45 in the dark !. Thanks to our 'hosts' North Wales Car Club, marshals and radio crews are rewarded with a commemorative insulated cup, pen and badge this being such a special year for the event, we also get a handy guide to stage safety and marshalling (other events please take note). Once signed on I drive through to my post at Junction 13, a fast uphill section towards the end of the just under five mile stage. As we are running the 'C system' positive reporting system for the stage, team member Derek Bedson Gemini 21 is nominated as controller although it turns out that he can't hear much from the start at his Junction 9 and as comms drift in and out through the day Dave Mostyn Hilltop 1 at Junction 6 has to act as surrogate controller/repeating numbers from the start (thanks Dave). Perhaps next year we can have the C control at Junction 6.





## Radio Mutterings

### Continued from Page 59

After the now mandatory parade of multiple pilot and course cars the MSA Observer gives the stage the go ahead at 08:10 and the last couple of important checks are made to the stage. First we have the safety or spectator control car with what sounded like a comedy siren that I guess he must have bought from E-bay (I'd have stopped and bought an ice cream from him if it had been a little warmer !) and then 00 and 0. Car 1 finally fires off the line only a minute later than scheduled at 08:51 and the real action begins.

Stage One proves the adage that sometimes the 'red mist' just comes down and Chris Woodcock in Gemini Control is bombarded with safety and information calls from every point of the compass as cars seem magnetically attracted to the Welsh scenery. A special mention must be made of Sport 2 just down the stage from me at Junction 12 who had car after car hurtle off the stage and into a ditch, some luckier than others. Meanwhile half shafts and gearboxes seem to be destroying themselves in equal number. 164 cars start this first stage and in under five miles of action we eventually see 8 cars retire in stage, with countless others managing with a little help to rejoin the stage, although some dropped out at the emergency service at the end. Where I am located is a stretch of what looks like newly laid forest road and after perhaps thirty or so cars it is ripped to pieces with deep ruts and some of the largest rocks pulled out onto the stage I've ever seen. For the lower ordered runners the struggle through the ruts is deafening as the cars scrape along the ruts, for the second run it can only get worse unfortunately.

With so many cars off in our stage and the next, the Clerk of Course makes the difficult decision not to try and recover all of the vehicles, instead only moving those deemed to be in a dangerous position. I understand why the decision was made, that tight gaps between the stage runs means that long recoveries would run the very real risk of losing the stage. Unfortunately it's us on the ground that have to explain this to some very frustrated and 'angry' crews, who aren't all understanding of the dilemma.

Our second run as Stage Five is an exact re-run and starts at 13:00 with once again, you've guessed it Car 1. For some strange reason this second run couldn't have been any more different than the first. Instead of being attracted to the scenery the cars seem to be fixed on rails as they navigate their way through the stage. Derek and I however both begin to question our sanity at one point as we both see a car and number shoot past that wasn't in any of the car groups passed on the C system from the start ?. With all of the noise and confusion at the Start a couple of numbers get missed or scrambled, but these things happen and importantly we are alert to the errors and the previous car number system at the Stop line also provides a final 'last defence' check on numbers into and out of the stage. As the cars fly by and the numbers increase we realise that the previous safety calls aren't being made as the cars miraculously stay on the stage and 125 start and finish the stage.

Overall the day was most enjoyable and it's interesting to reflect that the spectators and media that I came into contact with at the Junction were polite, on the whole informed and took notice of both warning notices and direction. Let's hope this isn't a 'one off' and the essential safety messages are getting through to at least some out there and this good behaviour continues on next month's Rally GB. Unfortunately the same couldn't be said of some of the mountain bikers who despite the forest rights of way being legally closed seemed happy to ignore these and marshals instructions. I'm not really sure what more the organisers could have done with clear notices and even security guards on the closed road junctions into the forest complex.

**Ian Davies : Gemini 23**



**Photos : Keith Lamb  
Gemini 09**



# Northumberland Borders Rally

STEVE Entwistle was on fire on the Northumberland Borders Rally – but not in the way he would have wanted.

After clinching the HRCR Clubmans title and the ANWCC Championship, the Rishton-based driver was aiming to finish a brilliant season with another victory. : But it didn't go quite to plan when Entwistle and navigator Iain Tullie noticed smoke filling the cabin of the Orangebox Mini on the night section.

Pulling over, Entwistle leapt out to see flames licking around the bonnet and grille, the result of melted wiring around the engine.

After extinguishing the fire, the pair were back on their way, but the six-minute time loss meant they had to settle for second place.

"I really wanted to finish with a win, but after all the dramas, I was happy to settle for runner-up spot," he explained.

The format of seven special tests, all in farmyards, on Saturday afternoon, followed by a 'half night' road rally proved popular with competitors, who were all driving Minis.

"We had a bit of a nightmare on the second test when we dropped 20 seconds, but we managed to pull some of that back when we took 16 seconds out of eventual winner Graeme Cornthwaite on the final 1.4km test," he added.

"We were going well on the night section, until things got a bit heated."

The result brings the curtain down temporarily on Entwistle's iconic Orangebox.

Share article

The marigold-coloured car, a 'cut and shut' of the front half of a van and the rear half of a Mini saloon, became famous in the 1960s when it was driven by Roy Mapple to numerous successes. Entwistle restored the car almost five years ago with the aim of reliving the glory years on historic events.

And he's been rewarded with a remarkable record, with 40 finishes from 41 starts.

*Lancashire Telegraph*



## LANCASHIRE RLO

You may already know that from the 1st December 2015 there will be a new MSA Competition Authorisation Office, Lancashire Route Liaison Officer.

Can I please, through the SD34 MSG Spotlight Magazine, thank all the motorclubs in the group for their help and support whilst I have been carrying out duties as the MSA Route Liaison Officer for Lancashire.

Although not always agreeing with what clubs are hoping to do or them agreeing with my version of what I consider is correct for motorsport in Lancashire at the end of the day we have had very few restrictions imposed over the last ten years and no roads lost to motorsport.

The new RLO will be Chris Woodcock and I wish him all the best in his new role. Chris will be taking over from the 1st December this year and I will of course be liaising with him during the take over period.

Chris has a wealth of experience and I feel sure he will quickly get into the swing of things and I am sure your help and co operation would be much appreciated.

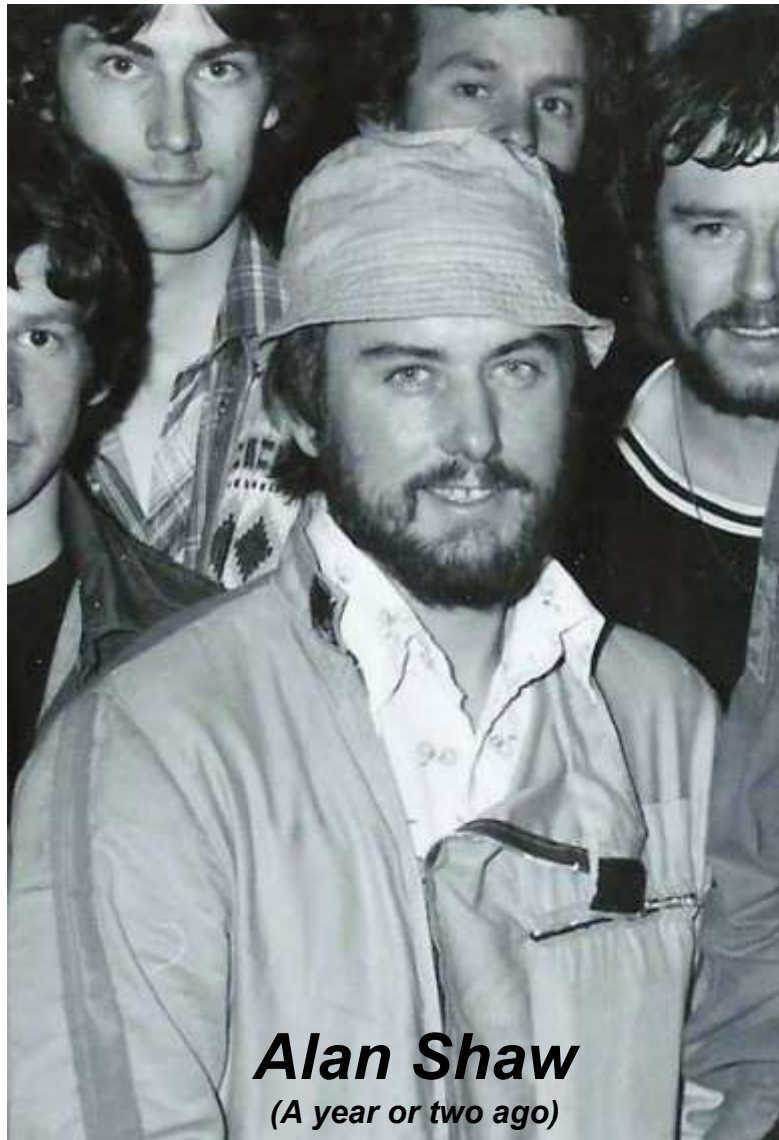
Therefore any correspondence for events after that date should be addressed to Chris Woodcock who can initially be contacted by e-mail on pdschris@aol.com.

Enjoy your motorsport. Stay safe whether competing, marshalling or spectating and help to safeguard the future of motorsport for generations to come.

Regards

**Alan Shaw**

*MSA RLO Lancashire*



**Alan Shaw**

*(A year or two ago)*



# Solway Autumn Classic Weekend

(October 17/18<sup>th</sup>)

The Wigton Motor Club Solway Autumn Classic Weekend just goes on growing in popularity with more entries every year. The Cumbrian Canter classic touring event on Saturday once again saw increased entries for the 80 mile tour of west and north Cumbria including a visit to the historic holiday resort of Sillioth. Starting from the Shepherds Hotel in Cockermouth the route devised by Eileen and Neal Horsfall took in the best views and roads on the area before returning to Cockermouth for afternoon tea.

Sunday saw the competitive part of the weekend with the Solway Historic and Targa Rallies. This year the rally was based at the excellent facilities of the Energus Complex at Lillyhall where there was pre event scrutiny, documentation, coffee and the first test of the event.

The day started cool but bright and gradually improved all day making for excellent conditions for the competitors and marshals. The cars then headed north to Kirkbride airfield for four tests and also one at Hope Auction yard before heading south to the Rowrah Kart Circuit for a single lap test prior to lunch.

At this point the battle for the top placings was developing into a battle between the Midgets of Archie Simmonds, Colin Rose, Noel Cochraine and the Escorts of John Bertram and David Short with the nimble MGs just about keeping ahead of the more powerful Escorts. Former Irish autotest champion Noel Cochraine was going well in his "Frogeye" Sprite, one of the oldest cars in the event.

Just outside the top ten the Imps of Mike Dent and Brian Hodgson were closely matched with just five seconds separating them.

The afternoon runs started with a test on the car park and Rowrah prior to a two lap test on the track where only four seconds covered the top five drivers. A run back to Energus for a repeat of test one and then to Maryport for the final test before getting back to Energus for a very good meal and the presentation of awards. The results were available within a couple of minutes of the last car finishing.

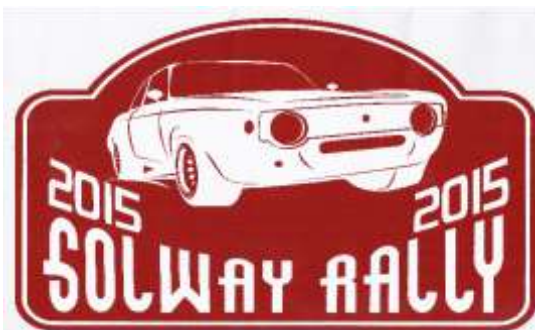
By this time Archie Simmonds and Bob Hargreaves had pulled away in the MG Midget to win by 21 seconds from the Escort of John Bertram and Andrew Fish with Colin Rose and Bob Shearer third in another MG.

Noel Cochraine and Olly McCollum took the 1959 Austin Healey Sprite to a popular Index of performance win. David Short and Roy Heath won class c2 in their Escort. Dave and Pauline Nicholson won class F1 in the older car on the event an Austin 7 and F2 was won by the Triumph TR2 of Chas Stansfield and Martin Harwood.

Mike Dent and Mark Humphries won the battle of the Imps for class H1 with David Agnew/Alan Jackson winning class h2 in their Porsche 911. John Bertram and Andrew Fish won class P2 and David Short and Roy Heath won class C.

Experienced navigator Edwin Cook had a guest driver to guide round. Simon Goldsworthy, editor of MG Enthusiast and Triumph World was competing on his first rally in his MG BGT and they did well finishing mid-field. A report on the rally will appear in MG Enthusiast later this year.

The Targa Rally was won by Jon Hill and Mick Pears in a Corsa from Andrew Graham/Michael Holmes in a Puma who had a rally long battle with Stephen and Daniel place in a Peugeot 309.



*Archie Simmonds / Bob Hargreaves*



*John Bertram / Andrew Fish*



*Mike Dent / Mark Gilmour*



*Andrew Johnson / Dave Boyes*



*Noel Cochraine / Oly McCollum*

**Graeme Forrester : Wigton & DMC**

**Photos Courtesy of Tony North**

***I think Blue must be the 'IN' colour for Classic Cars this month***



# NESCRO

## Historic Motorsport In The North Of England And Scotland Brilliant Bertram Takes Challenge Title



The keenly contested NESCRO Challenge Series was finally decided on the last round, Wigton MC's Solway Classic with victory going to the popular MK1 Escort driver, John Bertram while the other two podium place went North of the Border to MG exponents with Colin Rose (Midget) finishing runner up and Ian Dixon (MGB) close behind in third spot. The 13 round series was reduced to 12 when the long running Devils Own event failed to run this year and featured a wide variety of events, all with their own character. Some, such as the Ilkley, North Yorkshire and St. Wilfreds were also rounds of the HRCR Clubmans Series and featured a mix of tests and navigation sections, others used a "Tests Only" format while the Hexham Historic was, uniquely, a night navigation event.

There was also a wide variety of venues on offer, the opening Saltire featuring some exciting forest sections, it also feature snow, something which came as a bit of shock to those drivers on road tyres. The Yorkshire events made good use of the many disused airfields that abound in that area, the Wearside Classic was run entirely within the confines of the massive Nissan car manufacturing plant events such as the Berwick Classic and the Doonhamer offered a huge variety of different venues, farm tracks, forests, a couple of sawmills and even some military land all on the menu while the Hexham Historic took crews on an evening adventure over some classic roads in the High Pennines.

The 2015 NESCRO Challenge Series proved to be extremely popular with some 203 drivers featuring on the score sheet and entries remained extremely buoyant throughout the year, in fact, the final round was well over-subscribed proving that Historic motorsport is alive and thriving in the far North. Geographically, the events covered a wide spread, ranging from Perthshire and Dumfries & Galloway in Scotland down through Northumberland and Cumbria to the Yorkshire Dales while the Summer Rally took the series across the sea to Ulster. Most of the rounds featured a one day format, only the Berwick Classic retaining it's long established two day programme while the Hexham Historic ran, like most navigation events, on a Saturday evening.

With two outright victories, on the Shaw Trophy and Lake District Classic, plus several other podium finishes ( 2<sup>nd</sup> on the Saltire & Solway, 3<sup>rd</sup> on the Doonhamer ), Bertram was the "Mr. Consistency" of the series and a worthy winner. This was the first full season for his self built MK1 Escort after several seasons campaigning a Mk2 and the car was not only ultra reliable but always immaculately turned out, indeed, it would have been a contender in a Concours d'elegance should any of the events held one.



*John Bertram / Andrew Fish 1st O/A*



*Colin Rose / Bob Shearer 2nd O/A*



*Ian Dixon / Maurice Miller 3rd O/A*  
*Photographs Courtesy of Tony North.*

*Continued on Page 64*



## NESCRO Series 2015

### Continued from Page 63

An After Sales Manager at a Mitsubishi dealership, John is a long standing member of Berwick Motor Club and he teamed up with fellow club member Neil Thompson for his home club's Berwick Classic, finishing 2<sup>nd</sup> behind the very rapid Escort of Ross Butterworth/ Ali Proctor. For the rest of the season he had Andrew Fish in the left hand seat, Andrew eventually taking the Navigator's title.

Surprise package of the season were Colin Rose/Bob Shearer who took the runners up spot in just their 2<sup>nd</sup> season in the series, Colin coming to the Historic rallying scene after a successful career firstly on two wheels where he was well known in the motorcycle trials world before turning to four wheels and autotesting where he again showed remarkable talent. He gave an early indication that he would be a force to be reckoned with a strong showing on the series opening Saltire Rally and then took 2<sup>nd</sup> place on the Lake District Classic, the duo stayed in contention all season, finishing off with a another podium finish on the Solway Classic. Colin will be giving his self maintained Midget a thorough overhaul over the winter with the intention of having another crack at the NESCRO series in 2016.

Taking the final podium place in the 2015 NESCRO Challenge was the ever popular Ian Dixon who hurled his MGB around with great abandon all year, delighting observers with his ebullient driving style in the process. Ian's success with the MGB comes after many hours rebuilding the car, a process that took some 4 years while concurrently he was campaigning a MK2 Escort. He has had quite an eventful season, doing the entire Blue Streak event with a defunct starter motor the MGB requiring a push to make the start line of every single test. Then on the Doonhamer, an electrical fire, again on the very first test, meant some frantic emergency repairs to keep him in the event, they worked and he made the finish, smiling as ever. Ian had the services of two navigators this season, coincidentally both called Maurice !!. The experienced Maurice Millar sat in with him for most of the season but when he wasn't available, Maurice Ellison was press ganged into occupying the hot seat. Away from the NESCRO Series, Ian has taken the MGB over to Europe to compete on the Tulip Rally, he has also done the Glasgow to Rheims event which runs behind the Monte Carlo Historique and is keen to have another go at a continental event.

The 2016 NESCRO Challenge Series will commence with the Perthshire based Saltire Classic Rally on February 28<sup>th</sup> and will include all the events which featured in this year's series plus, hopefully the Spadeadam MC organised Blue Streak event which ran for the first time in 2015 while the series organisers are hopeful that the Kirkby Lonsdale Motor Club can get an organising team to run the Devils Own and get it back into the series, it is an event with a long and successful history and has, in the past, been well supported by series competitors.

The 2015 season has also seen a lot of events rounds run a Targa event in conjunction with their historic rally and, with these events getting ever more popular it is likely that there will be more clubs adopting this format during 2016. Certainly, the future looks bright for historic rally competitors in the North of the British Isles and their appears to be undiminished enthusiasm with everybody looking forward keenly to the coming season.

**Ed Graham**







## Historic Motor Sport In The North Of England & Scotland

Historic motorsport continues to thrive with some excellent events and continued support from an enthusiastic band of competitors, many of whom are prepared to travel a considerable distance to enjoy their particular branch of the sport.

**The St. Wilfrids Rally, on August 9<sup>th</sup>**, was also a round of the HRCR Clubmans Championship and as such attracted almost 60 entries for an excellent event which combined tests and road sections and was quite challenging although some of the top HRCR competitors made light of the complex navigation and penalties were remarkably low. In a relatively short space of time, the Ripon event has become one of the top events in the HRCR series.

A new event on the Calendar, **Spadeadam M.C's Blue Streak Rally**, was run under a Targa permit, although some 75% of the entry were historic crews. The club had found some excellent test venues in the Brampton area, on quite varied surfaces, and the rally was voted a good days sport, particularly for a first time event.

**Durham AC's Wearside Classic** made excellent use of the giant Nissan manufacturing site which gives lots of scope for a wide variety of tests although several competitors commented on the abrasive nature of the surface, tyre wear being remarkably high. The event run to schedule and was, as usual, rounded off with an excellent meal in the staff social club.

**South of Scotland Car Club's Doonhamer Rally** had a new organising team this year, the hard working Roland Proudlock, swopping his organisers hat for that of a competitor. The rally again featured a wide variety of excellent tests, including the very popular Fingland Fell forest road which is always a huge favourite with competitors. A feature of this event was the excellent road book which wouldn't have disgraced an event of much higher status.

Feedback from competitors showed that a lot of competitors had struggled to obtain regulations and information on both the Wearside and Doonhamer which unquestionably cost both events a number of entries. The circulation of regulations is something a number of events fall down on and organisers need to be aware that it is very much in their interests to get regulations out early and to all potential entrants.

One disappointment this year has been the cancellation of the Devils Own Rally although the Kirkby Lonsdale Motor Club are confident it will return in 2016. The remaining event in the 2015 NESCRO calendar is the Solway Classic on October 18<sup>th</sup>.

**Ed Graham**

**Chairman, NESCRO (& Hexham & DMC)**

## 2015 NESCRO Classic Challenge

[www.nescro.co.uk](http://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 NESCRO 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 NESCRO Challenge.

Therefore in 2015 NESCRO introduced 'The Targa Challenge' and 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.

### NESCRO AGM & Forum

We are looking to arrange the date for the NESCRO AGM 2015. We have identified Sunday **13th December** as a possible date.

It would be helpful if clubs could confirm if they will be able to have a representative at the meeting. The venue is provisionally Dr Syntax in New Ridley. Lunch will be provided. Also it would be of great benefit if we could identify dates for events at the very earliest opportunity.

Thanks

Colin Wallace

On Behalf of North of England & Scottish Classic Rally Organisers

6 Strathblair Avenue

Wormit, DD6 8NB

07443 573155 or 01382 541836

[nescro@btinternet.com](mailto:nescro@btinternet.com)

### Classic Driver's Challenge

1	John Bertram	567.2
2	Colin Rose	422.5
3	Ian Dixon	403.3
4	Darrell Staniforth	382.3
5	David Short	348.4
6	David Marsden	327.3
7	Howard Warren	304.2
8	Mike Dent	279.2
9	Matt Warren	272.2
10	Peter Williams	238.3

### Classic Nav's Challenge

1	Andrew Fish	496.4
2	Bob Shearer	422.5
3	Ali Proctor	379.0
4	Ray Heath	348.4
5	Mike Garstang	327.3
6	Les McGuffog	284.3
7	Andy Pullen	272.2
8	Bob Hargreaves	247.0
9	Peter Dignan	244.3
10	Andy Darlington	238.3

### Targa Driver's Challenge

1	Andrew Graham	278.0
2	Joe Harwood	265.2
3	David Lewis	228.0
4	Chris Hunter	192.2
5	Stephen Place	177.7
6	Andrew Roughead	176.0
7	John Hill	169.5
8	Stephen Palmer	148.3
9	Stephen Short	136.2
10	Angela Jones	121.4

### Targa Navigators Challenge

1	Michael Holmes	204.4
2	Fiona Tyson	201.2
3	Mick Pears	197.7
4	Daniel Place	195.9
5	Andy Pullen	192.3
6	Jai Wall	157.8
7	Daniel Lewis	156.9
8	Sally Winter	127.7
9	William Jarman	121.4
10	Kevin Fagan	108.3

**Last updated : 21st October  
Following Solway**

# VW Saga Rumbles On

Looks like this one will go on for months if not years. To add to VW's woes it's now emerged that Porsche have been fitting a device that reduces dramatically acceleration from slow speeds so that the car doesn't fail noise tests. At least two UK drivers claim to have narrowly avoided very serious accidents caused by unexpected lack of power at a critical moment. The new boss of VW Group was of course previously top man at Porsche....

Then the Lamborghini factory in Italy was raided by the authorities concerned about suspected tax irregularities. Lambo has of course been part of VW Group for many years.

You would have thought that with all this going on VW would be being very careful, but apparently not. I mentioned last month that the Swiss authorities banned the sale of new VW Group diesel cars very soon after the story broke. Swiss VW, Audi, Seat, and Skoda dealers were understandably upset. "Don't worry" said VW bosses. "Keep selling, we'll register the cars in Germany, bring them in by transporter on German plates, then you can re-register them onto Swiss plates and deliver." Clever move? Not really, it took the Swiss very little time to ban the sales of used VW Group cars under a year old, so the dealers are suffering even more now.

UK dealers are still selling cars, but most are very worried by the situation, particularly the "owner drivers" who've invested their own family money in the expensive showrooms the manufacturer has demanded. And this is serious money. About 8 years ago I visited an Audi dealer who was just finishing his new Audi dealership buildings. £3M that cost him. 8 years isn't long but he's this year finishing the replacement building. £9M this time!

VW Group dealers seem to be starved of information. So they cannot properly inform their customers, many of whom are pretty upset about all this. While it was the manufacturer who cheated it was the dealer and his sales staff who looked the customer in the eye and sold them the car that is now proven to be not what the customer thought they were buying. So inevitably the dealer's reputation suffers as well, even though he was entirely innocent. And the dealer is likely to suffer more than the customer. The majority of retail customers will have bought on a PCP of some sort, so they have a guarantee of the value of their car at the end of the period. The dealer who's just invested £9M has no guarantees.

Meanwhile VW Group staff are beginning the annual process of negotiating sales targets for the New Year. This is always a pretty contentious process. It used to be (I've been at this a LONG time!) that you tried to sign up for as many cars as possible so you got more when there were usually waiting lists. Now you seek to get the numbers as low as possible so your bonus earnings kick in earlier. Manufacturers' target related bonuses are vital to dealers making a profit. No doubt VW will be telling their dealers that this emissions issue will all be forgotten soon so they will sell more cars next year than this. Unlikely I would say, and I know most dealers are currently refusing to sign their 2016 contracts.

What the dealers do know is that they will have a gigantic task performing the required modifications to the affected cars that are out there. VW GB have set a target of completing this work by the end of 2016. The numbers are vast, 508000 VWs, 393000 Audis, 131000 Skodas, and 77000 SEATs. That's over 1.1M cars in total. 400000 need a software update and new injectors fitted, the remainder software only. I understand these software fixes are not yet fully developed, but my mole suggests that both performance and economy will be about 25% worse once the work is carried out! That will result in lots of unhappy customers if true, and a significant drop in the values of these cars on the used market.

The task for the dealers is immense. Nobody knows how long each car will take to fix yet, but each Audi dealer has to do an average of 67 cars a week, VW dealers 40 a week each, Skoda 20 and SEAT 12. VW GB have already admitted there is "some risk" the target of completing all this by the end of next year will be missed. I'd replace "some risk" with "no chance" personally.

Dealers haven't yet been told how they will be paid for carrying out all this work. It is normal that dealers are paid significantly less per hour for warranty work than they would charge a retail customer for servicing or non-warranty repairs. However VW dealers are already saying they will not be happy to carry out all the recall work at warranty rates. One said to me last week "If they think they're going to pay us warranty rate for this they need to think again. We have limited workshop capacity and the recall means we'll have less labour hours to sell at retail rates. Why should we suffer financially because they have been dishonest?"

Fighting talk but I can't disagree with him. He is certainly facing lower sales than he'd expected for months, maybe years to come, why should he suffer further?

A recent survey of VW dealers showed that since the scandal broke the number of prospective customers visiting their showrooms had dropped by 10-15%. Industry bible Glass's Guide reports used VW diesels had dropped in value by 3% more than market average in September. Another survey showed 25% of UK fleet operators "reconsidering" ordering VW Group diesel cars, and major leasing companies are marking down the forecast future used value of VW products, resulting in an increase in monthly rentals for the customer and encouraging him to look at other makes.

Rebuilding VW's reputation will take a very long time, and the dealers as innocent parties will suffer for as long as it takes.



# BHRC and RAC championship award winners celebrated

The award winners for the 2015 Mintex MSA British Historic Rally Championship and the West Wales Rally Spares R.A.C. Championship were celebrated in style at the Casa Hotel in Chesterfield on Saturday (24 October). Around 140 competitors and their guests were on hand to applaud the major winners at the end of a fine season of historic rallying. It was the first year that the Roger Albert Clark Rally Motor Club has promoted the MSA BHRC under a new five-year contract.

The overall champions for the BHRC were Jason Pritchard and Phil Clarke and they received their awards from Rod Parkin, chairman of the MSA's Historic Committee. Meanwhile, **Phil Burton**, from Morecambe, picked up the major R.A.C. Championship award after winning the title in his Open Category Ford Escort Mk2. Clarke also collected the BHRC 'over 55 co-driver' award from Rally Xtreme, while Malcolm Rich took the 'over 55 driver' award. Keaton Williams won the 'under 25 co-driver' award from Weir Laundry Equipment. Ernie Graham won the Motorsport Auctions Welsh Challenge and Terry Cree clinched the Northern Challenge.

The Martin Jones Transmission award for the most entertaining driver went to John Perrott who, along with co-driver Williams, also won the Capital Construction Category 2. Rich and Jonathan Hawkins won the Walker Diecastings Category 1 title and the RSR Historic Engineering Category 3 title was claimed by Nick Elliott and Dave Price.

Championship manager Colin Heppenstall thanked the 200 registered contenders for making it such a competitive season and paid tribute to the hard work and support of event organisers. He also outlined the plans for 2016 when the MSA BHRC will comprise eight events and the R.A.C. Rally Championship will evolve into an historic asphalt championship



*Inside The Industry*  
*Continued from Page 66*

## GM Europe Sense an Opportunity

If customers decide to look away from a VW Golf, in Europe Ford Focus or Vauxhall/Opel Astra are the likely first choices. By sheer good fortune GM have just launched a new Astra range, and very well received it's been. GM are expecting a significant benefit from VW's problems. Gm Europe have reduced their losses in the first half of 2015 from \$976M last year to \$515M this year. So they are half way to break even. They now believe they will get to that break even position next year, and although they whisper it, wouldn't have got near without the VW scandal. So it's an ill wind that only blows emissions?

## Drivers Don't Understand Their Cars

A recent customer survey showed that almost three quarters of drivers don't understand how to use the high tech features on their new car, even though over half say it was those very features that encouraged them to buy the car in the first place! Most don't ever use their cruise control, because they don't know how to. Tyre pressure monitoring systems, Bluetooth, parking cameras are also very often left unused for lack of driver knowledge.

May sound ridiculous but I'm sure I'm not alone in using about 10% of the capabilities of my smartphone? A lot of the blame lies with the dealers who don't hand a car over properly, and of course many fleet drivers simply receive their car from a delivery driver who has as much knowledge of the car as the driver receiving it.

Of course you can always read the Hand Book, but that to the male of the species is a sign of weakness that can't be accepted under any circumstances.

## Surprise! – September Sales a Record

Over 460000 new cars were registered in the UK in September, over 8% up on last year. Big winners were Mercedes and BMW, Jaguar were over 50% up on last year as new XEs come through, Porsche almost September 2014, and GTF will be delighted to see MG 43% up, even if that only took them to 500 cars. And even if they're not really MGs of course.

All VW Group members except Porsche were below average, SEAT were in fact almost 10% behind last year, and most of the cars sold would have been ordered before the emissions news broke. BMW are fighting back against Audi and actually outsold them in September. If VW's bad news affects Audi sales badly BM will be ahead by year end. Certainly BMW are being very aggressive for the rest of the year in the fleet and retail markets, so I think they smell blood.

As ever pre-registration of unsold cars was a major factor. On the second of October an Audi dealer offered me about 35 cars at discounts of 20-25%, all pre-registered on September 30<sup>th</sup>. I was petty impressed by that until on the 5<sup>th</sup> another Audi dealer offered me about 70 more!

## A Little Bird Tells Me

That McLaren are currently taking delivery of about 15 Audi A4s on a one year lease deal as management company cars. Shouldn't they be taking Hondas?

*Paul Gilligan*

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**GVC**



## M-Sport to host next BRC open day

The next open day for those interested in being part of next year's revived MSA British Rally Championship will take place at M-Sport in Cumbria on 13 October. (Already happened : see pages 53 to 55) M-Sport will allow prospective teams and competitors to use the test stage at its Cockermouth facility. Championship officials will also be on hand to introduce the new-look BRC and field any questions. For more information, email [brc@msaevents.co.uk](mailto:brc@msaevents.co.uk) or tweet @MSA\_BRC.

## Calling young writers and snappers!



Entries are open for the 2015 Renault MSA Young Motor Sport Journalist and Photographer of the Year awards, designed to encourage the new generation of reporters and photographers working within UK motor sports.

Established in 2002, the awards are now open to those aged 30 and under. An expert panel will consider the applications; each winner will receive a trophy and a cheque for £1,000 at the MSA's Night of Champions ceremony at the Royal Automobile Club in January.

The two winners will also receive a year's provisional membership of the Guild of Motoring Writers, the world's largest organisation of automotive editorial professionals.

Jeremy Townsend, Renault UK Communications Director, said: "Renault UK is a proud supporter of UK motor sports and we are delighted to continue our backing of these media awards. Over the years we have seen how much they can benefit young journalists and photographers, so we look forward to deciding who will be next to earn these prestigious titles."

Candidates must have been aged 30 or under on 1 January 2015 and be able to demonstrate published work involving domestic UK motor sport. Application forms are available by email from

[media@msauk.org](mailto:media@msauk.org) and entries must be sent to the MSA by 20 November 2015.

# Countdown to biggest ever Autosport International

There are less than 100 days to go until Autosport International, Europe's premier pre-season motor sport show, at Birmingham's NEC on 14-17 January.

Once again the show will bring together some of the sport's biggest cars and stars, along with leading motorsport companies. Among the attractions will be Williams Martini Racing's F1 motorhome, which will be integrated with the Autosport Stage.

Petter Solberg, FIA World Rallycross Champion and former FIA World Rally Champion, has also confirmed his attendance. "I'm really looking forward to returning to Autosport International next year and the Live Action Arena as there is always such a fantastic atmosphere," he said. "It's a great opportunity to meet fans of World Rallycross and see first-hand the enthusiasm they have for this action-packed series."

For updates, follow @Autosport\_Show on Twitter.

## Show discount for MSA members

Autosport International tickets are now on sale and once again the MSA has teamed up with Haymarket Exhibitions to offer competitors and volunteers a £5 discount. This exclusive offer will only be available for the show's trade days.

If booking online:

- Visit [www.autosportinternational.com/trade](http://www.autosportinternational.com/trade)
- Click 'Register Now' to visit the registration page, then click 'Register'
- Select the MSA licence holders option
- Enter promotional code: MSA1616
- Complete the registration form

Please note the form will only allow licence holders to book one ticket at a time. If tickets are purchased onsite, MSA members will need to show their competition licence to take advantage of the discount.





### MSA issues 2016 Tyres Lists 1A-C

Following a meeting of the MSA Production Tyre Advisory Panel, the Motor Sports Association can now confirm Tyres Lists 1A-C, for use where required in 2016.

To view 2016 Tyres Lists 1A-C, please visit <https://www.msauk.org/assets/2016tyrelists1abc.pdf>

The new Tyre List 1C is for Competition Tyres compliant with the EEC Regulation 30 standard, and intended exclusively for use in racing. This incorporates tyres previously listed under 1B that do not comply with new legislation.

Tyres designed for use on cars first registered before 1 October 1990 are exempt from EU Regulation 1222/2009 for tyre labelling. Therefore a number of tyres remaining on list 1B will only be valid for cars registered before that date – those tyres are appropriately annotated within list 1B.

***These lists were originally published on the MSA website in September, with Dunlop Direzza DZ03G mistakenly shown in 1C instead of 1B. This has now been corrected, with apologies for any confusion.***



### Extinguisher/ cut-off points

**The relevant regulations for extinguisher/cut-off points are:**

(K)3.2.2: "The triggering point from the exterior must be positioned close to the circuit breaker (or combined with it) and must be marked by the letter "E" in red inside a white circle of at least 10cm diameter with a red edge."

(K)8.5 "The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base), and the 'On' and 'Off' positions clearly marked." Pictured is an example of what not to do, as it fails on both the size and design of the identification stickers – only the location is correct.

Note also that (K)8.1 states: "The circuit breaker, when operated, must isolate all electrical circuits with the exception of those that operate fire extinguishers."

Therefore if the engine is running, the breaker operating the engine needs to stop and not, for example, be running off the alternator.

### Towing eyes

The first image, captured at a recent meeting, shows a metallic towing eye. It was bolted nicely to the chassis rail and a loop of webbing strap was added, presumably because the opening was less than the 60mm diameter required. This loop was joined by a simple nut and bolt with two large washers, and the webbing strap 'holed' to accept the bolt. If webbing is 'holed' or the edge cut, the strength of the webbing is very seriously compromised. This is not an acceptable method of joining or securing straps to vehicles.



The second image shows where a competitor had used a standard vehicle manufacturer's towing eye. In terms of strength it may be adequate but the internal diameter fails the minimum 60mm requirement (applicable for Circuit Racing (Q)19.1.3). In Sprints & Hill Climbs (S)10.1.15 only recommends suitable towing eyes, with no dimensions. Also in Stage Rallying (R)48.1.13 requires towing eyes of "adequate strength and size" but again with no dimensions. Competitors are reminded always to check and be sure of the specific regulations for their vehicle and event (s).



# Frontal Head Restraints (FHRs)



## Competitor guidance

### What is an FHR?

A Frontal Head Restraint (FHR) is a system designed to reduce injury by limiting forward head movement in the event of an accident.

### Do I need to use an FHR?

From 1 January 2016 the use of an FIA-homologated FHR is mandatory in MSA National Events \* for the following competitors:

All drivers and co-drivers in Stage Rally events, with the exception of Historic Category 1 vehicles (pre-1968).

All drivers in Circuit Race events, with the exception of Period Defined vehicles (pre-1977).

All drivers in Sprint and Hill Climb events, with the exception of Roadgoing category vehicles & Period Defined vehicles (pre-1977).

For details on Period Defined vehicles, please see the definitions in the MSA Yearbook Section B (Nomenclature and Definitions).

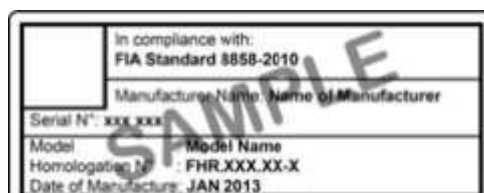
### Is the FHR I am interested in FIA-homologated?

FHR systems must be FIA-homologated. There are currently two FIA FHR standards: FIA 8858-2002 and FIA 8858-2010.

The FHR will bear the FIA homologation sticker, in a prominent position, stating compliance with 8858-2010 or 8858-2002.

A full list of FIA Homologated FHR systems can be found in [FIA Technical List No.29](#).

The FIA Technical lists can be found on the FIA website at the following address: <http://www.fia.com/homologations>



### Is my helmet compatible with an FHR?

FHRs can only be used with helmets on Technical Lists No.33, No.41 and No.49. Additionally, for MSA National events only, they can be of SNELL SA2015 or SAH2010 standard:

[FIA Technical List No.33](#) – Approved helmets according to FIA 8860-2010 & FIA 8860-2004

[FIA Technical List No.41](#) – Approved helmets compatible with FHR according to FIA 8858-2010 & Approved helmets compatible with HANS according to FIA 8858-2002.

[FIA Technical List No.49](#) - Approved helmets according to FIA 8859-2015.

#### What does this mean for my helmet's standard?

All FIA 8860, FIA 8858 and FIA 8859-2015 standard helmets are compatible with FHRs as a matter of course. Snell SA2005 & SA2010 standard helmets must be listed on [FIA Technical List No.41](#).

Helmets approved as compatible with FIA Standard 8858-2010 and shown on [Technical List No.41](#) part one will feature the FIA 'Helmet compatible with FHR systems' label shown below.



Helmets approved as compatible with FIA Standard 8858-2002 and shown on [Technical List No.41](#) part two will have the FIA approval label shown below.



**FOR MSA NATIONAL EVENTS ONLY\* –** Helmets to Snell SAH2010 and SA2015 standards are approved for use with an FIA-homologated FHR without the need for additional FIA labels. For these helmets the anchorage posts must be marked as homologated to FIA 8858-2010.

*Continued on Page 71*



## Can I fit helmet tether anchorages myself?

For helmets approved in accordance with FIA standards 8858-2010, 8859-2015 and 8860-2010 and for Snell SAH2010 and SA2015 standards for **MSA NATIONAL EVENTS ONLY\***, the anchorages can be fitted by anyone. If you are unsure as to how to fit the helmet tether anchorages, please refer to the helmet manufacturer or agent for advice.

For helmets approved in accordance with FIA 8858-2002 and 8860-2004 the anchorages may only be fitted under the supervision of the manufacturer or their appointed agent. The FIA label is applied to the helmet to confirm that the anchorages have been fitted by the manufacturer or their appointed agent. It is not possible retrospectively to fit anchorage posts to helmets approved as compatible with FIA 8858-2002.

## Are the helmet tether anchors homologated?

The post anchors will be engraved with FIA 8858-2010 or FIA 8858-2002. A list of homologated post anchors can be found in [FIA Technical List No.29](#).



A list of homologated tether systems can be found in [FIA Technical List No.29](#).

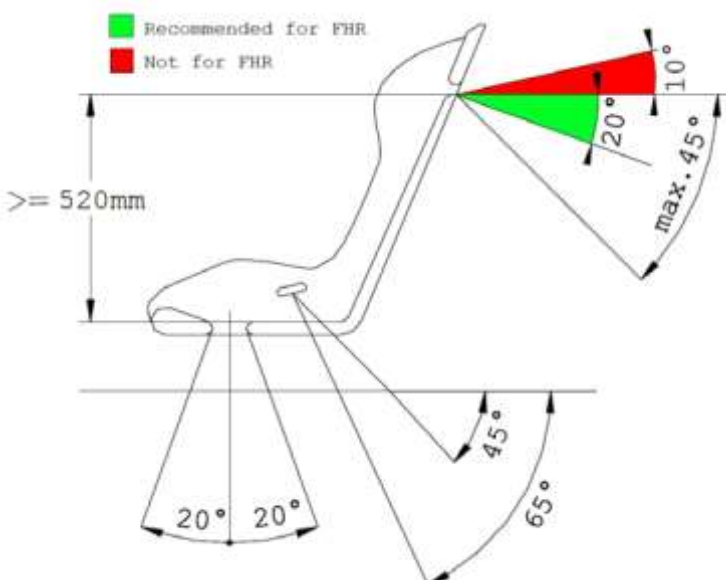
## Do I need to use a specific type of harness?

All FIA homologated harnesses are compatible with an FHR. There are specific FHR harnesses available on the market, which some users may find more comfortable to use.

## Does the harness need to be installed in a specific way?

The harness shoulder straps must be mounted between 0-45 degrees below the horizontal. However, when used with an FHR, the harness shoulder straps are recommended to be mounted between 0-20 degrees below the horizontal, as shown in the diagram below.

To achieve this angle the harness may need to be mounted to a harness bar incorporated into the vehicle's ROPS (Roll Over Protection System).



## Can I fit a harness bar to my ROPS?

**FOR MSA NATIONAL EVENTS ONLY\***, regulation (K) 1.2.2 has been amended (see below) to allow a harness bar to be fitted to any ROPS, including homologated ROPS, without affecting the existing homologation, providing that it is compliant with (K)1.3.9.

**\*An MSA National Event is an event held under the authority of National or Clubman grade permits within the territory of the Motor Sports Association.**

**(K) 1.2.2.** The ROPS must not unduly impede Driver and Co-Driver access to the vehicle. Members may intrude into the interior space by passing through the dashboard, front side trim, rear side trim, and rear seats which may be folded down. ROPS must not extend beyond the front upper or rear suspension mounting points of the vehicle. Any modification to a homologated ROPS (other than fitment of door bars and harness bars) is prohibited. Tubes must not carry any fluids.

If you have any queries regarding the fitment and use of an FHR, please do not hesitate to contact the MSA Technical Department on 01753 765000 or [technical@msauk.org](mailto:technical@msauk.org).

## Regulations for consultation

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



# Twelve months after scoring his maiden asphalt WRC victory in France, Jari-Matti Latvala returned to repeat the feat.

While last year's success came in the country's Alsace region, today's victory in the Tour de Corse – Rallye de France was in Corsica as the event returned to the FIA World Rally Championship for the first time since 2008.

Latvala became only the second Finn to win the Mediterranean island rally, following Markku Alén's victories in 1983 and 1984. After taking the lead near the end of Saturday's second leg, he pulled clear in today's three speed tests to win by 43.1sec in a Volkswagen Polo R.

Surprise early leader Elfyn Evans withstood a late challenge from Andreas Mikkelsen to secure a career-best second in a Ford Fiesta RS by 3.2sec.

Torrential rain and resulting flood damage forced the cancellation of two of the nine special stages. The twisty and narrow asphalt mountain roads were treacherously slimy after the storms and survival through Friday's opening leg was the sole aim of many. His victory was especially sweet after a heavy accident during his team's pre-event test forced his German squad to halt its preparations.

Evans led until he was overhauled by Latvala on Saturday's final stage and started with a 28.8sec advantage over Mikkelsen. The Volkswagen driver was on course to snatch second midway through the final stage before a late push in the last few kilometres kept Evans ahead.

Kris Meeke kept out of trouble to retain fourth in Citroën's DS 3, ahead of Hayden Paddon. The Kiwi belied his lack of asphalt experience to climb from 15th following Friday's opening stage to demote Mads Østberg in the penultimate stage and claim fifth in a Hyundai i20.

Dani Sordo gained four places today to finish seventh as he continued his recovery from Friday's puncture, with the Fiesta RS cars of Bryan Bouffier, Stéphane Sarrazin and Ott Tänak completing the leaderboard.

Robert Kubica restarted after Saturday's puncture-induced retirement and claimed two bonus points after finishing second in the live TV Power Stage.

**The championship heads to Rally RACC Catalunya - Costa Daurada in Spain for the penultimate round on 22 - 25 October, the only mixed surface event of the season.**







**EAST LANCASHIRE'S  
Daniel Barritt and Elfyn Evans  
secured a career-best  
World Rally Championship result by  
finishing an outstanding  
second overall at  
the Tour de Corse in Corsica.**

It was their first encounter with the island's unique roads, but they performed superbly – securing their second podium of the season as well as M-Sport's third top-three finish and best result of the year.

"We're delighted with the result. Coming here for the first time and seeing how tough the conditions were going to be, I never imagined that we'd be leading the rally by such a strong margin," said Evans. "It was a bit of a nice surprise to say the least, and I'm glad that we were able to bring home such a strong result for the team because they really do deserve it. We have done a lot of work since Germany and it's just great to see that it all paid off.

"A big thanks to the team and also to the gravel crew who did a fantastic job all weekend. And thanks also to everyone who has been sending in their messages of support. I haven't read them all yet, but I will certainly find time to do that before Spain."

It was a coming-of-age performance from the young Welshman and his Barrowford co-driver who stormed into the lead of the rally on day one. The speed tests had been hammered by heavy storms and the challenging conditions knocked the leading drivers off their rhythm – but not Evans. Hooking up the perfect stage, he claimed a stage victory some 30 seconds faster than his rivals.

The pairing continued to hold the lead at Saturday's midday service, but a resurgent Jari-Matti Latvala could not be halted and the Brits were relegated to second – albeit a mere two seconds adrift of the lead. **Lancashire Telegraph**



A FORMER rally driver and after dinner speaker, who had his vocal cords removed in a battle against cancer, is to have his art work displayed in his home town.

Malcolm Graham, 72, took up painting shortly after undergoing a laryngectomy in November last year which removed cancerous cells from his body but the operation cost him his voice.

The dad-of-two and granddad of three has taught himself how to paint and his handy work is on display at Oswaldtwistle Civic Theatre until December with proceeds going to the East Lancashire Laryngectomy Society.

After overcoming cancer last year Malcolm is set to go under the surgeon's knife once again on Thursday, October 22, to have a new shoulder joint put in.

The procedure has raised fears that his blossoming painting career could be put in jeopardy but his wife Jean has said that it should only affect him in the short term.

Jean, who lives with her husband in Aspen Lane, said: "The operation is a major one and it's not quite as simple as a knee replacement.

"He will have to have his arm in a sling for four weeks and then have some physiotherapy.

"However the operation, if all goes to plan, will not have any long term impact on his painting and will improve his quality of life as he is in pain right now."

The former chairman of Springhill Motor Club has lived in Oswaldtwistle all his life and used to run a bakers with his wife before the pair retired four years ago.

In his spare time he would drive rally cars alongside long-time co-driver Charlie Woodward, a stalwart of Pendle Motor Club.

Now painting has filled a void left by driving and after dinner speaking and Malcolm hopes to return to his easel as soon as possible.

Jean added: "Painting has become very important to him and he has been doing it more and more.

"It all started when a friend bought him a paint by numbers and he copied the picture himself.

"He paints all sorts of things and likes to paint pictures that appear in travel brochures.

"The display at the civic theatre has already raised more than £300 for charity and we hope that the figure will rise before too long." **Lancashire Telegraph**





## Andreas Mikkelsen claimed his maiden WRC victory at Spain's RallyRACC Catalunya - Costa Daurada when world champion Sébastien Ogier crashed out of the lead in the final speed test.

In a hugely dramatic finale, Mikkelsen and co-driver Ola Floene finished the last stage and learned they had edged Volkswagen team-mate Jari-Matti Latvala for what should have been second after a fierce final day fight.

Seconds later the Norwegian was informed that Ogier had smashed his similar Polo R into a metal roadside barrier less than 4km from the finish, ripping the rear right wheel from the car. Mikkelsen was stunned into silence as he realised the significance of his colleague's error. It was his first WRC win in 64 attempts and kept alive his hopes of pipping Latvala for second in the drivers' standings at next month's final round in Britain.

Ogier was airlifted to hospital but was passed fit after checks. The 31-year-old Frenchman was seemingly on his way to an eighth victory of the season on the four-day mixed surface event south of Barcelona with a comfortable 50.9sec lead over Mikkelsen.

Mikkelsen and Latvala fought tooth and nail through the final leg and were less than a second apart before Latvala punctured three stages from the end. Mikkelsen then spun in the penultimate test and the duo began the final stage showdown 1.4sec apart. The eventual winning margin was 3.1sec, with Dani Sordo taking the final podium place at his home event in a Hyundai i20, a further 18.1sec back.

Citroen's Mads Østberg finished fourth after demoting team-mate Kris Meeke who spun his DS 3. The gap between them was 1.9sec, with New Zealand's Hayden Paddon completing the top six in another i20.

Thierry Neuville's hopes of a top six finish ended in the penultimate stage when a transmission problem pitched the Belgian off the road under braking. He limped through the final stage to take eighth behind Martin Prokop's Ford Fiesta RS. WRC 2 winner Pontus Tidemand and team-mate Jan Kopecký completed the leaderboard.

The final round of the season is the gravel Wales Rally GB which is based in Deeside on 12 - 15 November.





# Lewis Hamilton wins incident packed Russian Grand Prix

**Lewis Hamilton took an easy win in the Russian Grand Prix to move to the brink of his third world championship.**

Hamilton was running second to Mercedes team-mate Nico Rosberg when the German ran into problems with his throttle early in the race and had to retire. Ferrari's Sebastian Vettel took second to pass Rosberg in the title standings. Force India's Sergio Perez was a fine third after Ferrari's Kimi Raikkonen dramatically collided with Williams' Valtteri Bottas on the final lap.

Hamilton's ninth win this season means he needs nine more points than Vettel and two more than Rosberg at the next race in the USA to clinch the title. Raikkonen's eventual fifth place turned to eighth when he was given a 30-second time penalty after the race for causing the crash. The result meant Mercedes claimed the Formula 1 constructors' title after securing enough of a difference in points from Hamilton's 25 for the win.

With Russian President Vladimir Putin watching from the stands, and later greeting the drivers before they went onto the podium, the second running of this race was a dramatic contrast to the soporific first last year.

Two safety car periods - the second following a high-speed crash for Lotus's Romain Grosjean in the long Turn Three - meant drivers went into the final part of the race on divergent tyre strategies.

The second safety car was introduced on lap 13, several laps before the window opened for the ideal pit stop on a one-stop strategy, but several teams decided to take the gamble of stopping for tyres and trying to make it to the end of the race. At the head of them, Force India's Perez and Red Bull's Daniel Ricciardo went into the closing laps in third and fourth places, with the fresher-tyred cars of Bottas and Raikkonen closing them down. Bottas stopped 13 laps after Perez and Raikkonen a massive 18.

The Williams driver found a way past Ricciardo on lap 45, with eight laps to go, and quickly closed onto Perez's tail, while Raikkonen passed the Red Bull three laps later and closed the three-second gap to the Force India and Mercedes. Bottas was told by his team to go to "mode one" on his engine on the final two laps - the most powerful setting. That enabled Bottas to pass Perez around the outside of Turn 13 on the penultimate lap, with Raikkonen following him through to demote the Mexican to fifth in the space of just two. But the action was not finished - Raikkonen then tried an optimistic move on Bottas into Turn Four on the final lap and the two collided.

The Williams retired as a result of the damage from the accident but Raikkonen limped around the final lap with sparks cascading from the car to take fifth after being passed by Williams's Felipe Massa and give Ferrari just enough points to keep the constructors' championship open for one more race. Ricciardo retired with what he said he thought was a suspension failure and his team-mate Daniil Kvyat took sixth at his home grand prix.

Sauber's Felipe Nasr was seventh ahead of Lotus's Pastor Maldonado, with Jenson Button and Fernando Alonso taking the final two points positions for McLaren.

The two McLaren drivers were on opposite tyre strategies and Alonso did a remarkable job on the occasion of his 250th grand prix meeting to nurse a set of super-softs for 39 laps after the Grosjean safety car period and spend most of the race on Button's tail. But Alonso was given a five-second penalty for exceeding track limits, promoting Toro Rosso's Max Verstappen to 10th. Although Rosberg is still mathematically in with a chance of the title, his manner after the race betrayed the reality that his hopes are over for another season.

Rosberg converted pole position into a lead on the first lap, fending off attacks from Hamilton into Turn Two and Turn Four, before the race was put under the safety car because of a multi-car collision at Turn Two caused by a spin for Force India's Nico Hulkenberg. But his throttle began to play up during the safety car period and although he held on for two more laps after the restart on lap four, he ran wide at Turn Two at the start of lap seven and Hamilton was through into the lead. Bottas and the Ferraris soon followed him through and Rosberg pulled in to the pits to retire at the end of the lap.





## Lewis Hamilton wins his third F1 World Championship

Mercedes' Lewis Hamilton won his third Formula 1 World Championship to become only the second British driver after Sir Jackie Stewart to achieve the feat. He pressured team-mate Nico Rosberg into a mistake during a frantic last 10 laps after a safety car and swept by. It was an exciting climax to a race of fluctuating fortunes, lead changes and superb racing in changing conditions. Ferrari's Sebastian Vettel could have kept the race open until Mexico next weekend had he finished second, but could manage only third place behind Rosberg. Rosberg's error came a lap after a restart following one of two safety car periods in a race that also featured two interruptions by the virtual safety car. Before that, the advantage had continuously swung back and forwards between the two Mercedes drivers in a race of fluctuating fortunes.

With 15 laps to go, it appeared as if Hamilton was going to miss out, as he led the race but appeared a sitting duck with Rosberg on fresher tyres and closing in behind after stopping under a virtual safety car period while Hamilton stayed out. But then a heavy crash for Red Bull's Daniil Kvyat when the Russian lost control at Turn 19 gave Hamilton a lifeline when the actual safety car was deployed. He stopped for fresh tyres and rejoined in second place, right behind Rosberg, and the two were set up for an all-out battle for victory in the closing 10 laps.

Now Hamilton had the advantage, on tyres eight laps fresher, and on lap 48 of 56 Rosberg lost traction out of the Turn 12 hairpin at the end of the long back straight, his car flicked from side to side and he ran wide off the track as Hamilton swept into the lead. The German tried to come back at Hamilton but the Englishman held him comfortably at bay.

Hamilton was told he had won the title over the radio on his slowing down lap and initially struggled to speak, apparently fighting back tears, before managing to thank the team and his family for their support. He then performed donut spins for the fans in the stadium section towards the end of the lap before touring back to the pits for the ceremonies.

The race started on a wet track but with the sun finally breaking through after a weekend badly affected by rain on the periphery of tropical storm Patricia, which had forced qualifying to be held on Sunday morning. Hamilton immediately put himself in a position to win the title, making a better start from second on the grid behind Rosberg and taking the lead at the first corner, forcing his team-mate wide in the process and giving the Red Bulls of Daniil Kvyat and Daniel Ricciardo the chance to demote Rosberg to fourth. On a wet track on treaded intermediate tyres, the Red Bulls were faster than the Mercedes and Hamilton faced an initial attack from Kvyat. The top four were locked together for the first 19 laps as Rosberg moved into second, only for Ricciardo to pass him and then Hamilton to take the lead. But once the track began to fully dry, the Red Bulls lacked the pace to challenge and dropped back and the race developed into a battle between the two Mercedes drivers.

Hamilton initially struggled as Rosberg, driving what for a while looked set to be the best race of his career, took control. Hamilton began to push Rosberg hard after the first safety car period to recover a stranded car in the middle of the race, only for the virtual safety car to hand Rosberg what appeared as if it might be a decisive advantage. Rosberg pitted for fresh tyres just as the brief caution was poised to end and came out behind Vettel but on fresh tyres and with an apparently strong advantage. But then Kvyat's crash added a final twist and Hamilton sealed a title for which he has appeared on course since the very beginning of the season.





October 2015



To whom it may concern,

Please be advised that \_\_\_\_\_ will not be able to attend work between **Thursday 12<sup>th</sup> November and Sunday 15<sup>th</sup> November 2015** as he/she will be suffering from a serious case of Rally Fever.

This is a common condition, often affecting individuals around this time of year and is particularly prevalent in the mid- and north Wales areas of the UK.

After many years of extensive research, it appears that the only effective treatment is a healthy dose of WRC, administered by Wales Rally GB over an intensive period of four days.

In order to contain the epidemic, the authorities have set up a number of treatment centres in the remote forests of Wales, to ensure that individuals are given the best possible opportunity to achieve their rally fix.

We are grateful to local heroes Kris Meeke and Elfyn Evans, ably supported by 160 of the best cars and drivers from the UK and around the world, for assisting these people and helping them on the road to recovery.

We are sure that \_\_\_\_\_ will be back to full fitness the following week, although you might want to plan to be without them on Monday 16<sup>th</sup> November off as well, just to get over the massive fever that was Wales Rally GB.

Yours sincerely

Ben Taylor  
Managing Director  
Wales Rally GB



## Morecambe Car Club Illuminations Rally 24/25 October 2015



Dear All,

It is with deep regret that I write to inform you that due to unforeseen circumstances the forthcoming 'Illuminations' Rally scheduled for 24/25th October 2015 has been **cancelled**.

Your Regrettably  
Derek Shepherd  
C of C

## 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.

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

## Grizedale Stages Rally 21<sup>st</sup> November

**Furness District Motor Club**

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



**MOTOR SPORT GROUP**

**SD34MSG**

**2015**

**Prize Presentation Night  
Friday**

**February the 12th 2016**

**Guest Speaker  
Simon Mauger**



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

**National Tarmac  
Rally Champion**

**Blackburn**

**Rugby Club**

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

**More Details**

**Nearer the Date**

**Put it in your diary now!  
No excuses for not being  
there !**





## 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/](http://www.rallies.info/webentry/2015/dansport/)

# Clitheroe & D.M.C. Hall Trophy Stages Rally 21<sup>st</sup> November



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](http://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





**Tel. 015242 - 62105**

## White Dog Photography

White Dog Photography is a non profit photography business with all proceeds from image sales going to Cancer Research UK. Specialising in motorsport, both bikes and cars, primarily at club level, with some national and international events as well, My aim is to raise as much money as I can for the fight against Cancer by supporting Cancer UK this illness is not selective and there are not many people who have not been effected by this disease, please visit the website <http://www.whitedogphotography.co.uk/> especially if you or someone you know compete in Northwest motor sport there maybe an image there you would like, or you can just make a donation, there are no set prices for images just make a donation

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

**Resent Events**

**Promenade Stages Rally**

**Adgespeed Stages**

**Barbon Hillclimb**



*Adgespeed Stages*



## Administrative and Motorsport Co-ordinator, Rally Australia Coffs Harbour NSW 2540

Rally Australia conducts Australia's round of the World Rally Championship and has been allocated a round of the FIA World Rally Championship in 2016 and 2017.

Rally Australia is looking for a suitable person to fill the above new, full-time position in Coffs Harbour, reporting to the Senior Executive Officer.

The successful applicant will need to soundly demonstrate their ability to:

1. Perform to a high standard within a team environment.
2. Show initiative and seek to improve methods and process.
3. Undertake difficult and new tasks as required.
4. Work with or without supervision as required.
5. Be willing to learn new attributes relating to the administration of Motorsport in Australia's premier rally.
6. Be willing to work outside normal business hours. There will be necessary weekend work during the year and on event.
7. Be willing to be involved with our large base of volunteers, sporting officials and businesses that support Rally Australia.
8. Have a thorough understanding of customer service and relationships.

Indicative duties would require the successful applicant to undertake varied responsibilities within the office whilst assisting the Senior Executive Officer and the Clerk of Course for Rally Australia. To be successful in this role you would have gained experience in an office environment working in customer service or a similar role. Excellent organisation and attention to detail with a high level of interpersonal skills are essential. Knowledge of the sport of rallying would be an advantage.

### How to Apply:

Please forward your application by COB 31 October 2016 to: The Senior Executive Officer Rally Australia at the following email address, [services@rallyaustralia.com.au](mailto:services@rallyaustralia.com.au), using Administrative and Motorsport Co-ordinator in the subject heading.



# 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.

## 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.*

## Preston Motorsport Club

have registered the following as a

## ‘Sensitive Venue’.

If any other clubs wish to use this venue then they need to approach the committee of Preston Motorsport Club in the first instance.

The venue is

**Trax Motorsport on Preston Docks.**



MELLORS ELLIOT MOTORSPORT

# MALTON FOREST RALLY

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



# ADGESPEED

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Manchester. M44 6BP

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## Trax Autosolo

Sunday 1<sup>st</sup> November

THE **CLUBMAN AUTOSOLO** is open to all fully elected members of the promoting club only and anyone wishing to compete who isn't a member must pay £8 membership to join Preston Motorsport Club.

**THE ENTRY FEE IS £30.00**

All entries must be made on the official entry form and accompanied by the appropriate fee. Please send all entries to

**Louis Baines, 154 Dunkirk Lane,  
Leyland, Preston, PR26 7SP,  
07792903166  
[prestonmotorsportclub@gmail.com](mailto:prestonmotorsportclub@gmail.com)**

**7<sup>th</sup> November 2015**

**Regs :**

**[www.manxautosport.org](http://www.manxautosport.org)**



## Pokerstars Rally 2015 Bumper Entry Expected.

With over 30 entries all ready in for this years Pokerstars Rally - the majority being UK crews, the prospect of a bumper entry is expected.

Nigel Cannel and Steve Colley are still to enter and, its fair to say, all eyes will be on the Manx duo as they battle it out for the overall Manx Rally Champion crown. Steve drove extremely well on the recent Rally Isle of Man, although Cannel was never too far behind - possibly waiting for Steve to slip up. Who ever comes out on top at the end of this final round of the Eurocars Motorsport sponsored Championship will be a worthy Champion.

Marshals and Time Keepers are still required and if you willing to help out please contact us through Facebook or by visiting the Manx Auto Sport website.

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**DRIVER ONLY**

**[www.northernforestchallenge.co.uk](http://www.northernforestchallenge.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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A QUALIFYING ROUND OF THE 2015 HERO CUP IN ASSOCIATION WITH EFG



NEWCASTLE

BLACKPOOL

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

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

WWW.HEROEVENTS.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 25th January 2016

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout

Junc 26 of the M62

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



# ANWCC

Association of North Western Car Clubs

## Monday November 23rd 2015

**8.00pm**

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

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



07973-816965

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

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

## Deadline

for copy for the **December** edition is  
**Sunday the 29th November**  
which is due out on

## Monday 30th of November

PLEASE Email Reports etc. to

**Maurice Ellison at :**

[sd34news@gmail.com](mailto:sd34news@gmail.com)

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