

December spotlight 2015



© Richard Denney

MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY

Adam Milner / Roy Jarvis

1st in Class H1/H2 & 12th O/A

Photo Courtesy of Richard Denney

www.sd34msg.org.uk

Volume 5 : Issue 11 : December 2015 : Maurice Ellison

Chairman's Chat

WRGB = Wet (very) Rally GB !! What an awful week of weather, almost continuous rain and gale force winds. I must congratulate all the many marshals who endured what must have been one of the worst spells of bad weather during any recent WRGB. While I was in a nice warm dry car doing the C System controlling (and often also the A System when the link to HQ repeatedly failed) we were usually in the rain soaked clouds on the top of a mountain with the mast bent double due to the winds. The worst period was at Aberhirnant for the second run in the dark when the Forestry Commission were warning about falling trees and on completion of the stage all the marshals were lead out by the radio crews to ensure they got back to civilisation safely. Last to leave we gingerly drove down the mountain through numerous rivers and splashed our way back to Bewtys-y-Coed. Would we be back next year ? – off course we will, we're mad.

Best regards,

Les Fragle,

Chairman/Secretary,SD(34) Motor Sport Group

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WANTED

YOUR Clubs:-

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

Forthcoming Club Nights

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721



Comprising the following 10 Clubs



Blackpool South Shore Motor Club

www.bssmc.com



Chester Motor Club

www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club

www.eromc.co.uk



High Moor Motor Club

www.hmmc.co.uk



Fylde Motor Sport Club

www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club

www.stockport061.co.uk



Warrington & District Motor Club

www.warringtondmc.org



Wallasey Motor Club

www.wallaseymc.com



Preston Motorsport Club

www.facebook.com/prestonmotorsportclub



Garstang & Preston MC

www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

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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*

SD34MSG Meeting Highlights

(Bi-monthly Meeting 18th November 2015)

- The 2016 subs for ANCC and ANWCC have been paid. *Post meeting; 2016 MSA registration also paid.*
- Only two days of sport to go, the CDMC Hall Trophy Rally and the ASMC Winter Autosolo, Autotest and PCA.
- The majority of dates for 2016 have now been supplied and a draft calendar will be issued.
- Alan Shaw is standing down as the Lancashire RLO at the end of November and Chris Woodcock will be taking it on. Alan thanked all clubs who had sent information to him on time and in return the meeting expressed its thanks to Alan for all his hard work.
- The Championship positions were read out and can be found within this issue.
- As previously reported David Barratt is standing down as the Non Race/Rally Championship Compiler at the end of the year and Tracey Smith has offered to take on the role. Thanks to David for his many years as a compiler.
- Steve Price has offered to take on the role of Sprint & Hillclimb Championship Compiler from 1st January 2016.
- The last ANCC quarterly meeting reported that the RDO duty has been split into west and east areas and an RDO is needed for the Midlands. There is talk of increasing the size of the Lake District and North Yorkshire National Parks so we will need to monitor any effect on motorsport. There is still talk of needing insurance for all mechanical vehicles. The next quarterly meeting will be held on the 25th January 2016.
- The last ANWCC quarterly meeting reported there are changes to the Child Safe Guarding rules and all clubs should be aware of them. Note a representative could cover more than one club but they need to show some competency and be qualified. The next quarterly meeting will be held on the 23rd November.
- There will be a 'First on the Scene' training session on the 5th December, contact Steve Johnson.
- Thanks to Steve Johnson and others of U17MC, SD34 MSG banners were on view at various locations during the WRGB.
- Bill Wilmer, Staffing Officer, thanked all those who had helped on the WRGB.
- There is a Marshals Training Day in Stockport on 30th January, contact Mark Wilkinson.
- An excellent leaflet all about SD34 MSG has been produced and it was agreed we should get costs for a print run and get them out to the public at suitable events as a positive PR plug.
- The next SD34 MSG meeting will be the AGM so if there are any proposals for changes to the Constitution or Championship Rules they need to be sent to the Secretary in advance.
- It was proposed that a separate Sprint & Hillclimb Championship run from the 1st January 2016. This was agreed.
- Nominations for the Brian Molyneux Award are now being accepted, the award to be given at the Presentation Evening, see below.
- The 2015 Awards Presentation Evening will be held on Friday 12th February 2016 at Blackburn Rugby Club. Tickets at just £5 including supper are available. As usual prizes for the raffle are required.
- The MSA Club Development Fund still has money available and will fund up to 60% of any suitable project so clubs should consider it.
- Chris Woodcock is now on the MSA Rallies Committee which is good for us in the North West.
- The next meeting will be on Wednesday 20th January 2016 at the Hartwood Hotel and will comprise the AGM followed by the bi-monthly meeting.

2300 Club are pleased to announce the winner of the 2015 John Easson Award.

Warwick rally driver **Matthew Jackson** has been chosen as the winner of this year's prestigious award which is worth a total prize fund of £5,000.

The 23 year old was the choice of the judges after very careful deliberation, which saw the three finalists travel to Preston to take part in interviews with the panel of judges.

Matthew emerged as winner after a very close run contest with fellow finalists, Nick Carr and Sam Bilham.

This year the judges, co-driver "legend" – Ian Grindrod. Co- Driver and Former Tour of Mull Clerk of the Course Clive Molyneux. Bury rally driver John Cope and guest judge 2014 JEA winner Aaron McClure faced a very difficult task in choosing the winner, Judges chairman Clive said, It is unfortunate that there can only be one winner, however we feel Matthew will be a worthy recipient of the John Easson Award and of course we wish runners up Nick and Sam the very best of luck with their continued rallying".

2300 Club would like to thank all candidates who applied for this year's award.

Allan Durham

2300 Club John Easson Award Scheme Manager

First draft calendar for 2016.

Is on Pages 19 & 20

Thanks to the clubs that have submitted dates however there are many who haven't as yet. Dates in black text have been confirmed, those in blue text are this years (2015) dates.

Please can you send me your dates as soon as possible via e-mail.

Many thanks,
Les



WALLASEY MC



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

6 Amigos do Rally de Espana 2015

Thursday 22nd October saw the start of an epic journey for 6 WMC members- Meeting bleary eyed at 05.30 at Liverpool Airport, Neil Evans, Gary Marriot, Jon Chamberlain, Nige Harwood Andy Macdonald and Tim Nunn, the latter two being WRC Spain virgins, we took off from windy Liverpool for Barcelona.....

After an hour or so of waiting on arrival, with car hire sorted we ended up with a Kia Carens... really???? (Our idea of a 7 seater against the Spanish version was certainly different), we shoe- horned the team into the car and set off for Salou with Neil (team pilot) Evans driving with Gary (I'm on the notes) Marriot up front with a varied running commentary from the back seat drivers at every opportunity. I found myself bent double in the boot with 5 cases around my ears. On booking in at the Salou Park, we were relieved that our 2 family rooms had 3 singles, although Andy (the finance manager) MacDonald was hoping for a cot as he fancied a challenge. Deciding to give the Barcelona Special stage a miss on that first evening, a couple of beers and some tapas in Tarragona hit the spot ordered by Jon (the catering manager) Chambo who took lead role of external catering during the event. In terms of other roles within the team, Nige (the dog) Harwood gave regular updates about the word on the streets from the canine variety and I became Tim (gunga din) Nunn as the team's hydration expert seeming to always be carrying team water.....

Friday, the gravel day, saw an early start and the 80 mile trip to SS4 Bot and a great location just off the start with some awesome views and getting right up close to the action.... Before moving on to the regroup and technical zone at Asco.

Having watched Kris Meeke and Daniel Sordo changing a few settings there was time for cheeky beer before moving on to SS6 Mora d'Ebre. We were able to get a great spot watching the front runners coming over a flat crest with total commitment showering the crowds with stones in the process, causing numerous injuries and endless clouds of dust. Thankfully, what became our usual picnic feast of bread, cheese, ham and olives had all but gone by the time the cars came through. Hot and dusty, we returned to the service park back in Port Aventura for a spot of people watching, oh and a cheeky beer to round the day off just as the front runners were returning. With every pore full of dust from the day, that shower before the obligatory quiet night out was the best ever!

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WALLASEY MC



6 Amigos

Continued from Page 6

Saturday and the start of the tarmac days saw team WMC heading out to SS13 Capafonts 1. After a good uphill walk into the stage we pitched up and claimed our spots to watch the cars through the finish, again watching the top 15 runners through before heading out of stage and relocating to the start of La Figuera 2 high in the mountains in the afternoon- seeing the boys tyre warming before the time control was a cracking opportunity to risk your life as the boys tried hard to get some heat into their tyres.

After a quick roadside picnic, of you guessed it, bread, cheese, ham and olives (and a cheeky beer) we were back off to Salou to finish off the day with the sea front SS17, before, again, you guessed it a few cheeky beers and a chance on the walk back to the hotel to get close up to the Historic cars that ran through the stage earlier in the day.

Following a quiet night out (and early to bed as with every night) Sunday came around all too quickly. The final day and a quick 30 mile drive up to SS22 Pratdip which saw a 2 Km plus walk uphill to the stage. After watching the lead cars through, we needed a recharge and you guessed it, a cheeky beer on the side of the road on the walk back down the mountain- what made this even better was the free alfresco sausage, bread and thick cut bacon we were given by the boys from the chuck wagon where we bought the beer..... result! Once back in the car lower down the mountain, we hightailed it back to Salou to see the ceremonial finish on the sea front before, you guessed it, a few cheeky beers, some food and people watching.

Sunday night saw us rounding up the night at Danny Boys, again, for some great live music and mingling with a whole load of crazy Irish petrol heads. At least this place was rocking unlike many others which were empty, including Chaplin's where the WMC singing and dancing team made up two thirds of the audience, but hell, we rocked the place as we did Elvis, Neil Diamond and the Blues Brothers like never before!!

Monday- after a lazy start, was time to come home.....the journey back to the airport was quiet, for once!!!- I have no idea why, as we were well rested and full of energy after such a relaxing few days.....

In summary, a pure endurance test with as much rallying we could fit in amidst beautiful Spanish scenery, loads of walking, absolutely fantastic company, great craic with too many laughs to recall for so many different reasons and oh yes, the occasional cheeky beer accompanied all too often with bread, cheese, ham and olives.

In two words, TOTALLY AWESOME!

And finally, would we do it again- Damn right we would! Team WRC Spain signing out.

WARRINGTON & DMC

Meet Every Tuesday

At "The Antrobus Arms"

on the A559,

8-30pm

between Warrington & Northwich.CW9 6JD.



Prize Presentation Night

Saturday 16th January

Paddington House Hotel, WA1 3TZ

£20 pp

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

Whats On at Matlock MC

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)



Another busy few weeks have been had by members of **Preston Motorsport Club.**



Honorary life member Neil Simpson was out for the first time in his new dogs-dangly-bits Skoda rally car on the Neil Howard Stages.

He and co-driver Elliott Edmondson were disappointed to have to retire from the lead of the rally after stage 5. Following a slower car through a section on the loose, a stone flew up and holed the Skoda's radiator. At the time Neil and Elliott were leading the event by a handy 13 seconds.

Neil is also due in action to hand over the awards at Preston Motorsport Club's first ever-annual presentation and dinner-dance. Being held at Charnock Farm Hotel and Restaurant in Leyland on Saturday December 5, at the time of going to press a total of 66 people had bought tickets for the event. Pictures and a full report will follow in the January 2016 issue of Spotlight.



Above : Neil Simpson at the Water Splash on the Neil Howard Stages at Oulton Park.

Left : Serious Concentration



PMC also staged an autosolo at Preston Docks MX (used to be called Trax) in Preston in November and the day's motorsport was attended by 24 diehards in their cars. An excellent time was had by all and a big thank you to Grant Smith for being Clerk of the Course and an army of helpers who ensured the day ran smoothly.

The overall winner was David Moss and there were also awards to: Bill Pearson (Most Flamboyant Driver); Kris Coombes (1st in Class C); Phil Clegg (2nd in Class C); Louis Baines (1st in Class B); and Matt Cookson (2nd in Class B); Gareth Pilling (1st in Class A) and Ross Wilson (2nd in Class A).

The next Preston Motorsport Autosolo takes place, again at Trax, on Sunday January 10.

This will be the first round of the 2016 PMC Autosolo Championship. Entry costs £30 and is for club members only. Club membership costs £15 for the year. The club is allowing passenger rides for the day as a taster if people want to enter the remainder of the championship. The format will comprise eight rounds with the seven best scores to count. At the time of going to press with Spotlight 26 people had indicated they would be attending the autosolo.





Preston Motorsport Club is also staging a scatter rally on December 22. Louis Baines is the man for more information. Open to club members only, if you join on the night it will cover your membership for 2016. The event will start from The Plough at Eaves. Entry costs £15 per crew including a hotpot supper.

Meanwhile, Preston Motorsport Club is pleased to have purchased two smart new banners to publicise the club at future events. Featuring the Twitter and Facebook logos, they will help to promote the club in a positive and fashionable light.



On the road rallying front, member Alan Barnes travelled to Derbyshire to navigate for Alex Green of Matlock Motor Club on the Dansport Road Rally on November 7-8 – the last round of the 2015 SD34 Motorsport Group Road Rally Championship. The pair managed a creditable sixth overall and the points gained on the night ensured that Alan finished third overall at the end of the year's standings and will be presented with the 2nd Expert Navigator trophy at the prize presentation in February 2016.

Alan said: "I owe a few 'thank you's' to the likes of Simon Boardman, Louis Baines, Paul Rowland of Malton Motor Club, Ken Quinn of Wakefield Motor Club and Alex Green, of Matlock MC, for having me in their cars this year."

Louis Baines has won the SD34 Novice Driver of the Year Award and Kris Coombes, his loyal partner in crime, has won the Novice Navigator of the Year trophy. Well done gents.

Alan, meanwhile, has decided to publish a new book about road rallying. Seeing as there has not been an instructional book since Steve Fellows' *The Hot Seat* in 1984.

On to stage rallying again and Louis Baines has been officially named as stage commander for the Weeton stages on the **North West Stages** event next February.

Darren Meadows in Full Flight at an 'FHR' Evening

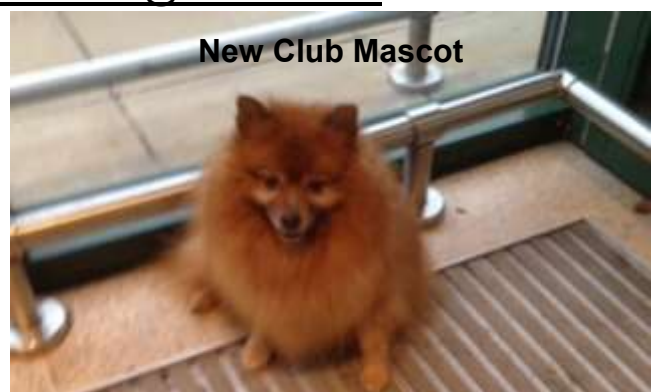


Provisionally entitled, ***The Lanes Can't Talk***, it should see the light of day at some point in the next 18 months. He said: "It will not be a coffee table book and will not cost £50 a copy." He has enlisted the likes of Ian Tullie, Sam Collis, Paul Buckel, Simon Boardman, Dan Willan, Nick Bloxham, Spotlight editor Maurice Ellison and a host of other top names from the current road rallying scene to contribute chapters about various aspects of the sport.

Watch this space for more details!

And that's about all we have time to report on for this month. Don't forget, **Preston Motorsport Club meets once a fortnight at The Poachers Pub, in sunny Bamber Bridge.**

With more than 60 active young members and an average age of 25, it is one of the UK's newest and brightest up-and-coming clubs. Even if you are over 25 years old and don't have your own teeth any more, and do not have loads of tattoos, you can join in the fun and toupees are permitted in case you do not want to feel like the odd one out. **Contact Louis Baines with any queries at louisbaines@hotmail.co.uk**



New Club Mascot

Manx Auto Sport

The Club has taken on the lease of the Mike Hailwood Centre at the TT Grandstand and are currently looking at re-generating Club Night . See more at:
www.manxautosport.org/pages/club-meetings.



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.

A&PMCC AutoSolo Sunday 15th November



AutoSolos 2016

January 3rd, January 17th,
February 21st, March 20th.



Plans for the 2016 Legend Fires North West Stages are gathering pace. Next year's Blackpool based event, which runs on Friday 5th & Saturday 6th February, retains its base at the Norbreck Castle Hotel and it is expected to run to a similar format as in 2015.

Motor Sport (North West) is delighted that Legend Fires has committed to support the rally as it's Event Sponsor for the 13th consecutive year.

In addition, after a successful relationship in 2015, Fuchs Lubricants has again agreed to sponsor the Blackpool Promenade Stage and we look forward to welcoming them back.

A new supporter to the event this year is Pennington Motorsport who will be sponsoring the ever popular and exciting 2016 Rally Village in the Norbreck Hotel.

The organising team looks forward to a rewarding year for all our sponsors and more details will be announced in due course.





19th Legendfires 2016
NORTH WEST STAGES
Feb 5th • BLACKPOOL • www.nwstages.co.uk



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at the **NORBRECK CASTLE HOTEL**

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70+ MILES OF COMPETITION
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INDOOR RALLY VILLAGE RALLY SIMULATORS
CLASSIC RALLY CARS MOTORSPORT STANDS
GPB AND WRC CARS CHAMPAGNE FINISH

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www.nwstages.co.uk
facebook.com/northweststages #nwstages

Bolton-le-Moors MC

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



65th REUNION DECEMBER 3rd

To all Bolton-le-Moors Car Club members
past and present.

This year is the 65th anniversary of the Car Club and we are having a reunion night on 3rd December at the Horwich RMI club on Chorley New Road.

Please share this with all your BLMCC car club friends and let me know who is coming so that I can arrange refreshments.

Eric Wilcockson



Garstang & Preston MC

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



Thank you to all who attended the **Motordrive** Clubnight on Tuesday 10th November especially the lads over from Huddersfield not a nice night to travel.

Thanks to Darren and Julie a good evening all round



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**



**Wet, wet, wet!
(no, not the pop group).**

Setting up for the Rally of the Tests was ok (thank goodness Kev brought his van) but just before first car started the test, the heavens opened. And how! It was as though someone was playing a fire hose over Weeton, which rapidly turned into a lake!

At the end of a tiring 3 day event, the tests would have been fairly taxing in the dry, but in the wet & dark it must have been quite a challenge for the crews. Around 55 classic cars negotiated the tests, creating impressive bow waves as they went. Virtually every crew expressed their thanks to the marshals, which was nice, so many thanks everyone, particularly those who stayed to pack up at the end. Congratulations to provisional winners Howard Warren/Ian Tullie in their Porsche 356

That's the last event that LMC will be officially involved with until February, but I know many of you will be out & about over the winter, so good luck all & keep safe - and tell us what you are up to - and don't miss the next LMC Social at the Unicorn Inn Cronton. Everyone's welcome.

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

at Waddington Sports & Social Club

Waddington, Nr Clitheroe

M/R 103 / 731 437

Website : www.cdmconline.com

What's On at CDMC

Tuesday 1st December December Scatter

Start 7:45pm for 8pm Start
Map 103

Tuesday 8th December Committee Night

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

Tuesday 15th December Christmas Party

£16:50 pp

8:00 for 8:30 pm

Waddy Club

Names To Heidi Woodcock

Tuesday 22nd December No Meeting

November 2015 Clubnights

Tuesday 3rd November *The 54th AGM*

- Trevor Roberts (President) was attending his 53rd AGM.
- Another successful year.
- Memberships up by just over 20% on last year.
- Attendances at Club nights continue to grow and can soon be watched live via webcam should members be unable to attend. This will be extended to include live interviews with Guest Speakers from around the world. The first webcast night (& trial run) was the 'Mull Forum'
: https://www.youtube.com/watch?v=h_Shesad4n4
- Finances in good health
- The club currently run 2 X SV Stage Rallies, 1 Co-promoted MV Forest Rally, 2 X Road Rallies & the Myerscough College Open Day AutoSolo + the occasional Closed to Club Autotests & Scatterers.
- Three new Committee members (Paul & Steve Flynn and Matt Broadbent) were elected to replace those standing down

Tuesday 24th November *Hall Trophy Forum*



Steve Lewis had a very busy Hall Trophy starting on the Thursday by loading all the cones onto the trailer, When he got them to Blyton the wind kept blowing them and barrels & signage up to two fields away. By Saturday night he couldn't keep his eyes open.

Tony Vart Helped set up on Friday, Competed on Saturday and helped tidy up both Saturday night & Sunday

Chris & Heidi had a very busy few months with Mull, the Manx, Malton Forest Rally and finally the Hall Trophy. One car had a fire whilst on the stage stop, line but the driver couldn't hear her & she had to chase the driver to the service area before the message got through. The Dukes of Ribblesdale (Sam & Seddy) started off by going to the wrong pub for the Friday night get together. Once at the right pub ate his own food then anything else that was left over. First time at a Single Venue and after Mull thought it would be a bit tame. When car 11 tried to get through the Armco that they were standing behind they changed their opinion

Steve Butler and Steve Johnson had a trouble free weekend peddling 'Barney' the purple Micra round Blyton

Matt Kiziuk & Paul Buckle froze to death manning the Arrival Control Jez Turner suffered brain freeze on Stage 7 but thawed out sufficiently by stage 10 to resume his post as Stage Start

Hexham & DMC

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



Knowldale Car Club

Knowldale Car Club meet at
Milnrow Cricket Club



Blackpool South Shore Motor Club



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



The Club Meets at 8pm onwards Every Thursday at Rising Sun, Hazel Grove.

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



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

2016 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2016 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

Scoring

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

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

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

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

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

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

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	
SPRINT & HILLCLIMB			A / B / C / D / E / F /G	
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 club 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

2015 SD34MSG Inter Club League

Division A

Position

Club	Points	Div	O/A
Clitheroe & DMC	1062	1	1
Bolton-le-Moors CC	767	2	2
U17MC-NW	626	3	3
Stockport061 MC	490	4	5
Garstang & Preston MC	413	5	6
Warrington & DMC	376	6	8
Wigan & DMC	358	7	9
Pendle & DMC	231	8	11

Division B

Position

Club	Points	Div	O/A
Manx AS	202	1	12
Wallasey MC	200	2	14
Accrington MSC	157	3	16
High Moor MC	65	4	18
CSMA (NW)	52	5	20
Lancashire A.C.	17	6	21
Lightning MSC	14	7	22
Lightning MSC	14	7	22

Division C

Position

Club	Points	Div	O/A
Liverpool MC	543	1	4
Blackpool South Shore MC	379	2	7
Matlock MC	246	3	10
Preston MC	201	4	13
Knowlale CC	189	5	15
Mull CC	101	6	17
Hexham & DMC	60	7	19
Airedale & Pennine MMC	23	8	23
2300	0	= 8	= 24
Larne MC	0	= 8	= 24
Motorsport NW Ltd	0	= 8	= 24

Last Updated 25th Nov. 2015

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	85	U17MC
= 2	Steve Price	Y	80	BLMCC
= 2	Steve Johnson	Y	80	U17MC
4	Stephen Kennell	Y	79	CDMC
5	Steve Lewis	Y	68	CDMC
6	David Goodlad	Y	54	BLMCC
7	Duncan Woodcock	Y	51	Liv MC
= 8	Gary Jakeman	Y	47	HMMC
= 8	Matthew Jakeman	Y	47	HMMC
10	Louis Baines	Y	44	PMC
11	Kris Coobes	Y	41	PMC
12	Steve Butler	Y	38	CDMC
13	Jason Crook	Y	37	U17MC
14	Ian Bruce	Y	34	BLMCC
15	Roger Barfield	Y	30	U17MC
16	Anthony Dixon	Y	23	CDMC
17	Maurice Ellison	Y	18	CDMC
= 18	David Barratt	Y	12	AMSC
= 18	Andrew Long	Y	12	BLMCC
20	Ian Farnworth	Y	9	G&PMC
21	James Williams	N	59	U17MC
22	Branden Smith	N	57	CDMC
23	Terry Martin	N	56	CDMC
24	Alexander Tait	N	55	U17MC
25	Alan Barnes`	N	49	G&PMC
26	Phil Clegg	N	46	BLMCC
27	Scott MacMahom	N	45	U17MC
= 28	Myles Gleaves	N	39	G&PMC
= 28	James Taylor	N	39	CDMC

Last updated 25th November. 2015

SD34MSG Banners

There are now six SD34 banners available that you can display at your events to help publicise the Group. For more information on borrowing one or more of the banners, contact Steve Johnson (NW RDO) or your own club's SD34 representative. Here's a couple of the banners on display at Cragnure during the Mull Rally in October, courtesy of Liverpool Motor Club.



2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 23rd November 2015

Airedale & Pennine MMC

Accrington MSC

Tracey Smith	110	Steve Smith	60
Steve Johnson	30	Dave Barratt	10

Total Club Marshalling Points : 210

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 Wilkcockson	10
Lauren Fields	10	John North	10
Jack Mather	10		

Total Club Marshalling Points : 290

Bury AC

Clitheroe & DMC

Maurice Ellison	90	Heidi Woodcock	60
Chris Woodcock	60	Jez Turner	40
Paul Moon	20	Alex Harpur	20
Steve Lewis	20	Mat Kiziuk	20
Steve Kennel	20	Steve Butler	10
Katie Woodcock	10	Paul Buckel	10

Total Club Marshalling Points : 380

CSMA (NW)

Garstang & Preston MC

Les Fragle	80	Kris Coombes	50
Jason Bleakley	40	David Nolan	40
Steve Kenyon	40	Graham Chesters	30
Margaret Duckworth	30	Karen Whittam	30
Louise Baines	30	Ian Farnworth	10
Peter Shuttleworth	10	Jason McTear	10
Andrew Brown	10		

Total Club Marshalling Points : 410

High Moor MC

Garry Jakeman	20	Matthew Jakeman	20
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Total Club Marshalling Points : 40

Hexham & DMC

Knowldale CC

Larne CC

Lightning MSC

Matlock MC

Manx AC

Mull CC

Liverpool MC

John Harden	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 : 720

Lancashire A.C.

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

Total Club Marshalling Points : 20

Pendle & DMC

Alan Shaw	100	Les Eltringham	70
Peter Wright	60	Rod Brereton	30
Ian Mills	30	Dianne Brereton	20
Andrew Brown	10	Ian Brown	10

Total Club Marshalling Points : 330

Preston MC

Terry May	40	Colin Baines	40
Joe Ring	40	Sam Coombes	20
Jonny Baines	10	Chris Boyle	10
Richard Cooper	10	Jamie Elwell	10
Simon Evans	10	Daniel Hodgkins	10
Bradley Tunstall	10		

Total Club Marshalling Points : 210

Stockport 061

Ken Wilkinson	50	Lindsey Mather	40
Andy Turner	40	Mark Wilkinson	30
Sarah-Jayne Wilkinson	30	Ian Mather	30
Steph Wilkinson	30	Andy Elliott	20
Andy Chambers	20	Rick Ekin	20
Alan Ogden	20	Matthew Turner	20
Rob Yates	10	John Bell	10
Dan Chambers	10	Dave Coulson	10
John Coulson	10	Mari Creacell	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	Daryl ?	10

Total Club Marshalling Points : 550

U17Club NW

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

Total Club Marshalling Points : 10

Warrington & DMC

Robert O'Brien	120	William O'Brien	120
Anne McCormack	50	Dave Read	30
Joanne Mackman	30	Dee Burns	30
Colin Cresswell	30	Steve Prince	20
John Boggs	20	Nigel Banks	10
Mike Spears	10	Colin Burgess	10
Alan Burns	10	Adrian Lloyd	10
Alan Crossley	10	Adrian Lloyd	10
Stephen Ellison	10	Ian Heywood	10

Total Club Marshalling Points : 540

Wallasey MC

Wigan MC

2300 MC

SD34MSG 2015

Championships

Current Standings

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	Myles Gleaves	63	E	G&PMC	7 10/A
2	Tony Harrison	58	E	CDMC	7 1E
3	James Taylor	54	E	CDMC	7 2E
4	Martin Lloyd	53	E	S061MC	5
5	Mark Standen	52	E	G&PMC	7
= 6	Pete Jagger	50	E	BLMCC	7
= 6	Richard Hunter	50	E	AMSC	5
8	Simon Boardman	47	E	CDMC	6
9	Steve Mitchell	43	E	CDMC	7
10	Louis Baines	34	N	PMC	4 1N
12	Dave Whittaker	28	E	CDMC	4
13	Mark Johnson	23	E	CDMC	4
= 14	Paul Buckel	22	E	CDMC	3
= 14	Matthew Broadbent	22	E	KMC	5
= 14	Mark Warburton	22	N	CDMC	3
17	Pete Tyson	19	E	CDMC	3
= 18	Ayrton Harrison	18	E	CDMC	3
= 18	Ian Bruce	18	E	BLMCC	3
20	Paul Gray	12	S/E	CDMC	3 1S/E
21	Andy Williams	11	N	U17MC	2
22	Jason McTear	9	S/E	CDMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	68	E	AMSC	7 10/A
2	Rob Lloyd	61	E	S061MC	6 1E
3	Alan Barnes	57	E	GPMC	7 2E
4	Paul Taylor	51	E	CDMC	7
5	Jason Crook	49	E	U17MC	6
6	Ian Graham	46	E	CDMC	7
= 7	Steve Butler	43	E	CDMC	6
= 7	Richard Crozier	43	E	ManxAS	5
9	Ian Mitchell	39	E	CDMC	7
10	Steve Frost	33	E	GPMC	5
11	Kris Coombes	29	N	PMC	4 1N
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
17	Paul Gray	7	S/E	CDMC	2 1S/E

Last updated 24th November 2015
Following Dansport (7/11/15)

Remember to vote for the
Best Road Rally of 2015
See page 18 for details

Individual Championship

See Tables on Page 15

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Brandon Smith	Y	185	D	CDMC
2	Gary Jakeman	Y	131	B	HMMC
3	Steve Johnson	Y	105	A	CDMC
4	Keith Dowthwaite	Y	81	D	Wallesey
5	Antony Dixon	Y	79	C	CDMC
6	Dave Riley	Y	78	D	BSSMC
7	Simon Bowen	Y	55	D	BSSMC
8	Jack Darbyshire	Y	54	C	GPMC
9	Adrian Atkinson		55	D	BSSMC
10	Ian Bruce		53	C	BLMCC
11	Graham Chesters		27	B	GPMC

O/A	Co-Driver	Q	pts	Class	Club
1	Terry Martin	Y	185	D	CDMC
2	Matthew Jakeman	Y	131	B	HMMC
3	Tony King	Y	80	D	Wallasey
4	Steve Butler	Y	79	A	CDMC
5	Dave Riley	Y	55	D	BSSMC
= 6	Richard Robinson	Y	54	D	BSSMC
= 6	Matthew Kendal	Y	54	C	GPMC
8	Ryan Moyler	Y	52	C	CDMC
9	David Barratt		27	A	AMSC
10	Matthew Broadbent		26	All	KMC

Last updated 24th November 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	James Williams	59	U17MC
2	Alexander Tait	55	U17MC
3	Scott MacMahon	45	U17MC
4	David Brown	0	KMC
4	Clara Pedley	0	CDMC
4	Grace Pedley	0	CDMC

Last Updated 20th November 2015

SD34MSG Calendar for 2015

Date	Type	League	Club	Title	Venue - Notes
6-Dec	Autosolo	Yes	Accrington MSC	Winter Autosolo	Blackburn Services, M65 Jt 4
6-Dec	Autotest	Yes	Accrington MSC	Winter Autotest	Blackburn Services, M65 Jt 4
6-Dec	PCA	Yes	Accrington MSC	Winter PCA	Blackburn Services, M65 Jt 4

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S

Non Champ. Events

www.sd34msg.org.uk

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.

Best Road Rally of 2015 The 'Paul Coombes' Award

All the rounds in the SD34MSG Road Rally Championship have now been run and its your time to vote as to which event (in your opinion) was the best Rally of this year

Round	Date	Event	Club
1.	21/22 Feb	Rali Bryniau Clwyd	Broughton & Bretton MC
2.	7/8 Mar	Ryemoor Trophy	Malton MC
3.	14/15 Mar	John Robson Rally	Hexham & DMC
4.	25/26 Apr	Primrose Trophy	Clitheroe & DMC
5.	9/10 May	Altratech 061	Stockport061 MC
6.	13/14 Jun	Memorial	Garstang & Preston MC
7.	4/5 Jul	Beaver Rally	Beverley & DMC
8.	25/26 Jul	Morecambe Rally	Morecambe CC
9.	22/23 Aug	Rali Gogledd	Rhyl & DMC
10.	26/27 Sep	Clitheronian	Clitheroe & DMC
11.	3/4 Oct	Jackson Trophy	Sheffield & Hallamshire MC
12.	7/8 Nov	Dansport	Matlock MC

Send your vote to

Steve Butler : steven.butler9@btinternet.com

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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

SD34MSG Provisional Calendar for 2016 Page 1

Date	Type	League	Club	Title	Venue - Notes
30-Jan	Stage Rally	Yes	Manx Auto Sport	Chris Kelly Memorial Rally	Isle of Man
05+06-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
21/22-Feb	Road Rally	No	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
14-Feb	Autosolo	Yes	AMSC/CSMA	AMSC/CSMA Autosolo	Blackburn Services, M65 Jt 4
14-Feb	Autotest	Yes	AMSC/CSMA	AMSC/CSMA Autotest	Blackburn Services, M65 Jt 4
14-Feb	PCA	Yes	AMSC/CSMA	AMSC/CSMA PCA	Blackburn Services, M65 Jt 4
20-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
07/08-Mar	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
13-Mar	Autosolo	Yes	Bolton-le-Moors CC	Bolton March Autosolo	Venue tbc
13-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
19/20 Mar	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland
20-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit, North Wales
9/10 Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
12-Apr	Stage Rally	Yes	Stockport 061 MC	JC Motor Services SMC Stages	Weeton Barracks
23/24-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	Lancashire-Yorkshire
30-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
06+07-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally	Isle of Man
8-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
15-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop, M6 Jt 20
15-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop, M6 Jt 20
15-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop , M6 Jt 20
20/21-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
11/12-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire-Yorkshire
11-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
12-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Memorial Stages	Weeton Barracks
18-Jun	Autosolo	Yes	Bolton-le-Moors CC	Bolton June Autosolo	Venue tbc
19-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop , M6 Jt 20
19-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop, M6 Jt 20
19-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop , M6 Jt 20
25-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree

SD34MSG Provisional Calendar for 2016 Page 2

Date	Type	League	Club	Title	Venue - Notes
2-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
3-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
04/05-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
17-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
17-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
17-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65 Jt 4
25/26-Jul	Road Rally	No	Morecamber CC	Morecambe Rally	Invited event - t.b.c.
2-Aug	Sprint	Yes	LAC	3 Sisters Sprint	3 Sisters, Wigan
14-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam
21-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
21-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
21-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
22/23-Aug	Road Rally	No	Rhyl & District MC	Rali Gogledd	Invited event - t.b.c.
28+29-Aug	Autosolo	Yes	Bolton-le-Moors CC	Bolton August Autosolo	Venue tbc
02+03-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
3-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
24/25-Sep	Road Rally	Yes	Clitheroe & Dist MC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
25-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	Venue tbc
25-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
03/04-Oct	Road Rally	No	Sheff & Hallam MC	Jackson Trophy Rally	South Yorkshire
07-09-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
9-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
5-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
11+12-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
19/20 Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
21/22-Nov	Road Rally	No	Kirkby Lonsdale MC	Lonsdale Belt Rally	Cumbria
26-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
4-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	Blackburn Services, M65 Jt 4
4-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	Blackburn Services, M65 Jt 4
4-Dec	PCA	Yes	Accrington MSC	AMSC PCA	Blackburn Services, M65 Jt 4

Key

Confirmed 2016 date

Date tbc

Changes 22/11/15

Championships

Road Rally Non Race/Rally = Autotests, Autosolos, PCA's

Stage Rally Sprints & Hillclimbs

Marshals = All events Junior Class = All events

Interclub League = All League events

Individual (All Rounders) = All League events

2015 Prize Presentation Night

Friday February the 12th 2016

Guest Forum

Simon Mauger

Probably the quickest Escort Driver in the country & National Tarmac Rally Champion

John Stone

Legend Fires : Runner up in the REIS MSA Tarmac Rally Championship

Arron Newby

TEGSport : 2013 & 2014 Manx Rally Champion

Ian Grindrod

Co-Driver for Jimmy McRae, Tony Pond, Dave Metcalfe, Malcolm Wilson, Dai Llewellyn, John Buffum, Richie Holfeld, John Haugland, Markku Saristo & Steve Hill

Blackburn Rugby Club

(on the A6119, M/R 103 / 675 304, BB1 8NB)

Tickets £5 each

Pie & Peas Supper included

7:30 for 8:00pm

Available from your clubs SD34 Rep or

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A Night Not To Be Missed

Put it in your diary now!

No excuses for not being there !



Malton Forest Rally

Malton Motor Club promised their usual friendly event and that this year would be much more of a fast flowing rally. They certainly delivered that in abundance. 66 crews were poised on a bright sunny Sunday morning to battle it out over 6 great stages in the Yorkshire Forests.

Charlie Payne once again proved he was the man to beat in the Yorkshire Forests as he and Carl Williamson took a slender victory. A 9 second advantage on the opening Calvet Carpets Cropton stage put them into a lead they would hold for the rest of the day whilst swapping times with the Fiesta of Stephen Petch and the Focus of Peter Stephenson. This opening stage also saw the end of the expected challenge from previous winner Ollie Mellors as he retired after just 2.5 miles in the Proton Satria S2000. SS2, Bogg Brothers Satindale, saw Stephenson take back a single second before both Payne and Petch beat the bogey on SS3, Mathewsons Langdale, with Stephenson just one second slower. On SS4, Kartec Spiers Bank, Payne and Petch took the battle for the lead away from Stephenson as they tied on time 8 seconds ahead, before Petch made his move on SS5, D and F propshafts Dargate, pulling back 7 seconds on Payne with one stage to go, Dave Fisher Windows Langdale. Unfortunately for Petch both he and Payne beat the bogey time, along with Stephenson and Rhys Yates, so Payne maintained his slender lead to win the event for the fourth time. They headed a top ten dominated by Fords as they were followed by Petch, Stephenson, Stephen Simpson, Rhys Yates and Steve Petch. Steve Bannister emerged as top 2wd after a day long battle with regular sparring partner Matthew Robinson in 7th and 8th respectively. The only fly in the ointment for an all Ford top ten were 1400 masters Matt Smith and Giles Dykes in the Proton Satria, who took their customary class win by nearly four minutes and 9th overall ahead of father and son crew Pete and Ashley Slight in their Ford Escort.

In the classes Barry Lindsay / Caroline Lodge took victory in class 2 on their first visit to Yorkshire, while in class 3, Martyn Hawkswell / Nick Welch took an 8 second class win after a day long battle with the Andy and Dave Gibson in their similar Mk2 Escort. Class 4 was also won by an Escort with Chris White and Chris Dewsnap taking a convincing three and half minute win over nearest rival Ian Jemison. In the historic classes Adam Milner and Roy Jarvis proved their outstanding result on the Trackrod Historic was no fluke with a five minute class win and 12th overall. H3 was to be the only historic class not won by an Escort as Peter Smith and Alan Walker finished two and half minutes ahead of their nearest class rival in their Opel Ascona. Finally Steve Bannister and Dave Robson took the award for first historic crew promoting Matthew Robinson and Sam Collis to first in class H4.

So at the end of a fabulous day in the heart of the Yorkshire Forests, Ford dominated, the crews came away with big smiles on their faces and were all putting the date for next year's event in their diaries declaring "we will be back"

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



*Photos
Courtesy
of
Richard
Denney*

MEM

Malton Forest Rally

A great day's rallying!

A big thanks go to the entire organising team for a year's worth of work to put this on. Plus all the marshals, arrivals, starts, finishes mid-stage and controls. It was great to see so many familiar faces, regular competitors and medics, etc. at controls. Sorry we didn't have time to chat to all but thanks for being there! Really great friendly atmosphere right through from the "Giggle Ladies" at sign on*, to the final control and presentation. (* Can someone get me some of whatever those ladies were "on" please? Was it those Parma Violets?), Thanks also down to results crew David, Julia and Tony. Spot on! We had a few "interesting" moments in the morning as we got more used to the "new" (actually older) Avenger and started to explore how late we could leave the braking. Cropton was rough in places in the morning, especially the big hole on the second triangle hairpin. Evoking a rather unprintable expletive from both crew members when it jarred the whole bodyshell. Turned out this bent the rack, which explained why left handers were easier to handle than rights for the rest of the day! The big hole seemed to have miraculously disappeared by the second run. Must have been the effect of direction? Or could it just have been my bum was more numb by then?

The second run through Dargate/Staindale was much as expected. Rough as a badger's bum with deep tramlines through many corners. Dictating the lines where tyres were unnecessary as you were skating on the the sumpguard. Langdale by contrast was - simply awesome! Incredibly fast for a little old 1600 on carburettors and relatively primitive suspension. But our Avenger seemed to cope reasonably well. Had a rather worrying (at the time) overshoot on the SqR at junction 6 first time through. Both crew getting momentarily blinded by the low sun on approach, so said 1970's technology had some difficulty scrubbing off speed when eventually called on. Still, at least reverse gear is easier to select on an old fashioned H-pattern box than a modern, "clicky", sequential unit. So quickly recovered. Really enjoyed the second run and were well satisfied to have taken time from most of our class rival Mexicos. Apart from the flying Adam Milner who totally out-gunned us all day - stupendous driving there! We nearly threw it all away with a "bit of a moment" after the Flying Finish of SS6 - had the marshals on the stop line stepping back, but KD managed to bring it all back together! Lesson learned there I think? It's still such a novelty to find ourselves at the finish of events again! Could happily have gone on to take a third run through Langdale.

We much appreciated the Malton/Clitheroe thinking on chicanes - driveable and on solid ground, rather than the old claggy "bomb holes" I remember from some of these forests of a few years back. OK, so Charlie, Peter and SP managed to beat bogey as a result, on a couple of stages. But was that really such a problem for them? For the majority of customers this was a great step forward IMO.

Hope crew of car 46 are OK? Looked to be plenty of people in attendance when we edged gingerly past the scene of their off, in SS4. And it was actually a radio point, so news was already back to the start. Hence the decision that stopping wasn't going to help anyone, only add to the problems, so may as well carry on.

We were well satisfied to come away with 2nd in class from the awesome Mr Milner (respect!). 33rd overall. Just ordered the notes for Grizedale now.....

Still haven't thought of a suitable name for the Red Avenger mind

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



Keith Davison . Henry Richardson



Adam Milner / Roy Jarvis

© Richard Denney

Henry Richardson
Ripon MC : Car 49

Quick update on the driver of car 46 (Mov). He's back at home after a night in hospital.

During the off, his hand got crushed, breaking a bone and doing some other unpleasanties which were very painful. We believe the injuries are not permanent, we hope this will be confirmed when the swelling goes down.

PAYNE-STAKINGLY QUICK IN THE NORTH YORKSHIRE FORESTS

Charlie Payne and Carl Williamson held off a late charge from 2014 winners Stephen Petch and Michael Wilkinson to claim the Malton Forest Rally honours by a mere 2 seconds; thereby taking victory on all three North Yorkshire based forest events in the 2015 calendar year!

My arrival at the Hole of Horcum was met with glorious sunshine and abnormally warm temperatures, a far cry from the thick fog which plagued my long journey up from the Midlands. And pleasingly, after a 7km hike to the top of Jerry Noddle in Staindale, the air remained perfectly clear providing the opportunity to take in the stunning views of Langdale before the competing crews arrived.

The 5.8 miles of Staindale represented stage 2 of the Malton Forest Rally's scheduled 6 and whilst the majority of the field showed impressive commitment over the fast section of track between junctions 1 and 2 it was Charlie Payne and Carl Williamson who had stolen a march on their rivals by opening up an 8 second lead over the heavily Ford biased chasing pack.

2014 winners Stephen Petch and Michael Wilkinson gave away 9 seconds to their fast starting Amigos sponsored rivals on the opening stage of the event. Whilst this did not appear a significant gap, the unseasonal weather meant the Langdale bogie time was well within reach of the leading crews; thus effectively deeming only 3 of the 5 remaining stages competitive. Petch had a mountain to climb.

Sitting third at lunch, the WD40 sponsored Fiesta man did however manage to claw 7 seconds back during the reverse running of Staindale, but was left relying heavily on Payne making a mistake over the Langdale finale in order to maintain his Malton Forest crown.

Payne however was in a rich vein of form having already claimed 2015 rally victories on both the Yorkshire based Riponian and Trackrod events; the Ripon man maintaining his nerve to again beat the 7:22 bogie time and seal the overall Malton Forest Rally victory. To the best of my google searching capabilities, claiming all three major forest rally victories in the North Yorkshire area, within a single calendar year is unprecedented. Impressive to say the least!

Peter Stephenson and Ian Windress had been in touching distance of the front two all day but could not quite match the pace of Payne in Cropton 1 or either leading Fiesta on the reverse running of the stage later in the day; thus leaving the Focus WRC pairing to settle for the final step of the podium, just 12 seconds behind the eventual winners. Meanwhile Rhys Yates and Tom Woodburn had a good run in their new Fiesta R5, snatching 4th from the S2000 Fiesta of Stephen Simpson and Andrew Roughead on the final stage of the day.

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY



Continued on Page 25

HISTORICS

After many a duel in the Yorkshire forests in recent years, MK2 Escort heavyweights, Steve Bannister and Matthew Robinson would again lock horns at the head of the Historic and class H4 entry lists; a mouth watering prospect with 'Banner' knowing the North Yorkshire stages like the back of his hand and Robinson proving generally quick and flamboyant everywhere!

But while Bannister and Robinson sat an impressive 6th and 7th respectively at the halfway point, the evergreen Bannister with Dave Robson on the notes, had opened up a phenomenal 39 second historic class lead with 6th, 4th and 5th fastest stage times overall. It is not as though Robinson, with Sam Collis alongside, was taking it easy; the pairing mighty impressive over Jerry Noddle and holding a 35 second margin over father and son crew Pete and Ash Slights in third! This was Bannister at his very best.

And while the damage was done in the morning, there was no let up in the glorious afternoon sunshine either as Bannister and Robson went on to claim historic rally victory by a whopping 1 minute and 2 seconds with a fantastic 6th position overall. Robinson and Collis meanwhile consolidated their strong morning performance with 7th, while Pete and Ash Slights claimed 3rd in class and 10th overall despite a strong final stage from Ben Mellors and Tom Spencer in the fabulous Toyota Celica.

Fifth historic crew home was the mighty impressive Adam Milner and Ralloy founder, Roy Jarvis, in their H2 specification MK1 Mexico. The duo recorded class victory by over 5 minutes from the Hilman Avenger of Keith Davison and Henry Richardson and had been holding 4th in category prior to Ben Mellors' final stage push. 12th position overall however was a fantastic result for a 1600 machine! Also responsible for the build of Bannister's Ford, this had been a good day in the woods for Jarvis.

Peter Smith and Alan Walker finished the event in 15th position overall to claim class H3 honours in their Swift Caravans backed Opel Ascona. Having been out in the Impreza, 6R4 and Kadett more often this year, Smith had clearly not forgotten how to drive the Ascona; going on to take class victory by more than 2 and a half minutes.

There may have been only one car entered in class H1, but just getting to the end of an event whilst seeded at car 65 in a Morris Mini is a mighty achievement in itself. However the stages looked in pristine condition where I was and Peter Ellerby and Ian Jackson were able bring the car home in a very credible 49th position overall.

MODERN

As expected Mat Smith and Giles Dykes excelled in the dry conditions to bring their very rapid Proton Satria home in 9th position overall, claiming class 1 honours by almost 4 minutes. The speed carried over the top of Jerry Noddle and the final section of Langdale defied belief; it is difficult to comprehend that the car is powered by a 1400 motor although the driver is obviously not lacking in the talent department!

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MEM Malton Forest Rally

Continued from Page 25

A last minute entry for Martyn Hawkeswell and Nick Welch was rewarded with top spot in class 3 and 16th position overall; the MK2 Escort crew beating Andy and David Gibson to the class victory by just 8 seconds. In fact the Gibson brothers had been leading the class until losing 10 seconds in the reverse of Staindale. Separated by just 1 second heading into the final stage, Hawkeswell then sealed the class victory by setting 14th fastest stage time overall.

Class 4 victory went the way of Chris White and Chris Dewsnap in another MK2 Escort. The Ford pair were quick out of the blocks and never looked back, claiming class honours by more than 2 minutes with 19 position overall. Phil and Mick Gallagher would have been amongst the pre-event class favourites, however the Ti Rallyschool pairing had a mixed morning, losing 2 minutes in stage 1, before setting fastest class time in Staindale and then retiring one stage later!

Class 2 meanwhile was an all Peugeot affair with the 206 of Barry Lindsay and Caroline Lodge getting the better of 205 crew Ben Cree and Chris Row to claim class top spot with 21st position overall. There was little to choose between the two crews all day but Lindsay just appeared to have that little bit more pace up his sleeve, taking 5 of the 6 class stage victories and building a winning margin of 29 seconds by the end of the event.

RESULTS

1. Charles Payne / Carl Williamson	Fiesta (5)	0:37:34
2. Stephen Petch / Michael Wilkinson	Fiesta R5+ (5)	+00:02
3. Peter Stephenson / Ian Windress	Focus WRC (5)	+00:12
4. Rhys Yates / Tom Woodburn	Fiesta R5 (5)	+01:01
5. Stephen Simpson / Andrew Roughead	Fiesta S2000 (5)	+01:05
6. Steve Bannister / Dave Robson	Escort MK2 (H4)	+01:35
7. Matthew Robinson / Sam Collis	Escort MK2 (H4)	+02:37
8. Steve Petch / John Richardson	Fiesta S2000 (5)	+03:10
9. Mat Smith / Giles Dykes	Proton Satria (1)	+03:35
10. Peter Slights / Ashley Slights	Escort MK2 (H4)	+03:41

FINALLY ...

Much like 2014 this had been one of the best days rallying of the year.

From a spectators point of view Malton Motor Club and Clitheroe and District Motor Club had done a fantastic job of organising the event. In my view, providing full stage maps on the website, in stark contrast to many other events, is a brilliant initiative; what better way of highlighting where the dangers are to the casual spectator?

In full knowledge of the rally route I was able to take in both Stages 2 and 6 by foot; a 19.5 km round trip from the Hole of Horcum made all the more worthwhile by the fantastic weather, beautiful North Yorkshire countryside and some top commitment from the leading crews. The 3.5 hour return trip and stiff limbs little sacrifice for a great day of Motorsport.

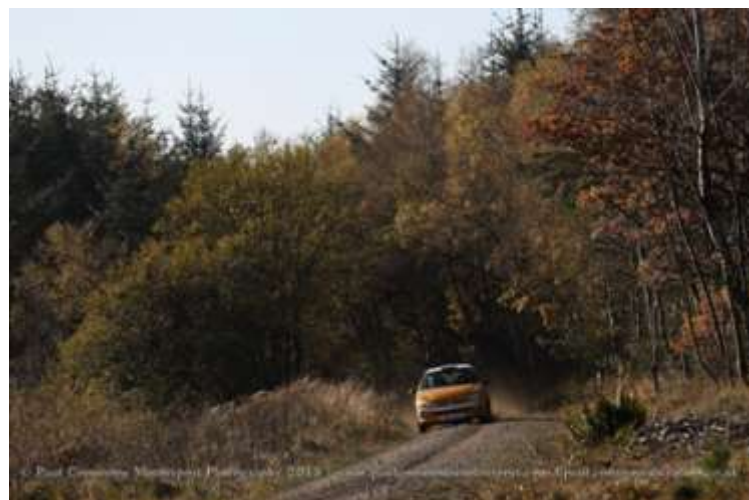
Paul Commons

(Paul Commons Motorsport Photography)

IMAGES

For JPEGs or any other enquiries please get in touch via paul.commonso@yahoo.co.uk

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Neil Howard Stages Oulton Park

November 7th 2015 and the day has finally arrived for Adrian Spencer to debut his recently acquired Adgespeed backed Subaru Impreza WRC S11 on the Neil Howard Memorial Stages Rally held at Oulton Park.

Having decided to step up from his very successful B13 class Impreza, in which he finished 5th O/A and 1st none WRC car on last years event, Adrian was hoping for better things, but only having driven the car for the 1st time the day before at a small sprint circuit, it was in at the deep end. The rally was also the 1st round of the MSA Circuit Rally championship and had attracted a top quality entry with 3 other Subaru WRC's, Ford Focus and Fiesta WRC's, Fiesta R5's and Skoda R5.

The day started out wet and with Mark Hewitt back on the notes they had been seeded at car 15. A cautious start as Adrian started getting to grips with left foot braking, paddle shift gear changing, Launch Control etc and 9th O/A was a good start to the day. A small mistake on stage 2 causing them to lose time when sliding wide on a very slippery 90 right on the outfield track which was more like forest rallying than tarmac, but the time was 19 seconds quicker.

Stage 3 included the infamous water splash, which had been lengthened for this year and starting to get to grips with the car, Adrian 2nd fastest time with leader Kevin Proctor and took 2 out of Steve Simpson in there respective Impreza WRC's, this great run moved Adrian and Mark up into 5th O/A Stage 4 was a repeat of 3 and setting joint 4th quickest time kept them in joint 5th.

Stages 5 and 6 were run the opposite way round and used the rough/loose tarmac opposite the pit straight and had the poorly named O-deer leap which due to its position meant that the cars hardly left the ground, fortunately the crew of car 77 Gary Farrant/ Neil Thomas were lucky to escape serious injury when they went off on the crest and several fence posts went into the car. Again with a 6th quickest on stage 5 and 3rd quickest on stage 6 and the loss of Neil Simpson in the Skoda R5 due to a holed radiator Adrian and Mark moved up to 3rd O/A and with Steve Simpson getting his foot down he moved up to lead the rally.

With the weather drying, Adrian was struggling with the starts as due the short straights off the start into a 90 left or 90 right he wasn't confident to use the Launch Control and started stalling the car off the startline costing several seconds and then to really mess the stage up, they caught the previous car 10 the Ford Focus WRC of Nigel Mummery going into the water splash which virtually stopped on the exit causing Adrian to stall and take several attempt to get going again dropping 10-15 seconds in the process. This dropped them to 4th O/A just 3 seconds behind Graham Coffey in his Ford Fiesta WRC. With Steve Simpson and Kevin Proctor out in front, Adrian and Mark set off on stage 8 on a mission and with 2nd quickest time took 5 seconds back off Coffey to move back into 3rd O/A by 3 seconds.

With 1 stage to go it, which was just 1 lap of the circuit and in the dark, it was all to play for to try and maintain the position over Coffey who would be going for it. At least the start went well as Adrian got a clean start, but then nearing the end of the stage they caught the car in front car 9 of James Sharrock who was going slowly with a problem and as they went to pass on the sweeping uphill of cascades, Sharrock moved across and took the racing line causing Adrian to brake costing a few more seconds before getting past to end the stage.

Thinking that was it and 4th place was going to be the result, Adrian and Mark were over the moon to find that Graham Coffey although setting the fastest time only took 1 second back as Adrian managed to still set the 2nd quickest time.

So 3rd overall by 1 second was a great debut result for the new car which ran faultlessly all day and to a great battle with Graham Coffey and well done to Steve Simpson on winning and Kevin Proctor 2nd O/A

Adrian Spencer : Wigan Motor Club



Neil Howard Stages Oulton Park

NEIL SIMPSON admitted he was 'delighted and disappointed' after making his long-awaited debut in the Skoda Fabia R5.

Simpson was forced to retire the car from the Neil Howard Stages at Oulton Park with a holed radiator – but not before he had blitzed the opposition.

"I was delighted with the car but so disappointed to go out while leading," admitted Neil, who runs the Simpson Skoda dealerships in Colne and Preston. "The car was brilliant in the wet, although we did have an almighty spin on stage two, doing a great impersonation of Torvill and Dean before just missing the barrier."

The Clitheroe-based driver was quickest out of the blocks on the opening stage, beating Kevin Procter's Subaru Impreza WRC by five seconds.

Although Procter took the lead on stage two, Simpson and co-driver Elliott Edmondson were back in front with just two stages to go.

But the penultimate test saw the R5 burst its radiator after a stone flicked up when the pair caught a slower car in the stage.

"I wanted a top-five finish, and although I didn't get that, we were very happy with the car's performance today. I'm still rusty after being out of a rally car for over 12 months, but we collected lots of data from the five stages we did, so there's plenty more to come from both of us.

"The R5 is amazing and very different from the S2000 car I used in 2014. It's much more tractable and balanced, and delivers power right the way through the rev range.

"The event was the perfect platform for us to launch the R5 and to promote the dealership. We use motorsport to promote the brand and the dealership, and it works. We sold 22 cars last year purely on customer awareness of our rallying exploits, and that's something we are looking to grow with the R5. It got an amazing reaction from the spectators."

Lancashire Telegraph



Class Win For Swift At Oulton Park Neil Howard Stages Rally

Darlington precision driver Paul Swift was back in action at the weekend whereby he had to overcome some minor technical problems as well as the adverse weather conditions to claim a class victory and fifth place overall on the Neil Howard Stages Rally at Oulton Park in Cheshire.

Having only secured an entry on Thursday as one of the reserves, it meant a last minute rush for the Jim Bean Motorsport prepared, Millington-engined PSI Global UK, Smith & Allan Classic Oils and Smart Independent Financial Advisors-backed Ford Escort Mk2 team.

Along with wife Jessica in the co driver's seat, things didn't quite go to plan when they encountered a minor brake problem on the opening stage, which was held in torrential rain but the Swifts still managed to stop the clocks eighth fastest.

With the wet conditions suiting the more powerful four wheel drive cars, Swift dropped to tenth on SS2 before a superb drive on the next couple of stages saw him elevated up to fifth overall and leading his class. However, a puncture on SS5 threatened their progress, but it dropped them only one place as they lost around ten seconds.

As conditions dried out, so they became more favourable to the rear wheel drive characteristics of the Ford Escort, and Swift started his climb back into contention. Despite a broken windscreen caused by an errant stone thrown up from a car they were following and the battery expiring on the final stage in darkness, Paul and Jessica crossed the finish ramp in fifth overall, taking with it the Class D1 victory also.

The result sees the County Durham pairing leading their class in the prestigious Motorsport News MSVR Circuit Rally Championship after the opening round which will be televised on Motors TV on Friday 27th November at 10.30pm.

Paul Swift: *"It was a very last minute decision to enter and we only found out we had a run on Thursday, so it was all a bit hectic and thanks to the team for doing a great job. It was a battle in more ways than one from the start what with a couple of niggling problems but it was nothing major luckily. Once the weather dried up, we could challenge the four wheel drive cars and we gave a couple of them a good run towards the end of the rally but couldn't quite make it any higher than fifth. Still, I'm delighted with the result as well as the class win and to be leading the championship in D1 is the icing on the cake."*

Paul will next be in action at the Swift Signs Christmas Stages Rally to be held at Croft Circuit on Sunday 27th December.

Further information can be found at www.paulswift.com/motorsport



A Tale of two Single Venues

Neil Howard at Oulton Park & Hall Trophy at Blyton

After the massive emotional roller coaster that Mull had been it was good to focus on two events closer to home that hopefully would be less intense and fun...and a bit cheaper!

After successfully completing the Pendragon with Stephen Doherty in his XE engined Escort we had agreed to do the Neil Howard at Oulton Park as his regular carer, sorry co-driver, was still unavailable so I duly turned up on the Friday afternoon at Oulton Park for scrutineering. Now to say it was wet on the way down was an understatement so it was reassuring to see that Doherty had not lashed out on any wet weather tyres at all.... we would be on one of the road rally lads favourites the Yoko A021R...which was possibly a good choice as it turned out. As an aside Stephen had lashed out the greenbacks on a brand new trailer...he was promptly christened "Shiny" by Frank his work-mate and our service crewman, as by all accounts he never buys anything new at work! He had also had a bit of rear suspension work done (Watts linkage installed) and the brakes bled plus new pads since the Pendragon so after sailing through scrutineering we sat on the start line facing the pit barrier the following morning with high hopes...a huge 360 rotation after the island hairpin on the first lap put paid to the hopes but we did laugh I must admit...it was like glass on the curbing! The stage layout was better than ever I thought it would be, with a genuine "white" type section starting just through a gate at Old Hall and coming back out onto the circuit proper at the end of the pit

straight Armco. Unfortunately this is where it all came to a shuddering halt on the second stage...just after the tricky muddy left hander the Mancunian changed up early into third which was followed by a huge bang followed by acrid oil fumes billowing into the cockpit. I hadn't realized what had happened at first but after pulling over and lifting the bonnet all became clear...no4 rod had made a bid for freedom looking at the huge hole in the block! The car has a soft rev limiter in place, it hadn't been pulling a lot of revs at that point, no warning was apparent...but it was definitely rally over. Many thanks to the recovery guys...first class job. Since the rally the engine has been stripped down at a well-known engine builders near Scorton.suffice to say it seems we were lucky really to have finished the Pendragon...poor attention to detail during assembly by persons unknown. In the last week or so i have heard rumours that a Scorton Duratec has been ordered to replace the XE... a good choice I think as should be able to extract enough power (without going for broke) for reasonable money which will make this Escort a fun bit of kit next year.

In summary a disappointingly short rally but the event did have a good atmosphere and entry, with people spending many thousands on specialist SV set ups which wouldn't have disgraced a special saloons racing grid from my Croft spectating days years ago! The continued investment in his circuits by Jonathon Palmer is also obvious...in my mind it has never looked better since I first visited in the mid 70's, driving my dads SAAB 96.

The second event was Clitheroe's very own Hall Trophy at Blyton. After the truncated Mull rally Ste Hudson generously offered me a free seat in the Pug, which, after marshaling at Blyton for the last couple of years I was only too keen to accept. Hopefully the Pugs initial teething troubles experienced on Mull were now sorted and so on a windy and cold Friday afternoon I arrived to help with the rally set up...little did we know that this was just a summery interlude before waking up to near arctic cold blasts of howling wind early on Saturday morning...it was brassic to say the least.



***A Tale of two Single Venues
Oulton Park & Blyton
Continued from Page 30***

I had expected the barrels and cones we had carefully positioned the day before to be all over Lincolnshire but the crack CDMC marshaling team had everything ready again for the start on time...even though some of the original barrels were still 200 yards away, across fields from their initial stage positions! Mr. Hudson and his servicing crew, consisting of Old Mr. Ste Brock and young Ted Brock plus a younger Gussie Hudson (on his first event) duly arrived on time and after the scrutineer had got over the fact that the car log book was present and correct but appeared to describe a completely different car, we pulled up at noise just prior to the first stage.... where the first reading gave a lowish 112db's !!! Amazement from Heidi the tester plus Hudson and Vart inside the car.....it cant be we chorused! Second time around it was still the same.....cue a run to warm the engine up but Ste had noticed that the car wasn't running well at all at low revs...it seemed that the throttle pot (no idea what that is tbh !) was playing up and the car was overfuelling at small throttle openings and low revs. Third time Ste revved it hard to clear it and then very slowly built the revs up to 4.5k RPMand hey presto 99db's and Heidi was happy! This issue was to plague us to a degree throughout the day...the car was difficult to get off the line and according to onlookers belched out a lot of black smoke on take off plus it smelt heavily of fuel inside the car for most of the day. At full bore it seemed to clear and run well but I think a bit more lap top work will be needed to cure it and have it running as it should. It is however still fairly rapid I must admit!

We duly had a very enjoyable day at another good venue with the real stars being the marshals who stood out all day in horrendously cold conditions...they all deserved a medal as big as a banjo in my view...thanks to all. We did however have three incidents of note, the first being approximately 150 yards into the first stage! Just as I said to Ste..."this could be slippery" we performed a beaut of a gyration on cold tyres....Strictly come Dancing sprang to mind! The second involved a debate with a well known road rally driver re whether we had held him up.....we genuinely didn't see him but Hudson was stoked up for a while I must admit....:-). The third incident was on the last stage, held in the dark where the car in front thought we were going to pass on the right so moved to the left...just as we moved left.... and then across the field in order to avoid him....good job it was relatively level as we managed to turn round at speed and regain the tarmac. A bit of a bowel loosener that one!

Another well run CDMC event in terrible conditions...ironically the clean up the following morning saw Blyton bathed in sun with no breeze at all.....at least we could find all the errant barrels and cones. Great food at the Ingram Arms and "The Dukes of Ribblehead" entertained all weekend – everyone just wants to see the photos as Sam dived into the drainage ditch as Tim Whiting assaulted the Armco in front of him...Seddy just calmly finished his roll up by all accounts and wondered what the fuss was!

Thanks to all at CDMC – a good place to be!

*Photos Courtesy of Tom Murphy
MURPHOTO*



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

The further adventures of Barney the purple Micra

Barney goes to Lincolnshire

It was going to be one or the other – either marshal or compete on this year's Hall Trophy Rally. It was really a choice of whether to spend a day stood in the freezing cold and biting wind of the Lincolnshire flatlands spend it all toasty warm in the passenger seat of a Micra doing its best to pull the skin off a rice pudding. The lure of a chance to shout instructions at Steve Johnson all day was simply too much, so competing it was.

To be fair, and this isn't me being biased towards my own club, Blyton has become one of my favourite events. It's always extremely well run and is a great venue with a good selection of fast (in a 998cc Micra?) and technical sections. I always enjoy it here and this time was no exception.

We rolled up at scrutineering, after booking into one of Scunthorpe's finest Premier Inns, and mostly breezed through it. It's a good job the scrutineer wasn't deducting points for style, because the numbers tank-taped to the side of the car whilst still attached to their white backing sheets wasn't going to win any awards. But given that the white door squares had been recently removed as part of a de-stickering frenzy, it was the best of a bad job. Black on purple just ain't gonna work, especially in the dark.

After leaving Barney to hold a space in the service area for us for the night, it was back to Scunthorpe for steak and chips and several pints of Guinness. Well? How else are you supposed to prepare for a rally?

With the imminent compulsory use of FHR devices, Steve J was using a borrowed HANS for this event to see how well he could live with one. There were complaints about not being able to rotate his head through its usual 360 degrees, so how was he going to safely perform a "J" turn to get us out of trouble? I have a solution – stay out of trouble! It didn't seem to slow him down, and thankfully we spent all of the event pointing in the right direction, if not necessarily always on the right bit of Lincolnshire. More of that later.

It's been a while since either of us had been out on the stages, in fact my last event was the NW Stages almost a year ago. So stage 1 was probably a bit on the cautious side, proven by the fact that we were 16 seconds quicker on Stage 2. Warming up nicely, which is more than can be said for my fellow club members stood out marshalling. By eck, it were cold.

All of the daylight stages were relatively trouble free, with lots of sliding around on Steve's beloved standard road tyres, doing his best to squeeze every last drop of performance out of poor Barney, which, to be fair, he's bloody good at. With all the cones about, it seemed just like a big autotest (without any of the going backwards nonsense), so Mr J was well at home. With the shortage of competition from anyone else daft enough to rally a 1.0 litre Micra, other than the solitary F1000 Junior, we weren't going to be in any way troubling the results team. But we were there just for fun, and that it was. I'm not sure you're supposed to laugh that much during a stage rally, but we did. Or maybe it was nervous laughter. I'm not usually a nervous passenger, but I was sat next to someone who was just looking for an excuse to see if he could perform a "J" turn whilst wearing a HANS device, so perhaps I should have been! In between stages, Steve J remarked that he was feeling left out. Seeing all those folk around us beaver away on their cars, he thought he should be on the outside of the car tapping things with hammers or something instead of sitting on the inside eating apple pies. But sadly, Barney was behaving impeccably. There was a bit of excitement when Steve checked the tyre pressures. But they were okay.

As the sun went down it was time to stick some lighting on the front of the car. Now, there's a problem with this. Whilst it's fairly important to be able to see where you're going, that light pod weighs a ton! There's hardly any power in the 998cc engine as it is and its already trying to cart around a combined 27 stone of middle-aged bloke. But stick a great lump on the front and you're power to weight ratio's looking grim. And if that wasn't enough, turn the bloody thing on and what's left of the power is attempting to light up Lincolnshire, and all you're left with is a big purple torch on wheels trying to drag its arse off the start line!

Bored with driving on the lovely smooth tarmac, Steve decided that after the first bend of stage 9 he'd go for a little wander into the field on the left. I did mention that it was a bit smoother just to our right and we made it back on to the black bit before the next right-hander.

Not satisfied with one bit of off-roading, my call of "square right between the arrows" at the end of the long right-hander at the far end of the circuit was dutifully ignored and we were off again, heading into the inky blackness. Steve soon concluded that this was not the quickest route and decided to return to the tarmac, but Barney had decided otherwise and his ECU went into "I've had enough of this crap" mode. Cough, splutter, stutter, silence. However, there's a happy ending. It turned out he only needed a rest. The "turn it off and back on again" solution to all electrical problems saved the day and we were off and able to do the last stage (all on tarmac this time) and finish the rally.

A big thank you too all my colleagues at CDMC for putting on another faultless Hall Trophy Rally and special thanks go to all the marshals, set-up and strip-down teams who braved the Baltic temperatures to give us a great day's sport. And finally, thanks to Steve J for a fun blast around in the mighty Micra. All in all, a cracking weekend away.

Steve Butler : Clitheroe & DMC : from the left hand seat of a big purple petrol powered torch.



Photo Courtesy of Tom Murphy
MURPHOTO



Lynn Charity Stages 2015

Sculthorpe Airfield, Kings Lynn

Returning to the Lynn Charity Stages for the second time after a retirement last year, Terry and Mark were looking forward to a successful rally hopefully beating their seeding of sixth. An early start in the morning with scrutineering at 7am meant an overnight stay for Terry and a long drive for Mark at 4am! Once the sun rose the pair were greeted with thick fog which would make conditions particularly difficult. However at the drivers briefing before the action started, the decision was made by the organisers to have a low speed recce where crews could make notes of where the corners were, what to look out for and where it could all go wrong!

First stage in, Terry made his now usual fantastic start... third fastest stage time and taking advantage of Ross Daniels and Paul Mankins retirement in car 1 to be right in the mix from the start. It wasn't all trouble free however, after hitting a bump, the crew went too fast into the following 90L/90L/90R and went very wide missing out the 90R completely. Terry and Mark were lucky not to get penalised for that indiscretion!

Second stage in and conditions were barely any better. Very slippery with the mist making the venue really tricky in places. Confidence was getting higher after a great time in the previous stage so Terry decided to push a little more. A fantastic start to the stage came undone when on a long 6R with the foot flat to the floor, the Subaru slide wide, back end came round and we ended up in the field on the infield! There were a few swear words over the intercom but no damage and a time seven seconds faster than stage one. Stephen and Jack Tilburn had issues in car 4 which meant Terry and Mark kept third overall. All was not lost and there were still six more stages to go.

Stage three and the weather was finally clearing, the course getting drier and visibility getting much better. This was where all the other drivers gained more confidence and the pair lost their advantage... Terry being really good at driving on greasy and wet conditions. Stage three again started well, but after a few miles there was a problem picking up fuel from the fuel tank exiting corners. Another frustration that didn't help but the car made it round and it was promptly refuelled! The afternoon went without issue, the weather improving to one of the best days all year! Each time round, Terry was gaining confidence and going quicker and quicker. Stage six the pair got caught behind a Mitsubishi for a whole lap costing some seconds, but not enough to alter the final standings.

The recovering Escort of the Tilburn's making up time hand over fist after their problems in stage two overtook the crew, finally finishing fourth overall, third in class meaning the pair took away first in class award.

Both really enjoyed the stages, well run, organised and a great venue all mean Terry and Mark will consider going next year. Winning first in class also meant 25% off next year's event which always helps! A great incentive to get cars competing next year, which more events should do. Abig well done to car 3, Ray Brammer and Mark Loomes in the Subaru Impreza S8 WRC showing the rest of us the way, winning all but one stage. Terry and Mark followed the car into the stage for the afternoon and watching it set off was fantastic! Terry tried to take the first corner flat just like he saw the WRC car before, but the car ended up going very wide so thought it best leaving that to the bigger brother of Terry's car!

Next on the calendar are the Rockingham Stages at the beginning of December which the pair are very much looking forward to.

Results at www.lynnstages.co.uk

***Terry Pressdee (Alwoodley Motor Car Club) and
Mark Broadbent (Airedale and Pennine Motor Car Club)***



“He Who Dares Wins...”

The Dan Sport Rally 2015

I must apologise for nicking one of Del Boy's immortal catchphrases for the title of this report, but if loveable rogue Derek Trotter, of Nelson Mandela House, Peckham, ever got one thing right in his life... this saying was IT!

I dared to do the Dansport...in the end...and got a far better result than I could ever have dreamed of. Lovely jubbly!

It had been a tough campaign throughout 2015 in the SD34 Road Rally navigator's championship, with some stiff competition vying for the title and for the other prizes at the top table...and congratulations are due to 2015 champion navigator Gary Evans and runner-up Rob Lloyd. I also managed to finish up third overall but we will get back on to that later.

As stated at the very beginning, I wasn't planning to do the Dansport Road Rally...I had used up all of my Brownie points for the year, having done something in the order of 16 rallies prior to this, some in the woods, some in the lanes, and, most recently, the one uppermost in everybody's minds very sadly just now, Mull.

The governor, Mrs Barnes, knows of my wish to carry on rallying and we had a good chat when I got home from Mull ... but I promised her when I got back from Scotland that I was done for the year.

I should learn not to say things like that, because within a couple of days of returning from Scotland I was contacted by Matlock MC member Alex Green, who wanted to know if I would sit in the silly seat on the Dansport. The answer was 'thanks but no thanks'... phew, got out of that one then!

The last thing I had said to Dansport COC Gary Evans, at the end of the Clitheronian a few short weeks earlier was that I wasn't doing the Dansport.

He grinned, ignored me and told me I would love the format this year!

Alex Green was back in touch a few days after the initial rejection to ask again and this time, sticking to my guns, I told him it was impossible because we had just got another new puppy to accompany my sidekick Monty Don.

Why not do the event? Well the house was in uproar, it was sheer bedlam because the newcomer Bunty Barnes' middle name is Mischief with a capital M – and I didn't feel I could lumber a dog sitter with her, especially as she still thought the middle of the lounge carpet was where she was meant to do her business! My wife works on Saturdays until 8.30pm and it was also the Saturday after bonfire night – you couldn't have a worse possible combination or a better reason for not going rallying!

But I digress...

Then Gary Evans got in touch again, asking if I was available to sit in with Jim Brown. The same answer was supplied. The new dog meant 'No!' But he wasn't having any of it. These Matlock people are persistent buggers to say the least!!!

And then a few days later Alex Green challenged me during a public conversation on Facebook, asking if I was a man or a mouse. Grrrr!!!! That was it, the gauntlet was thrown down and accepted, the attempts at resistance were over. I gently broke the news to my better half that I had been press ganged into doing the rally, she accepted it with good grace (LOL...that's a joke) and the rally was on.

And, thankfully, by this time Bunty had started to show signs of knowing where to go when the call of nature called, and I managed to locate a dog sitter in Horwich, so everything was set for the rally.



Gary Evans / Allan Barnes



The Lloyds take home the spoils

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Down to the rally and what of the driver? Alex Green is a quick lad, no doubt. He had just had a third overall on the Mercian Road Rally and had put one of his cars - he owns more than one road rally vehicle – on its roof on the Jackson, in early October. I had done one event with Alex before, the Altratech 2013, so we were not complete strangers and I had already had a taste of his 'explosive' driving style in Derbyshire.

Matt Flynn texted me leading up to the Dansport, suggesting I was a brave man to sit in with Alex in light of his roll on the Jackson. "No problem", I replied jokingly. "I am wearing my crash helmet with roller skate wheels superglued to the top of it".

And so to the night of the rally. Bear in mind that I live 85 miles from Bakewell. I got there at 5.30pm. Alex, who is a bit on the laid back side of things, lives five minutes from the rally HQ. He got there at 8:30pm!

The car for the evening's entertainment was Alex's brother's Rover ZR. Great little car, just a shame the seats were so high up, which meant it felt like I was on a camel's back all night on the rally. We navigators prefer to be on the floor where we can't see too much!

At signing on the lovely Frances Banning had warned me about Mr Green. "He's a nutcase," she declared starkly, adding: "If he starts giggling you must rein him in." I asked what she meant and she explained that when Alex gets over-excited on a rally, he starts giggling. This is the time to cool him down a bit or a crash could be on the cards, she advised.

I took it on board and am glad that I did because after two hand-brake attempts on the first special stage at Bakewell Show-ground which were well over-cooked, I had to peg him back with a bollocking! "Just drive round the bloody course you maniac!" I screamed, as we hurtled sideways into another 90 right at a ludicrously high speed. Did he pay any attention? No – the giggles were evident all night and it was a great laugh!

Special test over, it was down to the nitty-gritty of plotting the first half up to petrol, which was held near Leek in Staffordshire. This was a first for me, rallying on roads on Map 118.

There was enough time to get all the plotting done before heading off to the start of the rally proper in the lanes near Monsal Head and Gary Evans was not kidding when he said at the drivers' briefing that we were in for a treat, especially on Derbyshire's 'smoothest' whites. The fibber!

Looking back at the route some two weeks after the event, it never ceases to amaze me how I and the other navigators manage to get all that info down and then follow it to the letter...or otherwise.

My maps resembled a spider's web. I do know that Gary and Ben Briant's cunning route tested both sides of the car, due to the terrain and the sloty nature of what they had laid on for us all.

All in all, there was something in the order of 56 codeboards or passage checks and 21 NAMs to deal with, some being double triangle junctions requiring pin-point plotting to ensure you approached from the right direction to get boards and avoid fails. There were two very interesting long NAMS in the first half, one with a potentially rally-ending big rut that you had to avoid if you wanted to stay in the event. The organizers had really gone to town and put on a stunning route.

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Photos : John Gorton



Alex was certainly on form and enjoying himself. He was now driving quickly and tidily, using his knowledge of the roads thanks to being a Derbyshire lad. Okay, not all the time, the giggles were still much in evidence, especially when we went into tight bends a tad too quickly and he just about managed to gather the car and get her back on line...and down the whites, which he took the only way he knows – flat out.

But it was all enjoyable stuff and the mood in the car was one of fun and banter. I particularly enjoyed Alex's driving down a white through a forest that joined on to the Goyt Valley road, prior to petrol, which he said was like rallying in Grizedale Forest, and and he deserves credit for being patient with me on roads I still don't know like the locals.

We kept it honest on the maps, with me making the odd wrong slot in neutrals, in the fog and the gloom which didn't matter, and we got to petrol unscathed. Then I had a 'mind fart' and when we left the holding area after petrol had not realised the out control was the start of a do-er. It was only when a mile or so down the road that the penny dropped and after apologising profusely, Alex really put his foot down.

There was quite a bit of fog in certain places but Alex drove in it very well. And to cut a long story short, despite sailing close to the wind in terms of running close to OTL because of wrong-slotting mistakes I made in neutral sections, we ended up sixth overall, after earlier thinking we might finish fifth, only to drop a place after another crew successfully lodged an appeal over a codeboard issue.

Fifth overall, sixth overall, what the heck, they both sounded good to me as a non-Derbyshire rallyist.

In previous forays on to Map 119 my best result had been a 12th overall on the same event a year earlier with Toney Webb, so to break into the top 10 was not remotely in my mind when I set out to Bakewell at 3:30pm on the Saturday afternoon, even though we were seeded at car 10. Getting round and getting a finish had been my most basic requirement. The rest would take care of itself.

At the presentation ceremony we received some beautiful crystal cut-glass whisky tumblers for second expert but hats off to two semi-expert crews who finished third and fourth respectively, Allan Storey/Tom Fenton (3rd) and James Vincent/Kelvin Phipps, for great efforts. I have attached a picture of the final results so you can see that the potent Welsh pairing of Martin 'Pro Flock' Lloyd and Rob Lloyd emerged victorious from Ady Green and Ian Gibbins. Just ahead of us in fifth were Jim Brown and Paul Holmberg.

The result, which I simply was not expecting, helped me out on a few fronts. As far as I am aware it has secured third overall for me in the ANCC Road Rally Navigators' standings, although I stand to be corrected – third overall in the SD34 standings plus a win in the Kirkby Lonsdale MC navigator's table, the GPMC road rally navigator's championship and Preston Motorsport Club's table. Happy days.

But those final positions in various championships depended on many things on the night. I had said before the rally that there was still much to play for, involving several competitors. My friend Jason Crook, who was on the event with 2015 SD34 champion driver Myles Gleave, was pushing hard for a top-three finish in the navigator standings, as was Paul Taylor, who I have always regarded as my personal benchmark on local events. Beat him (nigh on impossible) and you are doing well.

As far as I am aware, the Proton of Tony Harrison, for whom Paul Taylor was navigating, suffered oil starvation in the second half, which sadly ended their rally. Myles and Jason never started the second half after experiencing fuelling issues in their Peugeot 206 Gti that could not be resolved at the halfway halt. Unlucky chaps.

And those little twists of fate are the things that add to the intrigue and excitement when contesting a championship. Everybody has good and bad results in the course of a season. Some have more bad luck than others, it's just the way it goes.

Sometimes it is the events you expect to do well on where you bomb out, sometimes it is the events you don't really fancy where you get results that help your cause more than you could have imagined. I can think of events such as the Rali Gogledd, the Morecambe and the Dansport as events where big points were gained when not expected, whilst on a couple of local events, the GPMC Memorial and the Clitheronian, things did not go quite as well as hoped for on the points front.

The SD34 Road Rally Navigator's Championship is a title well worth winning. The old trophy is packed with illustrious names from years gone by. That message seems to be getting through and now it is a championship which is being contested more vigorously and more competitively by more navigators, some from further afield than the traditional SD34 winners of yore, with the likes of Rob Lloyd from North Wales, Gary Evans from Derbyshire, and Ian Graham, who travels from King's Lynn for his rallying fixes.

Long may this be the case, although personally I would STILL prefer more local events as the SD34 Motorsport Group was originally designed for clubs in a certain area covering the North West.

**Who Dares Wins . . . ‘
The DanSport Rally
Continued from page 36**

This is not to knock the likes of Matlock, Hexham and Rhyl & DMC, who have all joined the party, bringing their events into the championship. It is also not a go at the people who pick the events that make up the championship, as beggars can't be choosers.

But I sincerely hope the likes of Bolton-le-Moors CC and other SD34 member clubs will consider putting on some road rallies in the years to come.

That is my honest view because at the moment, in terms of what we can call the real local clubs, it is down purely to Clitheroe DMC and GPMC, with non-member clubs such as Morecambe and Kirkby Lonsdale also helping to fill the void. I am sure the newest club on the scene locally, Preston Motorsport Club, will put on road rallies in the future but we have to earn our wings first, and with this in mind should be putting on at least one 12-car event in 2016.

In my first incarnation as a road rally navigator, in the early to late 1980s, the SD34 road rally calendar featured two road rallies a year from Pendle MC, one from Springhill, one from Bury, one from Bolton-le-Moors, one from Preston Automobile Club, one from South Shore, two from Kirkby Lonsdale, two from Clitheroe, two from Morecambe Car Club, plus, if THIRTEEN local rallies a year wasn't enough for you, there was also the Towers Leck from Vickers Barrow Motor Club and the Colman Tyres, just over the border into Yorkshire!

I know things have changed and it isn't possible to have so many events in the times we now live in, but you would be surprised at how tolerant most country dwellers are, still. Look at what Ian Mitchell, Andy Pullan et al at Ilkley DMC did last August in bringing back the Colman Tyres after God knows how long. It can be done if the will and the desire is there. So come on local clubs, get cracking!!!!

Signing off, just a word of thanks to Dansport CoC Gary Evans and Ben Briant, his deputy CoC, for a first-class route and event. You boys must have worked your socks off on the PR and organisational side of things. To all the backroom team at Matlock MC – thanks – and a big thank you, too, to the dozens of marshals whose unstinting generosity allowed us to play out.

Will I do the Dansport next year? I said I wouldn't again after the 2014 event, I said I wouldn't do the 2015 event...I ended up doing both, the answer is probably a big YES!!!!!!

**Alan Barnes,
aged 52 and a bit
(Preston Motorsport Club)**



Dansport 2015

With a new start venue, and the promise of a simple navigation, both Martin and I were excited to make our fourth venture to Derbyshire since pairing up last year. Our target was simple – 2nd overall would guarantee Martin the ANWCC championship. 3rd would mean a tie between him and “The Dude”, and neither of us were interested in finding out how that would be settled!

Arriving fashionably late as usual, the length of the queue for scrutineering put me into panic mode. After a quick burger from the Bakewell Showground café, I was borrowing some of the handouts from the more prepared navigators whilst Martin was removing his wheel nuts for inspection. It seemed this was a wise decision, as after no time we were lining up for the special test around the showground. A good blast around here and a reasonable time, it was a shame to see our compatriots John Leckie and Sion Matthews call it a night there. We've had a lot of good battles this year, and many more to come no doubt.

The first section started on a tarmac white just outside of Bakewell. Some slight confusion around a NAM diagram allowed us to pass Rich and Sasha, although our efforts were somewhat wasted, cleaning the section comfortably. It was then up towards the whites around Stoney Middleton, a good time only hampered by reversing for a codeboard. On towards the North East corner of the map, and it was a shame to pass Carl and Sam with the bonnet up.

Next was a play around the Donkey Sanctuary white, thankfully CoC Gary Evans had given us a printed map with all the cautions to get around safely. Martin was pushing hard here, and my heart sank to hear the same noise we had heard on the Kick earlier this year when the differential decided to call it quits. Thankfully, it was only the impact gun that had been set off due, to Martin's adventurous driving style.

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A quick incident-free run down Goyt Valley led to my first mistake of the night. I misjudged the amount of time we had been given over the foggy Axe Edge moor, causing us to drop a full minute on Rich and Sasha. News had reached us that Carl and Sam had called it a night, so we agreed to forget that error, and push harder. A nice short section into a farm caught out a few crews, some ending up having to reverse out of a well-placed cow shed! Luckily my head was up at the right time to spot the arrow and prevent ourselves from the same fate.

A quick breather at petrol, then into plotting the second half. The news from Martin is that we were on for the result we needed quite comfortably. I can't quite remember the term exactly, but we agreed that driving like a young kitten and guaranteeing the finish would be the way to go for the night. A nice thought, but with the win in our sights, it was never going to happen!

The first section from petrol was slack, which was lucky considering I had misread the timecard and didn't think it was a competitive section until about half a mile in! Rich and Sasha had gone to query a result, leaving us as first on the road. It was a little surprising at the start of the next one outside Onecote, to not see the red Escort, but the blue and yellow of our wonderful Police force! It's safe to say our departure from that control was slightly more reserved than usual...

We decided to pull over on a neutral to plot one of the handout sections from Calton to Wetton. With several NAM diagrams, I wanted to be sure that no mistakes would be made. Letting Rich/Sash and Ade/Ian past, we were relieved to see the latter's brake lights at one of the NAM's, and pass them after some confusion. Onto the Wettonmill section, we realised the headlights we passed after the bridge were those of Rich and Sasha, and that a good result was on the cards if we kept everything together. Sadly this was the last we saw of those guys, retiring shortly afterwards.

A long section weaving towards Buxton followed, it was surprising to see that we had been the only crew to clean this one. A lot of triangles, boards and a ford chucked in meant that absolute precision was required from both seats. It was then up to the whites above Taddington for the penultimate section. This is where our problems started. Picking up the codeboard, and failing to drive away, Martin says the gearbox has gone. It seemed the curse of Car 3 was going to continue! We got to the finish and I was told that would be the end of the night for us, car for the last 10 miles, then he'd need the map!

Luckily the start of the last section was manned by about six heroic marshals – who were more than happy to give us a push uphill with only 3rd gear. Cue a lot of shouting and smoke in the car, and eyes freshly peeled for the hair-pin left that we would only get one chance at! Thankfully we got around, and the run in to the end was far more forgiving.

A delicious breakfast at the showground, and we were amazed to find that we had won by around 12 and a half minutes. Looking back, some of the risks we took were unforgiveable knowing the result now!

I'd just like to finish with a big thanks to Gary, Ben and the team for a cracking rally that delivered everything it promised and then some. Also to every marshal, resident and landowner that made the event possible. Proper mad this rallying thing isn't it?!

[illegible]

Rob Lloyd : Stockport061 MC + others

CAMBRIAN CROWN REWARD FOR BOGIE BRILLIANCE

David Bogie and Kevin Rae were in a class of their own during the 60th running of the Cambrian Rally; claiming victory by 54 seconds after 45 competitive stage miles.

Despite the overall Gold Star title being wrapped up, the final round of the 2015 BTRDA rally championship had attracted one of the highest quality entries of the season, headed by Scottish Championship regular David Bogie and joined by the likes of Sam and Josh Moffett in WRC Fiestas, Jonathan Greer in an R5 Citroen and Osian Pryce in the brand new R5 Mitsubishi Mirage. And whilst the top prize had been claimed, it was all to play for in the 1400, Silver Star and Historic categories as the BTRDA regulars headed to Llandudno for the 60th anniversary running of the Cambrian Rally.

GOLD STAR

It was clear from the outset that it would take some drive to defeat number 1 seeds David Bogie and Kevin Rae in their Fiesta R5+; the Scotsman opening up a 20 second lead after setting fastest time on the first three stages of the day.

With such a strong class B14 entry list however it was with some surprise that Luke Francis and John H Roberts were lying in second place overall at the halfway point in their ageing B13 specification Evo 9. The local man clearly had the bit between his teeth and it was he who halted Bogie's run of stage victories with a stunning time in Penmachno South, trimming the overall lead to 18 seconds at the Glan y Gors service halt.

2 stages later however we were looking at a very different leaderboard. Outgoing BTRDA Gold Star champion, Steve Perez had been lying 3rd at service, but lost over a minute on the second running of Crafnant when the turbo pipe became detached, before ending the day in the Llyn Elsi scenery after trying to make up the lost time. Meanwhile the fast starting Luke Francis dropped 43 seconds in the same stage, demoting the North Wales man to third and splitting the two WRC Fiestas of Josh and Sam Moffett. As a result Bogie now held a commanding 57 second lead. With just 2 runs through Penmachno followed by a loop of the Great Orme remaining you could have forgiven Francis for consolidating his third place overall and class B13 lead. However Francis is blessed with an all or nothing attitude; the deficit to Josh Moffett reduced to 4 seconds with just 2.95 miles of tarmac to go. And whilst local knowledge is a big advantage on the Orme, no one would have expected Francis to set a time 8 seconds quicker than anyone else, especially given the traction of some of the newer machines! This had been a phenomenal drive by the Mitsubishi pilot; B13 rally victory also enough to claim the BTRDA class championship glory and end the year fifth in the Gold Star rankings. The victorious Bogie had done all of the hard work early on and once Francis had dropped back in stage 6, the victory was never really in doubt; a leisurely run over the Great Orme finale reducing the winning margin to just under 1 minute by the time the crews arrived at the Llandudno finish.

Continued on Page 40



This had been a mature and accomplished drive by the Scotsman on the tight and twisty North Wales stages; surely a BRC championship contender in 2016 should he appear on the entry list.

HYUNDAI GENPOWER PRODUCTION CUP

In a category marred by the tragic loss of Andrew Mort on the previous weekends Tour of Mull, it was Patrick Naylor and Ian Lawrence who took the victory with an excellent 7th place overall in their N4 specification Evo 9.

Having claimed category victory on both the Woodpecker and Trackrod rallies, the West Midlands based duo had already wrapped up the title and so were free to fight for class honours on the final round of the season; Naylor and Lawrence recording N4 victory by 34 seconds from the similar machine of Russ Thompson and Andy Murphy who themselves claimed the runner up spot in the title race.

Elsewhere, In a great sporting gesture, Aaron McClure elected not to claim championship points, which had he and Elliott Edmondson finished, would have still allowed Tom Naughton and the late Andrew Mort to finish the year in third position. It is fitting that the much loved Scotsman will be forever in the BTRDA history books. Further back, even after suffering a 1 minute time penalty, Owain Rowlands and Caron Tomlinson claimed class N3 honours with 78th position overall in their ME Rallysport Ford Fiesta.

SILVER STAR

Callum Black was clear favourite for the Silver Star title coming into the final round of the championship, requiring just a 7th place finish to wrap up the honours. And all was going to plan by the end of stage 5, as the Northamptonshire man held a 4 second Silver Star lead in his Citroen DS3. But disaster struck on the second run through Llyn Elsi as he and co driver Paul Wakely were forced into retirement with a gearbox issue.

This paved the way for Boyd Kershaw to snatch the title away from Black at the final hurdle, realistically just needing to complete the 3 remaining tests to take the crown.

And that they did. While local man John Rowlands, co driven by Glenn Latham went on to take their MK2 Escort to event Silver Star and class B11 victory with a strong 13th position overall, Kershaw and Bryan Hull finished in 24th, 4th Silver Star crew home; this after a very steady time on the Great Orme finale courtesy of clutch problems. Bryan Hull may have missed out on the Silver Star title courtesy of his Malcolm Wilson Rally absense, however his points tally was enough to share the B11 championship victory with his Reading based driver.

After the unfortunate demise of Black and Wakely, B12 honours went the way of Meirion Evans and Jonathan Jackson with an impressive 15th position overall; the Welsh duo increasing their speed over the drier afternoon stages to climb 11 places from 26th position at the halfway point.

Meanwhile Class B10 saw one of the closest finishes of the event; Rene Torcato and Keegan Rees taking victory by a mere 2 seconds from Kit and Tim Leigh, denying the latter class victory on what was their 100th event. The class had been expected to be claimed by Tom Cave in his Fiesta R2, however the WRC regular was forced into retirement after the second stage, leaving Josh Cornwell and Dai Roberts in a similar machine to take up the mantle.



Cambrian

Continued from Page 40

A stage maximum in stage 7 dropped Cornwell to third however, leaving a two way battle for the class honours over the final 2 stages. Having lost 29 seconds to Torcato in stage 2, Leigh was on an afternoon charge, cutting the gap to 21 seconds by stage 4, 12 seconds after 6 and 8 seconds as they arrived at the Orme. 61st quickest time however was enough for Torcato and Rees to keep the Fiesta crew at bay in their Citroen C2.

KICK START 1400

The championship was destined to go 1 of 3 ways heading into the Cambrian with David Bennett, Ash Slights and Dave Brick all in with a shot at the crown.

By the end of stage 2 however, the championship was looking a little more clear cut as Bennett and Alistair McNeil held a 34 second lead over Brick with Slights 7 seconds further back following a puncture after a trip into a ditch. Chris Powell in his Sunbeam meanwhile was interrupting the championship battle as he held an excellent second.

In fact Bennett and McNeil went on to claim the title in style by setting top 25 stage times on all of the remaining tests to finish the event in 14th overall, equal on time with top 2WD crew, John Rowlands and Glenn Latham, but losing out on 13th courtesy of a 1 second slower opening stage time.

Behind, Chris Powell and Jim Lewis put in a great performance to take second in the 1400 class, while third was enough for Dave Brick to claim the runner up spot in the title race. Ash Slights may have had a disappointing end to the season, however he and Alex Lee can reflect on what has been a successful year, a year which has seen the Yaris become a front runner in the class and at times more than a match for the super quick Bennett.

BTRDA HISTORIC CUP

The historic category on the Cambrian rally had attracted several none registered crews and it was Simon Webster and Frank Richer who inherited the lead from Ben Friend after stage 2 and never looked back; the MK2 Escort crew taking the Historic and class H3 rally victory with 25th position overall.

Paul Street however was the first BTRDA registered points scorer home in 5th, allowing the Mansfield man to snatch the Historic cup and class H3 titles away from RX-7 pilot, Jake Scannell by just a solitary point.

H2 victory went the way of David Lloyd-Roberts and Dei Jones with 38th position overall. Meanwhile second in class was enough for Dave Forrest and Charlie Carter to claim the BTRDA class title.

In Class H1, Barry Jordan found himself up against the similar Hilman Avenger of Gary Edgington and Kate Bannister. Jordan and Gratton-Smith are a formidable pairing these days however, the H1 class championship winners going on to claim victory by more than 2 minutes with 48th position overall.

THE FINAL WORD

Having not been in the forests for the best part of three months, it was great to encounter David Bogie on top form; his speed and pin point accuracy a pleasant reminder of what we had been missing! This, combined with the balls out approach of Luke Francis amongst top commitment from several other crews, made the BTRDA season finale an enjoyable day out.

Llyn Elsi is another stage to tick from the list, and maybe more new territory can be explored early next year as the Cambrian becomes the opening round of the 2016 BTRDA championship. After a year of being in the news for all the wrong reasons we can but hope that 2016 represents a new dawn for British rallying.

Paul Commons

(Paul Commons Motorsport Photography)

IMAGES

For JPEGs or any other enquiries please get in touch via paul.commonso@yahoo.co.uk



Tour of Hamsterley 2015 – A view from Car 32

The story of our "Tour" this year starts back in June on the Carlisle Stages. For various reasons Carlisle was the first event we could get to compete on this year. Partly due to pressure of work on my part. The same pressures that have led to me spending very little time at home during weekdays. Only getting to see my own bed typically for a Friday to Sunday.

So, the Friday morning of scrutineering for the 2015 Carlisle saw me catch the 06:00 Ryan Air flight out of Krakow (Poland, where I'd been for an International Standards Conference) into Stanstead for 08:00. Followed by a 1.5 hour queue to get through immigration and passport checks! So much for the supposed benefits of having only "carry on" cabin bags to speed the airport transition? Then a long drive directly up to Longtown to meet Keith, who had Kermit the green Avenger in tow, quite literally. Having packed my Helmet, Overalls and Notes in the car the weekend before.

No probs for Kermit at scrut but an opportunity for a refreshing chat on non-work topics with a friendly face in the shape of Mark Casey. Which led to Mark joining us for a bite of supper in Greta. Before Keith and I settled into our first opportunity to run through the Notes together against the Patterson DVD. Carlisle was our best event of 2014, winning our class in the RAC Historic series, so optimism was high.

The first stage went steadily enough, with Kermit seeming perhaps a little down on power. Timing to be checked at service then. The stage start at SS2, Scottish Kershope, was manned by Geoff Balls and others from Northallerton. But soon after we left the start line Kermit began to falter. Progressing only around half a mile before flames erupted from the front, reaching up through the grille and around the bonnet sides quite spectacularly. So Keith was frantically trying to find somewhere to pull over – not easy on that part of the Kershope stage, while I reached for the extinguisher pull.

Although not quite so scary as being inside a plastic bodied Darrian that was properly on fire (we did that a couple of years ago together, during the Richard Burns Memorial Rally at RAF Marham, but that's another story!) This was nevertheless a moment when wearing full flame proof overalls, underwear and balaclava seemed quite a Good Idea! I guess those do give you a little extra survival time? Slightly more surprising though, this turned out to be one of those occasions when an AFFF extinguisher proved adequate to actually put out the fire, on its own. Thanks to good positioning of the plumbed in nozzles by Keith, during the car's build. There was still plenty of engine and engine bay damage though.

While Keith remained with Kermit to ensure he didn't set fire to the forest, it was my duty to jog back to Geoff to report our demise to the stage start radio. Game Over.

It was while searching for historically correct replacement parts for the extensive re-build required, that Keith discovered one of our 2014 RAC championship rival Avengers was for sale. That of Graham Thatcher. A car not normally seen outside Wales. Although a couple of years older than Kermit from the Coventry factory, the car was reasonably well prepped, if also a little well "used". Nevertheless it offered a route back to event readiness that was more promising of quick success than re-building Kermit. So a purchase was duly made via the hands of Ian Beveridge, the regular Historic competitor more normally seen in Volvos. "The Red Avenger" arriving in the Potto Shed a couple weeks before Hamsterley. Requiring only the in-date seats and belts from Kermit (and one of the other Avengers in various states of dismantledness also in The Shed). I managed a brief seat fitting the weekend prior, so with a small adjustment to our entry details we were Hamsterley ready.

Hamsterley CoC, Steve Waggett, is a former co-driver of Keith's from Road Rally Avenger days, so was keen to see us out to join the two other Avengers entered. Our entry had therefore been on the list for some while. Also encouraged by this being the first round of the new Northern Forest Challenge comprising Hamsterley, Malton, Grizedale and the Riponian. (An excellent initiative by the way and one we are keen to support). Steve and joint CoC Derek Holgate had even arranged for an extra "Avenger Award" for the first Hillman home, with help from awards sponsor Peter Stephenson, Mr Able UK and a great supporter of stage rallying in the NE.

The new Scrutineering, Service and Finish venue at Streatlam near Barnard Castle proved perfectly fit for purpose. So with scruting the "new" car and the formalities over on Friday evening, our regular service team of Ian and Colin were at a loss for the normal pre-event sweepstake of how many stages we would complete before retiring. Saturday morning brought the rain that the lovely Carol had predicted so accurately on Friday morning.

Photos Courtesy of Andrew Shepherd
www.rally-images.com



TOUR OF HAMSTERLEY

SG PETCH RALLY

A View from Car 32 Continued from Page 42

Normal Hamsterley weather then! We opted for a unspectacular (in theory) run through King's Crag. Getting to know the car, as this was the first opportunity to actually use it in anger on the loose. Keith finding the rear suspension in particular stiffer than Kermit's set up. Unfamiliarity contributing to an encounter at the very first bale chicane. When our Avenger decided it was love at first sight with the third bale of the sequence – so immediately tried to mate with it! (I thought Welsh cars were more fond of sheep? Must be an Avenger thing?) The rather surprised bale then falling over backwards in shock and proceeded to roll into our path again on the stage road. Having successfully poured the proverbial bucket of cold water over the mating pair (i.e. selected reverse gear!), we manoeuvred around it and proceeded without further mishap. Our thanks go to the marshals at that point for the extra work we created to place the bale back in its proper spot.

Despite the bale mating moment, we soon discovered we were second fastest in class at that point, to Elliot Retallick in "The White Avenger". Elliot is no stranger to us, having been in the past among the quickest drivers in the Pat Flynn "205 Challenge" against Keith's son Andy. Tim Tugwell was on the notes for Elliot, the Avenger actually being Tim's car. Tim and Elliot sporting matching overalls in official and original UK Peugeot Challenge colours. Tim's being sort of familiar, till I realised these were the self same overalls I had bought new a few years ago. Then sold them on to Tim at the Riponian scrutineering the year when that was the first event after the homologation requirements changed and Tim discovered his old overalls didn't pass muster any more. Strange then that Tim reported recently having the exact same problem with them that I'd started to get – that they'd "shrunk in the wash" so were a tighter fit than they had been originally! Couldn't possibly be due to expanding waistlines of course! Collectively though, this all made for some good inter-crew craic at start and service.

We upped our pace through Strawberry Bank. While Elliot and Tim it appeared, spent 4 minutes extracting themselves from one of Hamsterley's notorious ditches. We did a little "ditch cleaning" in Hamsterley ourselves last year. So we had some sympathy for them – but only a little as our 1600cc class rivals!

The first run through Raby Castle proved what a cracking little stage this is. Very reminiscent in all sorts of ways to parts of the military restricted roads found within the Salisbury Plain training area around the disused Imber Village. Just considerably shorter than those in mileage. Happily the short section on gravel through the trees proved much more grippy this year than last. So fewer trees were prepared to jump out at the passing cars.

Results promptly handed out at Service by Matthew Atkinson showed us leading the 1600 Historics. But little did we know at that point that Messrs May in their Mk1 Mexico running at car 45 had actually pipped us. As their times were not received at that point. Fair do's mind. They were driving well.

Ian and Colin got stuck in at Service to fettling a cracked exhaust – successfully. During the only fine moment of the day it seemed. Thanks guys. So the afternoon was to be a repeat of the morning. With two runs at Raby this time – yum! Kings Crag went without mishap on our part, apart from catching our "minute men" ahead in the 206, who moved over at the first opportunity. Grand! Followed by the Isle of Man lads in the BMW 325 who did likewise. The roads by this point were starting to cut up quite a bit, as the relentless rain softened up the sub-surface. Typical Hamsterley again then? Especially the parts that had new material added to them since last year. It seemed much of the new material consisting of half-brick sized cobbles. The Avenger handled these well though.

For the second run through Strawberry Bank we followed car 27 to the stage start. The Mexico of erstwhile and respected crew of Whitby MC compatriots Mike Thornton and "Chairman Dave" Scrimgour. We were slightly surprised therefore when we found ourselves on their tail with a mile or so to go. Keeping up with them for a few corners, before they took a surprise action to delay us – by throwing a wheel in our direction. LOL! It didn't appear to be the spare either. More the left front which dropped onto the disc – not that this slowed Mike by much. Dodging the flying wheel as it bounced its way off to the trees, we did wonder if we should stop to collect it for them – but it had disappeared totally by then. So we pulled past the 3 wheels on my Escort wagon at the following junction. Arriving at the stage finish with the Escort not far behind.

The final two runs round a drying Raby were great. Losing the brakes on the Avenger just as we reached the stop line! (A loose union it later transpired). Phew! Back at Streatlam, results were announced almost as soon as we had the brakeless Avenger stowed on the trailer. Awards were then presented within 30 seconds of the results going final. We were chuffed to bits to be called up twice! Once for the Avenger award mentioned. Then again soon after for 2nd in the 1600 Historics to the flying Mays. A good start to the NFC then. Looking forward to Malton in November, followed by Grizedale just 3 weeks later. We still don't have a name for the Welsh Red Avenger though. Suggestions welcome?



*Photo Courtesy of Andrew Shepherd
www.rally-images.com*



The Marshal

Incorporating Rescue & Resuscitation



Following overwhelming demand (well, we've had at least two emails) the Fund has obtained a further stock of its motorsport clipboards.

They have sealed-in information on the radio alphabet, flag signals, rally special stage signs, incident handling advice etc.

The clipboards have four clear A4 plastic pockets for such things as entry lists and marshalling instructions plus other smaller pockets. The spine has been enlarged on this new version so that the clipboards can be closed more easily with pens etc in place.

Finally, there is a small pull-up tag for hanging up the board or for those important occasions when you need to attach things with bits of string. Postage is something of a pain with such items but we've managed to hold the price at £10 including postage and packing.

Buy on line at www.motorsportsafetyfund.com



The Trustees would welcome views on two new items it has been suggested the Fund should make available:

1. An armlight which can either operate as a torch or be set to flash to act as a warning light (see photograph right).
2. A First Aid kit. An accident is an accident whether on an event or the A34 but it would perhaps be possible to tailor contents with the sport in mind.

We haven't investigated pricing because we need a feel for likely numbers first but whatever they cost, that would be the price.

If you have any views, for or against, perhaps you could email them to **enquiries@motorsportsafetyfund.com**. Thanks



Analysis of the Volunteers' survey conducted via the last edition of The Marshal shows that:

- The average age of marshals continues to creep up. Ten years ago the average age of male marshals was 48.3, five years ago it was 53.4 and today it stands at 56.6. Figures for female marshals over the same years are 46.8, 43.8 and 50.1 years.
- The number of volunteers prepared to train over the internet has fallen, from 73.7% in 2009 to 42% today, although email is now the preferred way to receive information on volunteering at 36.6% with post second at 26.9%.
- 34.4% of those completing the survey were members of the BMMC and 50% members of BARC/BRSCC/HSCC/750/MSVR and Silverstone marshalling organisations.
- As with previous surveys, **recognition** and **respect** were listed far higher as incentives than anything else. Only 1% listed 'formal payment' and never as their first priority. Several respondents commented that they might give up marshalling if payment was introduced.

The following comments reflect the views of other respondents to the survey.

- The questionnaire seems to be directed at bigger events. (Guilty – we used the same questions as five and ten years ago for comparison purposes.)
- We are asked to submit attendance list early in the year but are only advised 7 to 10 days prior to an event. More notice would be appreciated.
- Dislike officials with inflated sense of importance - usually worst at their duties. And the pompous attitude of some team managers who shout and swear at marshals.
- Often changes to circuits to improve drivers' safety are to the detriment of marshals' safety (large run-offs, fencing without gaps, multiple layer tyre walls).
- Too many meetings scheduled for the same weekend in the same part of the country, thereby drawing on the same marshalling pool.
- The period of time marshals are expected to be in stage is too long.
- Being female can often lead to being thought of as second class and can't do the job. We are not respected.
- Attitude of some competitors could be better. They tend to forget we do it for free!
- Single-manned posts on circuits can be a problem. Sometimes it might be better to run some double-manned and some vacant rather than have single-manned posts as this leads to even more disillusion especially among younger marshals as standing along all day can be a huge disincentive for them.
- Make all drivers do at least one day a year marshalling. Two days would be even better.
- Put more weekends in the year!
- Too many clubs exploit and undervalue their volunteers. Too many circuits provide no or poor facilities for marshals - unlike their foreign counterparts. Too little thought is given to marshals' posts and marshals are never consulted about necessary improvements. Safety is increasingly compromised by low numbers and lack of expertise. Too many meetings are run on a wing and a prayer and too often competitors get away with dangerous behaviour.

TRAINING COURSES

Date: 5/12/2015	Association of North Western Car Clubs (ANWCC)
Main Discipline: Autotests, Cross Country, Hillclimbs, Karting, Race, Rally, Rallycross, Sprints, Trials, Technical Official, Rescue, Recovery, Radio, Radio Controller RBA, Radio Controller RBB, Radio Coordinator	Contact: Steve Johnson, email: steve.johnson@csmclub.org , Telephone: 01254 392663 Venue: Blackburn Geographic Area: North West England Primary Association: ANCC First Marshal on Scene Training (Practical & Theory sessions). Multiple sessions available, 10 am, 1 pm & 3:30 pm
Date: 30/01/2016	Association of North Western Car Clubs (ANWCC)
Main Discipline: Rally, Radio	Contact: Mark Wilkinson, email: anwcc@stockport061.co.uk , Telephone: Venue: Stockport Geographic Area: North West England Primary Association: ANWCC Rally Marshal training (New Marshals, In-Stage Marshals, Radio Marshals, Timing Marshals and experienced Stage Commanders session
Date: 31/01/2016	Association of Northern Car Clubs (ANCC)
Main Discipline: Rally, Radio	Contact: Bob Wright, email: bob.wright1@virginmedia.com , Telephone: 07860 866 935 Venue: Askham Bryan, York Geographic Area: North East England Primary Association: ANCC Rally Marshal training (New Marshals, In-Stage Marshals, Radio Marshals, Timing Marshals and experienced Stage Commanders sessions).



C&AMC

Glyn Stages

Ty Groes

31st Oct & 1st Nov

Driveshaft Breaks Hope Of Championship Podium

After a strong showing at the Pembrey Junior Rally culminating in a podium finish, Tommi Meadows was hoping to repeat his successes once again this weekend at Anglesey for his last rally of the season. Accompanied by new co-driver Gareth Hooper, the Clitheroe teen made a brilliant start to the two day event. Wet conditions played into the hands of the Nissan Micra pair, and they found themselves sitting just outside of the top 5 - out of a 27 car field - as the first day entered the night stages.

Spurred on by his co-driver, a confidence filled Meadows set 2nd fastest time on both of the dark stages, only being beaten by Ireland's Josh McErlean in a Citroen C1.

For day two, the stages dried up massively which meant that the pace was even quicker at the top. Nevertheless, the Sagar Insurance backed Micra continued to stay at the top of the time sheets, with a 2 minute lead to the next Nissan.

However, a broken driveshaft on the very last stage of the event forced the crew out of the rally, robbing Tommi of a very good points haul which would have allowed him to secure 2nd in the Junior 1000 Rally Championship for 2015.

'It is quite disappointing for us to end the event like we did,' commented Meadows, 'sadly, that puts an end to my hopes for a podium finish in the championship this year. However there are a lot of positives to take from the weekend as we were right on the pace all the time - we will be back next year and I'm even more determined to get that win that I have been working towards.' 'I'd like to thank Proflex Suspension, Cybox Exhausts, TAROX Brakes, Sagar Insurance, A-Frame Engineering and Legend Fires for all of their valuable support this season

Tommi Meadows : Clitheroe & DMC



Next Big Step announces 2016 scheme for progressive Juniors

The Next Big Step Award heads into its fifth year in 2016 and the scheme designed to assist progressive drivers make the next step in their career has announced its support package for one lucky driver graduating from the F1000 Junior Rally Championship. The award, developed by 2011 BTRDA Rally First Champion Ian Arden has assisted in the rallying careers of talented youngsters including Mitsubishi E9 pilot Aaron McClure, MSA RSF Young Driver of the Year Sam Bilham and Subaru WRC driver Niall Moroney.

As the 2015 season draws to a close, Arden is looking for applications from career driven Junior drivers who wish to further their experience behind the wheel and graduate to the popular BTRDA Rally Series. One successful Junior will receive a tyre deal from leading motorsport manufacturer Yokohama UK, plus assistance and support from the Award throughout the remainder of their career.

Applicants who wish to be considered for the scheme are urged to contact Arden who will create a short list ahead of meeting with Award advisors who will have the final say. *"It's really simple for Juniors to apply for next year" says Arden. "Simply email nextbigstep@live.com outlining your plans for next year and your hopes and ambitions for the future. Please ensure your contact details on the email as I will be contacting everybody who applies and once we have a shortlist we will be in touch with the lucky applicants."*

To be eligible for the award, you must contest the BTRDA mixed surface championship or gravel championship in the 1400s or lower categories down to Rally First 1.0. *"It gives me immense pride and satisfaction to help the juniors of today to become the stars of the future"* he says.

Kirkby Lonsdale M.C.
12 Car Rally Series
The (Don't Lose Your) Head Cup
Thursday 29th October



November started a little earlier than planned with this event.

At the beginning of October I did the first in a series of 6 of the Kirkby Lonsdale MCs 12 Car Rallies with Ayrton in his Micra and won the three way tie on engine size.

We had arranged to run as Intermediate Course Car on the MEM Malton Forest Rally on the 1st of November and then on the 7/8th of November use the Micra again on the DanSport Rally (7/8th November).

Then Dan Willan decided to run the second round of the 12 car series on Thursday the 29th of October (I was hoping it was going to be after the DanSport). That way he could get the first three rounds in well before Christmas. This caused us a bit of a problem because it gave us (well in truth Ayrton) only 2 days to fix anything that broke on the Micra before the Malton Forest Rally.

So we decided to Marshal on this round instead. Which was a shame as the maps being used were 96 & 97 and you don't get the opportunity very often to go out and play on these maps. However, the day before the event Tony Harrison (Ayrton's Dad) traded in a well used and somewhat suspect Fiesta 1400 that was destined to go to the breakers on the following day. So we were doing after all but in a Fiesta.

Sign on at the Heaves Hotel & get the route to plot. Dan has thrown in a series of Clock times (approach in the direction of the minute hand and depart to the hour). I hate these and have to draw a clock face for each one. Then a series of Map features and I have the odd problem with up hills & down hills but eventually get them sorted. All plotted and off we go to TC 1 which is on the yellow just by the Railway Station for the Lakeside & Haverthwaite Railway. All the route is on Map 96. Map 97 is only used for the run out and run back.

As we are heading to TC 1 along the A590 I ask Ayrton if the heater works as it's a little chilly in the Fiesta. 'Doesn't seem to' is the reply, followed by 'We may need to run with the windows open to clear the mist on the windows'. . . . It looks like its going to be a very cold night!

Get to TC 1 before anyone else, including the Marshal. With half an hour to go before our due time Ayrton decides to check the car over whilst we wait. He finds that there isn't a drop of water in the engine. A quick scout around in the bushes and we find an old Coke bottle which is used to get water from a nearby puddle and fill up the radiator.

Car 4 arrives then the Marshal, then Tony Harrison running as car 1. We are running as car 2. Tony leaves on his minute and then we soon follow. 90R 90L over Railway bridge and slight right, slight left (only its not) very long tightening right miss first on left. 50yds slot left and Code Board. Keep right and immediate slot left then 30L & 30R and we meet Car 1 (Tony & Simon) coming towards us. Missed the code board perhaps? No, it turns out they couldn't find the next slot right but we do. Up the hill, round a couple of tight bends and start to lose power. Down the hill, pick up another Code Board and turn left at T and immediate right (Hill Top).

Miles completed so far - one and a half. Up the hill round the double 45 left and then downhill - running a bit better. Turn right at T junction and up towards Rusland Cross. Car starts to lose power again and the sickly sweet smell of burning oil permeates the car and steam starts coming through the air vents and its difficult seeing where we are going as the steam from the vents is fogging the windscreen.

Slot right at Rusland Cross and right again at Crosslands. The Fiesta is really starting to smell of burnt oil now and going very slowly. (Miles so far, 4). Half a mile further on the old Fiesta shudders to a stop in a convenient wide part of the road. Use the last bit of water from the Coke bottle and we disappear in a cloud of steam.

Look at the map so that we can tell people where we are when we organise recovery and notice that we are parked up next to a beck. The Coke bottle is quickly pressed into service again and after a few trips to the beck we have filled the radiator up and the steam has abated. Whilst Ayrton tries to start the car I slow down the next three crews and wave them past with a thumbs up.

The Fiesta starts up and we are off again. But not for long. Half a mile along the road and we take a slot, hairpin, left and lose power again. Pick up a code board along the way but the old girl won't go much further. At the T junction at Thwaite Head she is really struggling to keep on running and we call it a day. Turn left instead of right and head back the shortest way for the Heaves. Copious stops (8) to use the coke bottle and convenient streams to top up the engine and we manage to get as far as the Garage just after the roundabout at the bottom of Lindale Hill and she dies. Got phone reception, so we call Paddy and he sets off from Bentham to recover us back to the Heaves.

Tony is the eventual winner with 1F 36m, but was pushed hard all night by newcomers Jim Wade & Steve Hartley who finished second with 1F 39m. A tough night for everybody and a busy night for Paddy who also recovered Chris Huddleston in the MGZR who broke a drive shaft again (2 X 12 car rallies and 2 retirements with driveshaft failure).

Simon tells me at the finish that they could tell when they were getting closer to us as the smell of burnt oil got stronger and the 'Fog' got thicker. Funnily enough, after they passed us they didn't come across fog again all night.

There were 10 entries for this round and 9 starters (Someone forgot to bring map 96 with them ! and there were no spares). With 2 retirements there were only 7 finishers (all with fails & lots of dropped time).

There were more marshals than there were controls to man and a big thanks to Dan for organising a very challenging route that included some Classic Lakeland roads including Subberthwaite, The Scissors, Jackson Ground, Backhouse Moor, Stony Crag and High Scathwaite that I wish we could have done more of them. A very big thanks to Paddy for towing us back and a another big thanks to the marshals who turned out in droves.

Sorry we didn't see most of you. Next Round : Thursday 26th November Maps 97 & 98, 7pm Heaves Hotel

Maurice Ellison : Clitheroe & DMC and Kirkby Lonsdale MC

12 Car Rally Series : Sandbaggers Cup

Ayrton and I are back in the Micra after the disastrous last KLMC 12 car when we cooked the 'dodgy' Fiesta four miles into the event. Some newish driveshafts have now been fitted to replace the one we broke on the Dansport. Ayrton tells me that he couldn't understand how that happened those driveshafts had only done 14 Autotests and 12 rallies, barely run in!

Starting and Finishing at the Heaves Hotel and this time using maps 97 and 98. Before the event I am thinking, map 98 - must be using Kingsdale and maybe the top bit of Lythe Fell. Should be good for us. Ayrton lives on the doorstep and knows these bits well. Never assume, because we don't use those roads at all.

As on previous rounds Tony (Ayrton's Dad) with Simon Frost in the hotseat is seeded at Car 1 and we are running at Car 2. 10 starters, still can't understand how these events are not full with a long reserve list, these are cracking good events and not to be missed. Car one is due at TC1 at 20:31.

On our minute we chase after Ayrton's Dad but are hampered by the foggy conditions. The fog will certainly ensure that there are droppers. We go down 97 to Hincaster and then up a very slippery Tarmac white (Commonmire) to TC 2. At TC2 we drop 2 minutes and Tony has already gone. Its neutral to TC3 and he has already gone from here when we pull in. TC3 to TC 4 takes us up Black Yeates and right at Warth crossroads. Then its ft and up Kittridding and left again onto the B6254. Left again at Barkin House and towards Gatebeck. As we go past Sill Field we catch Tony and Simon. The fog is still with us and we just sit on Tony's tail, letting him do all the hard work. We follow them through Gatebeck and Middleshaw and NAMS 1, 2 and 3 and down to the slot right at Swather Plantation. Tony makes a cock up of the slot right here (we think he did it on purpose so that he then had us as pilot car) He then follows us past Shawrigg Hall to Old Town and then Askrigg Green to NAM 4. Left out of NAM 4 and past Tosca to crossroads, turn right then its left onto the A 65 towards Kirkby and first right and then hairpin left (very tricky junction this) to come into TC 4 behind Kirkby Motors. Take same minute as Tony but for some reason I seemed to have picked up 7 codeboards rather than the required 6. Neutral to TC 5 that starts at the bottom of the Roman road by the Whoop Hall Hotel. Chase Tony up past Casterton with Tony finding the 3 NAMS for us and then Barbondale to Gawthrop and second left towards Sedbergh. Despite having to stop to allow an oncoming car pass us and losing our pilot car we get into TC 6 on the same minute as Tony (just) but he has already gone.

Neutral to TC 7 the other side of Sedbergh. Set off from TC 7 on the same minute as Tony and our pilot car leads us up the bottom part of Fairmile to Howgill and we slot left. I am enjoying the easy life sitting back and letting Simon do all the hard work until he wrong slots at Crook of Lune Farm and we follow. We back out followed by Tony and now its our turn to do the work as lead car. Over the very narrow bridge at Baw Bank, under Railway bridge, turn right then left at Beckfoot. Tony goes past us as we struggle up the steep hill out of Beckfoot. Turn right up to Grayrigg head and then left past Dubs Hall and down to T Junction and left again. Pick up codeboard just before the next T junction and turn right. Still foggy but Tony loses his tail (us) as we press on down the fast road that runs parallel to the M6.

Slot left onto the A684 and into the last NAM. As we enter the NAM Tony is pulling out. Down the western side of Killington Lake to Millholm and overshoot the junction right to Green Bank. Back on track but Tony has well gone but we catch him going up past Wray Farm and sit on his tail again down to Laverick Bridge and past Benson farm. Not far to go now. Just Hayclose and left at the Pub and first right along the very slippery yellow of Helmside. Pick up the code board at the crossroads, straight across (with SGW), Turn left at T and down the road to Crosscrake. TC 8 should be just before the crossroads, that's where I plotted it, but it isn't. Turn right and TC 8 is 200 yards up the road. Off to the Heaves for Chips & sandwiches and await the results.

We finished 1st O/A by a minute from Tony and Simon. Shame really because for most of the event they did all the work and we just sat back and let them because we knew we had a one minute advantage after we caught them early on.

Tony won the series and Ayrton finished second. I won the Navigators series and Simon got second. (I had one ride with Tony when Ayrton couldn't make it)

Maurice Ellison : CDMC & KLMC



Airedale & Pennine MMC Rock & Heifer PCA



11 competitors arrived on a wet and cold Sunday morning at the Rock & Heifer in Thornton to tackle 2 tests set out by Dave Toft.

First car started at Noon and it looked like it was going to be a tight event with times being very close and some entertaining driving on show.

After the first test (run 6 times) Joe Mallinson led Oliver Blair and Neil Toft. This left it all to play for on the 6 runs of test 2.

Everyone stepped up the pace and as the rain stopped Joe Mallinson ended up beating Oliver Blair by .74 sec, with Neil Toft coming 3rd after posting ftd on his 'throw caution to the wind' last run. The top six were covered by just 6 secs. Amy Toft in her first pca on tarmac showed very good driving skills for a 14 year old. Everyone enjoyed the day despite the weather.

Next round 3/1/16.

Bring on the snow

Gary Ross : A&PMMC

Hexham & DMC

THE CLIVE ELLIOTT MEMORIAL RALLY "THE NIGHT WAS DARK AND STORMY"

Despite Hurricane Barney raging, an oversubscribed entry appeared for Hexham & District Motor Club's Clive Elliott Memorial Rally although even before the rally started the entry was reduced with the Peugeot 205 of Dave & Sheila Ross failing to appear, the driver marooned on a broken down train en route from London, and Nigel Cardale elected to non start when his Corsa developed an electrical fault leaving his navigator, Roy Hewitt waiting forlornly at the start venue, his despair was soon alleviated and he was shoehorned into the Proton Coupe of first reserve Allen Bennison, ensuring that a full entry departed the start line.



The rally opened with a regularity which crossed the famous Hadrian's Wall no fewer than three times, despite puddles the size of Lake Windermere the Subaru of Ali & Lynsey Proctor dropped only 28 seconds with the impromptu pairing of Bennison/ Hewitt next on 42. The regularity was followed by a fast 4 minute section where only the Tait/ Swinney Escort and Sally Ann Hewitt/ Mark Lewis dropped time, both retracing their steps looking for a devilously laced route check board. The route then swung South through Bingfield and back in a loop via Stagshaw and Ryal before heading North via Hallington to take in the interesting yellow through Throckrington Farm.

The next short section included the well known, but hard to spot, triangle at Carrycoats and the Proctors spoiled a good run here, dropping 8 minutes working it all out, while Jennings/ White (Peugeot) just couldn't figure it out and retired. A bigger disaster befell the Lewis/ Gibson BMW, clean up to that point, they overshot the entrance to the triangle, backing up they reversed into a very soggy ditch and took 19 minutes to extricate themselves !!. The next section, running South via the A68 to Chollerton then North to Wark saw another fancied crew hit trouble when Dodds/ Davison (Peugeot) missed a route check, spoiling what would otherwise have been a clean run.

The next section featured the tricky yellow round Latterford and Moralee, a fantastic piece of road which has challenged drivers for years. Only Dodds/ Davison and Nicholson/ Magee cleaned this one, with the penalties for the rest ranging from 1 for the Proctors up 8 for Tait/ Swinney thanks to a "Minor Indiscretion". The final section ran down the North Tyne valley and featured the rarely used yellow that runs from Kepwick to Haughton castle, this road in turn featured some enormous puddles, the Hewitt/ Lewis Mini Clubman suffering and arriving at the final control with the engine spluttering on a reduced number of cylinders.

Given the ferocity of the weather, competitors, and even more, the marshals were grateful for the warm surroundings of the finish venue in Humshaugh's Crown Inn where the hot bacon sarnies were very much appreciated. Printed results were soon available and saw a maiden victory for the Nicholson/ Magee Suzuki Baleno from the Proctors with Dodds/ Davison finishing third and no doubt rueing that missed route check. The heroes of the night, however, were undoubtedly the marshals who had stood out in the most appalling conditions and still turned up at the finish with a smile on their faces.

The Clive Elliott Memorial rally was the final event in the 2015 Hexham 12 Car Series, it has been an extremely successful season with most of the events being fully subscribed. The series has introduced several new competitors to road rallying, it is a great training ground for budding competitors, and already there has been a number of enquiries from both old and new competitors about the 2016 series which will commence on January 27th 2016 with the traditional season opener, the *January Jaunt*.

RESULTS :-

1. John Nicholson/ Andy Magee	Suzuki Baleno	01:17
2. Ali & Lynsey Proctor	Subaru Impreza	12:28
3. Chris Dodds / Josh Davison	Peugeot 205	16:42
4. George Harrison / Steve Crosby	Proton	25:03
5. David Lewis / Pete Gibson	BMW 318	30:51
6. Jeff Tait / Jack Swinney	Ford Escort MK2	31:41
7. Georgiana Zafir/ Jonathon Webb	BMW 135i	31:43
8. Alan Bennison/ Roy Hewitt	Proton Coupe	36:42
9. Sally-Ann Hewitt/ Mark Lewis	Mini Clubman	70:41
10. Ian Eland / George Eland	Proton	71:50

Ed Graham : Hexham & DMC



**HEXHAM & DMC are running 3 Tests on the
Le Jog Reliability Trial
6th/ 7th December.**

**Any volunteers welcomed with open arms !!!!
Contact Ed Graham : edgraham01@sky.com**



THE 2015 RALLY OF THE TESTS

It all started with a phone call from Guy Woodcock, "The rally is starting from Slaley Hall this year Ed, could you help out". Foolishly, I should know better by now, I said yes. A meeting was arranged and it was agreed that I would do the Pr for the part of the route going through Northumberland and Durham, this turned out to be the major part of the whole damned event, stretching from Middleton in Teesdale in the South right up to Deadwater on the Scottish Border and took in the Alen Valley, Hadrian's Wall and most of Tynedale, eventually, over 4 days, I covered 468 miles bunging letters out and sticking posters up in numerous locations.

In conjunction with Hexham & District Motor Club, I agreed to run four tests, three of these being at Slaley Hall, set out in the grounds and over the golf course, setting these out was quite hazardous as the place was being used and you had to keep an eye out for errant golf balls flying in your direction. The bonus was that we got a good look at the vast array of wonderful cars as they were turning up for scrutineering, it was a classic car buffs dream with some beautiful examples entered, the Porsches in particular looking extremely desirable.

The rally opened with a test at Slaley which cut up through the golf course, then a regularity round Hexham shire (It followed almost exactly the last Hexham 12 car route !!) before a repeat of the opening test. The track, although tarmac, was narrow and covered liberally with dead leaves which, when the rain inevitably arrived, became extremely slippery. Already several cars were in trouble, one Mini crew headed for the greenkeeper's shed to do a rapid head gasket change and a couple of cars were missing.

The following morning saw us all back at Slaley Hall (At the ungodly hour of 6:00am) for the third test, a different version this time which included a loose section in the driving range car park and a blind 90 right just before the finish which caused several crews to make an unscheduled visit to the adjacent rhododendron bushes !. The Mini crew had obviously sorted their head gasket problems but a couple of Porsches had gone missing overnight, possibly the crews overslept.

While the crews headed for Kielder Forest and over the border into Scotland, we took the rest of the day off. Next morning we went off in the opposite direction for our final test at the former cement works in Eastgate in Weardale, a familiar test we have run several times previously. The venue is a huge site and this test requires a lot of setting up, dozens of bollards and arrows and miles of tape. An early start was called for and we arrived promptly at 9:00am, so unfortunately did the rain which varied from heavy to torrential with several small lakes forming in the various dips on the site.

Undaunted, the test was set up, a job that took some two and a half hours, 52 cones 17 arrows and miles of tape, and we adjourned to the local hostelry which I knew from past experience possessed a coal fire in the bar, an opportunity to dry out what were by now some extremely saturated items of clothing. We scoffed some delicious home made pie and enjoyed the local brew while steam from our drying clothes wafted across the bar.

Surprisingly, given their long run down from Dumfries, the cars arrived promptly at two o'clock and were soon blasting round the test, some even managed to go the correct route !. Eastgate is an excellent test as you can see practically the whole test from any marshalling point and with up to four cars on the test at any given time it certainly never gets boring. There was some extremely spirited driving from the competitors, lots of splashing through the lakes, varying degrees of understeer, great stuff for the spectators.



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Rally of the Tests

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After a long wait for the closing car which had stopped to assist a crew with an ailing car, we set about dismantling the test, and, right on cue, the rain returned, heavier than ever and made more unpleasant by a brisk breeze. With darkness also closing in, this made the clean up a thoroughly miserable business but it was accomplished fairly rapidly, thanks to everybody staying on to the bitter end and pitching in to get everything collected up and stowed in the equipment van.

An enormous THANK YOU must go to all the Hexham & District Motor Club members who turned out to marshal on the tests, their enthusiasm given the conditions was remarkable and they remained cheerful to the end, hope they are still cheerful as it's Le Jog next month so volunteers will again be required.

This year's Rally of the Tests will unquestionably be remembered for the weather but, despite the horrible conditions, it was sheer magic to see all those wonderful cars doing what they should be doing, driving competitively by real enthusiasts. Sadly, the event doesn't come up North in 2016 but historic enthusiasts can still get their fix as there is the splendid Flying Scotsman event to look forward to.

Ed Graham : Hexham & DMC

Photos : Brian Taylor



Three virgin sisters were all getting married within a short time period. Mum was a bit worried about how their sex life would get started and made them all promise to send a post-card from the honeymoon with a few words on their first impressions of marital sex.

The first girl sent a card from Hawaii two days after the wedding. The card said nothing but: "Nescafe".

Puzzled at first, Mum went to her kitchen and got out the Nescafe jar. It said: "*Great from beginning to end*". Mum blushed, but was pleased for her daughter.

The second girl sent the card from the Maldives a week after the wedding, and the card read: "Rothmans".. Mum now knew to go straight to her husband's cigarettes to read from the pack: "*Super strong King Size*". She was again slightly embarrassed but still happy for her daughter..

The third girl departed for her honeymoon in New Zealand .. Mum waited for a week, nothing. Another week went by and still nothing. A month passed; still nothing.. A card finally arrived from Auckland on which was written with shaky hand, "Air New Zealand" ...

Mum took out her latest travel magazine, flipped through the pages fearing the worst, and finally found the ad for Air NZ. *Ten times a day, seven days a week, in all directions.* 'MUM FAINTED!!!

19 Irishmen go to the cinema together, the ticket lady asks "Why so many of you?" Mick replies, "The film said 18 or over."

An Asian fellow has moved in next door.

He has travelled the world, swum with sharks, wrestled bears and climbed the highest mountain.

It came as no surprise to learn his name was Bindair Dundat

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



GALLAGHER HONoured BY SOLBERG AS HE STEPS DOWN AS CLERK OF THE COURSE

Wales Rally GB's Clerk of the Course bids fond farewell

Gallagher presented with commemorative collage by Petter Solberg

Ulsterman praised for playing 'a huge part' in event's success



Wales Rally GB bade a fond farewell today to one of its staunchest supporters and most loyal servants – as Clerk of the Course Fred Gallagher confirmed his retirement from the role on the eve of his 20th event.

Gallagher has enjoyed a long and proud career in rallying at the very highest levels of the sport, co-driving for no fewer than five World Rally Champions. The Ulsterman made his WRC debut alongside John Haugland in a Skoda 120 on the 1975 RAC Rally – the forerunner to Wales Rally GB.

In 1981, he embarked upon a successful partnership with the late Henri Toivonen, firstly in a Talbot Sunbeam and subsequently an Opel Ascona, before switching to Toyota in 1984 where he navigated for another 'Flying Finn', Juha Kankkunen.

In 1986, Gallagher joined Björn Waldegård and the pair won the fearsome Safari Rally at their first attempt together – his second of three triumphs on the gruelling African event. It was a working relationship that would endure all the way up to 1992.

Other greats of the sport to be delivered pace notes by the Northern Irishman included world champions Ari Vatanen – with whom he won the 1997 FIA World Cup for Cross-Country Rallies – and Petter Solberg, making it fitting that the latter was on-hand to help celebrate his former co-driver in Deeside. The 2003 World Rally Champion is similarly being honoured at the event as this year's 'Rally Legend'.

After hanging up his co-driving helmet, Gallagher went on to work with the FIA Rally Safety Group and in 1996 was appointed Clerk of the Course on Rally GB – a position he has held to this day.

At today's traditional pre-event press conference, he was presented with a special collage by Solberg, featuring images of the winning crew from every edition of Rally GB over which he has officiated. The Norwegian triumphed on four of those events – in consecutive years between 2002 and 2005 – the most of any driver under Gallagher's watch.

"Ben Taylor [Managing Director of Wales Rally GB] has done a great job and has taken this event even beyond where it was 20 years ago," Gallagher remarked. "It has brought it back and surpassed the levels from before and I'm proud to have played a small part.

"Wales Rally GB has evolved massively and it's as big a challenge as it's ever been, but it's a different challenge today. Its home here in north Wales has been brilliant; Wales has embraced the event to the full and I can't see why it would go anywhere else.

"The highlights have been working with such a great team. The rallies you often remember are the ones where things go wrong, as that's when you see how people respond. Our team has done that in the face of adversity, remaining strong and united and performing against the odds in difficult times. I'm obviously going to miss everybody, but motor sport will remain in my life as I start a new chapter in historic rallying."

Solberg's first event as a nominated points-scorer for Ford came on the 1999 Safari Rally – also his first event alongside Gallagher. The 2003 World Rally Champion remembers it clearly to this day.

"Fred has been a very important guy throughout my career," he acknowledged. "The first thing to say is that I was crying after the shakedown on the Safari that year. Fred got me safely through the event and we finished fifth, with my team-mate Colin McRae winning – I recall the party afterwards in the pool very well!

"It was a pleasure to have him in the car during the first part of my career and we had some fantastic times. Of course, he has also gone on to do a wonderful job as Clerk of the Course at Wales Rally GB, and he deserves all the plaudits he's received."

Taylor was similarly present to pay tribute to Gallagher, praising the way in which he artfully transferred his keen eye for detail and excellent analytical skills from the cockpit to the organisational side of the sport.

"Those who have been around rallying for a lot longer than I have will know the name Fred Gallagher very well," he reflected. "To give you a full biography of Fred's remarkable and lengthy career would take forever, such are his achievements. We also looked at inviting everyone who drove with Fred over the years, but that would have required a full Boeing 747!

"This is his 20th and final Wales Rally GB as Clerk of the Course, but it will not be the end of his involvement in motor sport. Fred has been around for Wales Rally GB's many incarnations over the years and played a huge part in its successes, so it's only fitting that we mark this incredible milestone and wish him all the best in everything he does in the future."

Following the conclusion of Wales Rally GB, Gallagher's role will be assumed by Deputy Clerk of the Course and British Rally Championship Manager Iain Campbell.

Wild, Wet & Windy WRC Wales Rally GB

We were out on the WRGB at Alwyn (ATC) and Aberhirnant (in stage). Never been in weather like it in all my years. I haven't missed a British round of the World Championship since 1968 but this one takes the biscuit in terms of rain and wind.

The timing gear simply wasn't up to the job in those conditions. Fancy using a standard camera tripod to support the satellite link arial on top of a mountain in Wales in 70mph winds. We smashed two before the timing technicians gave up. The other timing stuff wasn't much better. At one point the technicians were pouring water out of the casings of the electronics gear. Doesn't it rain in Spain?

That being said the toilet portal loos blew over 3 times before we gave up trying to right them. Then a mumungus blast blew me 6ft sideways, lifted the fallen portaloo into the air and flipped it so it landed facing in the opposite direction and burst the rear doors of the timing van open spreading most of our paperwork to the four corners of Wales. We managed to retain the important bits with the times etc but everything else was gone.

That being said I had the most thank you's from both drivers and navigators I've ever had on a WRGB.

The 30 minute trip from the stage to our overnight hotel took over an hour and a half. We were in the Mini and conditions were diabolical with gales, floods and downed trees and walls. Got to the hotel to late for food and went to bed. 4.30 the following morning alarm went off I rolled over to turn on the light and 'pop' we blew all the fuses - sorry to anyone else in the hotel as it all went sort of dark.

Set off for the stage battling through floods to arrive at the post code given for the stage. Nothing there. OK continued on a bit and saw a blocked road with marshals. Showed out passes. Is this Aberhirnant? Yes down the road on the left. So off we went. Second road block, showed passes Signig on? Straight down here. Cut a long story short after asking a lot of people we found that we were on Dyfnant. Found our way back to the original location. Went down the road and found our stage on the right just after the entrance to Dyfnant we had used in the first place. Late but never the less welcome we signed on and went off to post 7.

We had 5 marshals to cover a .5 mile long spectator area with over 1000 spectators including 15 very (later very very) drunk Poles. Our instructions were to spread out and prevent spectators going up or down the stage from the spectator area. We did a reasonable job but got complaints from other spectators about the behaviour of the Poles - like we could do anything about it! We kept them back from the track and contained but they did obstruct other spectators views as they repeatedly pushed forward.

Will we be back next year - looking forward to it already

**Chris Lee : Lancashire A.C.
Rally Photos : Keith Lamb : Gemini 09**



BRITS SHINE ON WET AND WILD RALLY GB

With their WRC futures on the line, Kris Meeke and Elfyn Evans put in strong final round performances to finish their home event in 2nd and 6th position respectively.

Following the cancellation of the RAC rally, Wales Rally GB 2015 would turn out to be my final event of the year. And after swearing never to sleep in the car again we headed to Mid Wales for the Friday and Saturday stages complete with the creature comforts of Dad's new caravan! Whilst the weather forecast looked bleak, there was an upbeat atmosphere surrounding the event with the genuine potential of both leading British crews featuring at the sharp end of the results.

DAY 1

Pleasingly Myherin had been reinstated to the Rally GB route and it was here that we headed on Friday morning. Even more pleasingly, having arrived over three hours before the first car was due, there was no issue whatsoever in reaching our desired destination of Junction 24; just the small matter of a 5 mile walk up some very steep inclines to get there. Never did I imagine that Dad's decision to bring the [Jet Boil](#) in preference to his camera would make me so happy!

Shortly before the crews arrived we were delivered the news that Latvala had retired in Sweet Lamb. The disappointment was short lived however as judging by the pace of the top crews, Ogier was not going to have things entirely his own way. And sure enough, Meeke and Mikkelsen were within touching distance of the Frenchman after the morning loop of stages; Meeke performing incredibly well in the un-fancied Citroen to keep the young Norwegian behind. Evans meanwhile was only 40 seconds back but would soon lose buckets of time with a puncture on the second running of Hafren, dropping the Welshman to 9th, and leaving a small mountain to climb in order to bring his Ford back into contention.

With three quarters of the event remaining however there was plenty of mileage for Evans and co-driver Daniel Barritt to recover some of the deficit. And in full expectation of a charge from Elfyn in the afternoon we made our way back towards junction 21, taking in the National crews along the way. The Mitsubishi Mirage R5 of Jamie Jukes was particularly impressive through one of several painful hailstone showers which blighted our journey back up the stage!

Having just about reached our desired location in time; a "short cut" over a fenced field not exactly helping, I was plagued, yet again, by the mountings of my 70-200 separating from the lens itself. Fortunately it was great spot to watch the action unfold as the world's best drivers launched their vehicles from left to right between the turbine laden hillside.

DAY 2

Dyfi has long been a favourite stage of ours and it was here that we headed on a, as forecast, incredibly wet Saturday morning. Thankful of a good nights rest we eventually made our way down to junction 18 after making several wrong turns in the early morning darkness and comically disturbing one particular Marshall's morning relief; The chances of being disturbed at that ridiculous hour must have been slim to none!

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Wales Rally GB

Continued from page 54

The double Junction of 19 & 12 was our intended target but after some debate we instead opted for the top hairpin between junctions 13 and 14; and it turned out to be every bit the spectacle I had hoped. Remembering to pack my electrical screwdrivers (something I had forgotten at Zandvoort) I was relatively pleased with the pics achieved too.

The Brits in particular were quick through here, Meeke although losing time to Ogier, sitting just 15 seconds off the lead while Evans was back up to 8th with 5th fastest time on stage. Meanwhile, under-performing super-rally returnee, Thierry Neuville had gone quickest in both Gartheiniog and Dyfi before ending his rally for good later in the day with a large off in Dyfnant.

Whilst rain was forecast I at least expected a couple of breaks in the down-pour but instead it was coming down even harder by the time of the second run. Having made our way back to a slight left towards the main Corris spectator area, it would not have surprised me to have seen Noah's Ark first on the road but thankfully the likes of Ogier, Meeke and Evans were still in full attack mode. Ogier was more flamboyant than ever before, clearly fearing what the super quick Northern Irishman could produce.

The original plan of heading to Aberhirnant for the night stage had long been scrapped by the time we were back at the car following the passing of the National field; instead opting for home made stew, Stella, red wine, David Bowie and Scrabble!

But whilst we struggled to place words on the board, Ogier continued his strong run through Saturday's foul weather to open up a 35 second lead margin by the time the cars reached the overnight halt. Meeke however had done an incredible job in lets face it, inferior machinery, eeking out 25 seconds to Andreas Mikkelsen, while Evans had climbed to 7th partially as a result of problems for Ostberg in the second DS3.

DAY 3

With just the Short Sunday leg remaining Ogier could cruise to victory. And that he did, going on to claim what turned out to be a very emotional 26 second rally win following the horrific events in Paris on Friday evening. As it happens managing to run the 36 kilometre leg at all turned out to be a minor miracle following the discovery of a skeleton, high winds and yet even more heavy rain! Meeke however was able to battle hard against the troublesome conditions and keep a flying Norwegian, in form of Andreas Mikkelsen at bay; recording the best result for a Briton on Rally GB since the late Richard Burns took victory in 2000.

In what turned out to be a trying event for Elfyn Evans, the Welshman did however manage to claw his way back to sixth position overall by the end of the event following the demise of team-mate Ott Tanak. Evans would however be left ruing his day 1 puncture, without which, 4th position was very much on the cards. Surely both he and Meeke have done enough to secure drives in 2016, but unfortunately speed is not necessarily the deciding factor.

For us, despite the conditions, Wales Rally GB 2015 had been a good one. Over the thirty years of attending Britain's round of the WRC, the car control possessed by the fastest drivers in the world, combined with their commitment into the corners never fails to amaze me; the speed carried through the fast section of Dyfi 2 will be one of those moments that sticks in the memory for years to come! Roll on 2016, where hopefully the new October date will bring substantially better weather ...

Paul Commons

(Paul Commons Motorsport Photography)

IMAGES

For JPEGs or any other enquiries please get in touch via
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Optimistic Daniel Barritt waiting on 2016 fate after solid year

DESPITE the dark clouds over East Lancashire - and his World Rally Championship future - Daniel Barritt managed to find time for a cycle ride in the rain last week.

The Barrowford star has just finished his second gruelling season at the top of the sport where he has co-driven for Welshman Elfyn Evans on their way to seventh in the Championship standings. But despite a mainly encouraging season, which has included two podium finishes, the pair are not assured of a drive for next year. M Sport, the team the pair race for, have confirmed they won't be confirming their 2016 line-up until after a complete review of this season with Barritt and Evans both out of contract.

And the decision by Citroen to take a year out of the sport in 2016 further complicates matters.

"It is a bit unsettling," admits the 35-year-old. "The plan for next year at the moment is very unsure, "Citroen pulling out has obviously left two drivers effectively out of work and our contract came to an end after the rally last weekend so we don't know where we will be for next year yet. "It is unsettling but it is part and parcel of the sport. Most of the time you find yourself on a one-year contract or if you're lucky a two-year one so we know what to expect.

"I have already spoken to Elfyn and in an ideal world we will want to stay together but we will just have to wait and see. "I think if we can we want to compete together in the championship next year but we will have to see which seat that is in - if we get a seat." Despite facing an uncertain future Barritt intends to enjoy the time off with his family over the festive period and recharge his batteries.

The Barrowford man is a keen cyclist and works closely with East Lancashire firm Beacon - who have donated him a bike - to keep his fitness levels up during the year. Indeed, not even the pouring rain could put him off a ride on Thursday.

"I am a keen cyclist anyway and it is a good way to stay fit," said Barritt of swapping four wheels for two. "I think you have to be keen to go out at the moment with the weather like it is. "I train when I can on the bike. "The guys at Beacon have been brilliant to me and they help me out with a bike and some bits of training kit but also with advice.

"Although it is massively different there are some similarities with motorsport and cycling so it is good to have someone to chat to and say 'what would you do in this situation if it was a bike race?' "That is mainly physical and mental advice but also things like dietary advice as well."

Barritt is back in East Lancashire after finishing sixth at the season ending race in Wales last weekend.

And Barritt believes the result in their home rally could have been better had it not been for bad luck.

"We ended up finishing in sixth," he said. "We can be reasonably pleased with that.

"We had a puncture during the race so we lost quite a bit of time with that. We were hoping for a bit more but all in all it wasn't too bad.

"It was good to back home and racing in a rally that isn't too far away from your house.

"It is nice to have the season finishing in this country as it is a long year on the road and it gives you a chance to come back and see the families and then obviously stay afterwards.

"It can be a tough sport with all the travelling but you know what you are getting yourself in for when you sign up."

Evans' team-mate Ott Tanak ended the championship in 10th place and both pairs now wait on their fate for 2016. But Barritt remains hopeful, believing he and Evans can be pleased by their season's work.

"I think we have had a strong year, we started off very well had a bit of a sticky patch in the middle but have come back and finished quite strongly.

"It is only our second year together in a World Rally car so you have to put it into the perspective really.

"We have had two podiums this season in Argentina and in France last month so we have shown we can compete. I think there is one stand out team at the moment with the best drivers but after that it is all pretty close.

"The pack from third to eighth is very difficult to separate and I think it is clear that we are in that pack now.

"Sometimes we are at the front end of it and other times we are at the back so it is just about finding that consistency. "There has been some times where we haven't done as well as we would of liked and other times where we didn't have the right package for the rally. Of course there are some mistakes that we have made but overall I think we have done pretty well."



Evans & Barritt on WRC Rally Germany



Citroën has pledged its future to the FIA World Rally Championship and will develop an all new car for 2017 built to the WRC's exciting new technical regulations.

Citroën CEO Linda Jackson confirmed the decision to concentrate all the firm's sporting efforts on the WRC, along with plans to make a fresh start in the sport it dominated between 2004 and 2012.

The decision to remain in the WRC will bring an end to Citroën's participation in the WTCC. Having dominated the sport for the last two seasons, Citroën's programme will conclude at the end of its third in 2016.

Citroën Racing boss Yves Matton said the 2017 changes to the World Rally Championship's technical regulations represented an opportunity to compete on equal terms with rival manufacturers, and to use lessons learned on the race circuit.

"We have never hidden our interest in the 2017 WRC regulations and the entire team is extremely motivated by this new challenge," he said. "We like the freedom granted to make the cars more spectacular, but also the possibility of reusing development work done on the Citroën C-Elysée WTCC's engine."

Matton confirmed that in order to hit the ground running in 2017 Citroën would not enter the 2016 World Rally Championship as a works team.

"With a view to managing our resources efficiently, we have decided to focus all our efforts on designing and developing our new World Rally Car," he said. "We will obviously be keeping a close eye on the WRC, both with the organisation of the FIA Junior WRC and with the WRC 2 programme for Quentin Gilbert, this year's JWRC Champion."

Citroën's announcement makes no reference to 2015 WRC season drivers Kris Meeke or Mads Østberg, both of whom were being considered for future opportunities with the squad.

France's Sébastien Ogier claimed an emotional victory at a storm-lashed Wales Rally GB and dedicated his success to the victims of Friday night's tragic events in Paris.

The three-time world champion considered pulling out of the final round of the FIA World Rally Championship on Saturday morning but decided to continue, and secured his eighth victory of the season by 26.0sec from Ulsterman Kris Meeke.

He led the three-day event from start to finish in some of the worst conditions of the year. Torrential rain and gale force winds pounded the forests of north and mid-Wales but Ogier never put a wheel out of place in his Volkswagen Polo R on treacherous gravel tracks.

Meeke also delivered a perfect performance. The DS 3 driver refused to risk all in chasing Ogier, preferring a more measured approach which, allied to Mads Østberg's seventh place, enabled Citroën to beat Hyundai for second in the manufacturers' standings.

Second place for Meeke helped Citroën secure the championship runner-up spot

Andreas Mikkelsen completed the podium in another Polo R but it wasn't enough to secure second in the drivers' series. That went to team-mate Jari-Matti Latvala, who twice retired in the opening two legs before claiming maximum bonus points in the live TV Power Stage.

Ott Tänak crashed out of fourth in Sunday's opening stage, allowing Dani Sordo to regain the place he yielded by spinning into a bank.

The Hyundai i20 driver finished 9.2sec ahead of team-mate Hayden Padon.

Elfyn Evans delighted his home fans with sixth in a Ford Fiesta, 8.6sec behind the Kiwi and 1min 20sec ahead of Østberg. The Norwegian ran as high as fourth before sliding into a ditch, and spent much of the rally mopping up muddy water which entered his DS 3's cockpit through a hole in the floor.

Stéphane Lefebvre overcame flu to take eighth in another DS 3, with Robert Kubica and Lorenzo Bertelli completing the leaderboard



NORTH WEST RACERS

With Dave Williams & Rachel Bourne

JOE SPENCER: LIKE FATHER, LIKE SON

The CNC Heads NW Sports/Saloon Championship concluded with 4 races at 2 meetings this Autumn and Joe Spencer was the young man who took the title in his Stuart Taylor Locosaki. He followed in his father's footsteps as Dad, Rob, won the 2009 crown in a similar car.

It didn't start too promisingly for Joe. During qualifying for the first of two rounds at Anglesey over the exceptionally sunny final weekend of September he failed to set a time having crashed at the Corkscrew following contact with another car – causing the session to be red flagged in the process.

He wasn't the only frustrated driver as the two fastest men – Garry Watson (Westfield) and Paul Rose (Saker) – both suffered grid penalties for ignoring yellow flags. This meant it was Luke Armiger who would start from pole position in his Vauxhall Tigra with the Saker of Steve Harris alongside.

So we had shuffled grid for the opening encounter of the weekend and when the red lights went out Dave Harvey made a fabulous getaway in his Stuart Taylor Locosaki to take the lead from the second row. This left the front row starters, Armiger and Harris, fighting between themselves with the latter seizing a decisive advantage at Rocket.

Harvey got his head down and drove as fast as he knew how, making minimal use of his mirrors to maximise concentration levels on the road ahead. Nonetheless it was inevitable that the faster cars would close in having begun the contest further back than usual and on lap 5 Watson was in the lead. Rose had followed him up the order but the Saker is wider than Watson's Westfield and it took him longer to deal with the traffic especially his team mate Harris who hung on doggedly until losing control at Church when he discovered that particular corner cannot be taken flat!

By lap 11, Rose had overtaken Harvey but leader Watson was out of reach despite being hampered by gearbox problems. Spencer also made progress during the course of the race and took third away from Harvey in the closing stages.

During qualifying for Sunday's race Watson was edged off the circuit. This got him really fired up and he stormed round the Anglesey Coastal Circuit to take pole with a time that was more than 2 and a half seconds faster than Spencer could manage. The Westfield and Locosaki would be starting from the front row ahead of Harris and Armiger.

All was not well with Rose's Saker and he would withdraw from the race. When things got underway it was Spencer who hurtled into Target first but by the time the field reached Rocket, Watson had nipped ahead and then stormed away (despite further gearbox difficulties) to win by 25 seconds.

Spencer flat spotted a tyre in the early stages and, increasingly, this caused him to lock his brakes as the race unfolded enabling Harvey to put him under a great deal of pressure but his pursuer could not find a way by.

In a lonely fourth was Harris after Armiger had to make a quick pitstop as the changes that had been made to his coolant system were inadvertently spraying water on his exhaust. He re-joined to finish seventh.

The following week the Sports/Saloon drivers reconvened at Oulton Park when a single qualifying session decided the grids for their final two races of the season and once again Watson set the fastest time in conditions which were damp off-line. His pole time was 1 secs quicker than Spencer's while Harris and Philip Duncan's Westfield were scheduled to occupy row 2.



Joe Spencer, CNC Champion



Luke Armiger was surprised to be on pole

Continued on Page 59

NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 58

A head-gasket problem sidelined the Saker of Paul Rose but he was determined to race and so he brought along a Fun Cup car. Behind the wheel of this much slower vehicle, he qualified well down the order.

Harris caused some confusion at the end of the Green Flag when he pulled into the pits to have tape put on his radiators to raise the temperature of his engine. As a result of the vacant grid slot, his Saker team mate Mark Burton was enticed into lining up in the wrong position earning himself a 10 seconds penalty.

While Watson has become established as the king of qualifying, Spencer is the wizard when it comes to getting off the line and it was he who led into Old Hall. No one could catch him and he went on to take the flag by over 2 seconds as Watson became embroiled in a battle with Duncan. They swapped places a few times before the latter ran wide onto the grass at Cascades while negotiating a backmarker but recovered to take the final place on the podium.

The second fastest times in qualifying determined the grid for race 2. Once again Watson was on pole but Harris would start alongside him with Spencer and Nick Cresswell in his Caterham on the row behind.

For once, Spencer was unable to take the lead into the first corner as a slow start by Harris delayed those behind and enabled Watson to get away. He ended up as the winner by more than 4 secs despite his brakes getting hot and performing firework impersonations in the closing stages.

Spencer also found himself behind Duncan. While he would have liked to overtake him and charged after Watson, he was conscious that the title was up for grabs. It was not the day to make risky manoeuvres.

For this reason he didn't put up too much of a defence when a recovering Harris pushed him down to fourth before going on to demote Duncan and finish as runner-up.

Spencer's second Class C victory of the day – again with fastest lap – meant he was the 2015 Champion. There was two other drivers in Class E who could have beaten him. Stuart Pearson matched Spencer's clean sweep in his class with a Ginetta G20 but this wasn't enough for him to snatch the crown while the defending title holder, Steven Hibbert, was unable to take part in this meeting due to a shortage of tyres for his Lotus Elise.

Dave Williams

BOURNE PHOTOGRAPHIC

Creative Imaging

www.bournephoto.co.uk



Two wins for Gary Watson at Anglesey



M-SPORT BID FAREWELL TO A WRC LEGEND

John Millington



After 18 full years of loyal service, John 'Milly' Millington is hanging up his radio and bidding a fond farewell to the FIA World Rally Championship (WRC). Having attended 317 rallies – 266 of which with M-Sport – the team wish him a very happy and relaxing retirement.

'Milly' started his WRC career as a celebrated navigator and mechanic – contesting his first WRC event at the 1982 Acropolis Rally whilst reading the notes for Jeff Fielding. In 1986, he had his first taste of co-ordinating alongside semi-works operation RED and never looked back – progressing to join Ford's factory team at Boreham.

When M-Sport secured the Ford contract towards the end of 1996, 'Milly' was a must and Malcolm Wilson swiftly contracted him to the team.

Since then, M-Sport's logistics manager hasn't missed a single event – 18 years and 266 rallies of dedication at the helm.

Lancashire A.C. 7th tri-ennial Motor Sport Luncheon featuring special guest Barrie 'Whizzo' Williams

Sunday 22nd October saw a further instalment in the Lancashire Automobile Clubs highly successful series of triennial Sportsmans lunches at the Stirk House. Over 160 motorsport enthusiasts gathered to enjoy each other's company, eat some fine food and listen to the guest speaker Barrie 'Whizzo' Williams.

There were representatives of many clubs in SD 34 and each club was introduced in turn by the LAC President, Martin Wylie, at the start of proceedings to a rousing round of applause.

Following the meal Barrie commenced his session with the microphone. He was a little concerned as this was the first time he had endeavoured to speak to an audience and believed he would have difficulty filling his allocated time slot. The organisers, who have known Barrie for many years had no such worries!

Speaking to a presentation of pictures from his long and varied career in motorsport Barrie talked for over 2 hours entertaining all present as he regaled the audience with stories and recollections from over 55 years in motorsport.

For those who don't know about Barrie, or only know of his exploits in one branch of our sport, his presentation must have been an eye opener. From his first brush with racing as a young boy where he instantly fell in love with anything motorsport related to his current exploits in historic saloon car racing he painted a colourful picture. At that first meeting he fell in love with Aston Martins and wrote to David Brown saying he wanted to drive for them. David Brown replied and offered him an apprenticeship which Barrie took up when he was almost old enough!

This led to sprinting and hillclimbing a most unlikely vehicle and Austin A40 Somerset fitted with a David Brown tractor exhaust no less!

Now with the bug truly having bitten he went on to rallying with legendary navigator Don Barow in an A35 before winning the 1964 Welsh Rally in a Mini Cooper and on to being part of Dealer Team Vauxhall both racing and rallying.

In saloon cars he competed a Mazda RX5 in the British Saloon car championship before moving on to race the Nissans in both saloons and Thundersaloons. Other exploits included episodes in Formula One with a Connaught as well as racing Chevrons in both single seaters and sports racers. As an aside in all this he raced karts built by his father. As I said a very wide experience in all branches of motorsport.

Barrie continues his successful career racing all types of vehicles at historic meetings both in the UK and Europe. He still races the Connaught in historic Formula One and competes in such desirable machinery as ERAs, Galaxies, Felday BRM, Jaguars, Aston Martins, Mini Marcos and of course Mini Coopers whenever and wherever he gets the chance.

Chris Lee : Lancashire A.C

Top Photograph : Courtesy Trevor North



VSCC Lakeland Trial



A few photos courtesy of **Tony North** from the **Rally of the Tests**
Was hoping for a few more reports but they didn't arrive



Malton Forest Rally : 1st November

An early start on the 1st of November. Up at 4:00am and off to Bentham to meet Ayrtton and Tony Harrison. Tony is acting as our chauffeur for the day and driving the pickup and trailer. Ayrtton and I are going to be 'Intermediate Course Car' in the Micra on the Malton Forest Rally to be run in the Dalby Forest Complex. Dont have a clue what an 'Intermediate Course Car' duties are, but will find out when we get there.

Get away from Bentham by 4:45 and then spend the next three hours driving through fog. Unload the Micra, sign on and report to Chris Woodcock (Clerk of Course) to be given our instruction. Seems that the duties are not very onerous. We are dispatched to SS1 (Cropton) and told to sit at the stage start line. Once the stage goes live and after the official course cars go through, should there be a delay in excess of 20 minutes we will then be dispatched (once the stage is clear) into the stage (with flashing light) to restart the stage and wake up (warn) Marshals and Spectators that the stage is once again 'live' and about to restart.

We get to SS1 Stage Start and its very obvious that there is no room for us. The start area is overcrowded as it is and another car just wont fit. A quick chat with the Stage Commander and we are sent to wait at Post 2, a box junction and she will keep us informed via radio should we be required. The Stage runs and there are no delays so our services are not required and we are released, by the Stage Commander, to run in front of the Course Closing Car to go to our next post, the start of SS4 (previously SS1 Flying Finnish) same stage run in reverse and do the same again. By the time we get the tape down (that defined the box junction) the closing car has gone past us and we have a gentle run following him through to the stage finish.

SS4 is a repeat of the above, except its run in reverse and there is room to park at the Stage Start line. Nothing much happens until Car 46 (Andrew Moverly/Rob Brook MK2 Escort) have an off and require medical attention (taken to hospital, Mov suffered a fractured wrist and some muscle damage) and the stage is stopped for more than 20minutes. We get ourselves geared up to go into the stage and then news comes over the radio that the stage is to be stopped and those crews that have been delayed will get nominal times. Nothing for us to do except return to the Service area, load up and come home. To be honest we had no need of a Rally car to do this job. With just a little care we could have easily done the task in an ordinary road car, the stage is wonderfully smooth. we have used rougher yellows on some Road Rallies and compared to a Derbyshire White they are of Motorway standard. Which means that we could have used the Micra earlier in the week on the KLMC 12 car (see page 47). Bugger !

Dansport Road Rally : 7/8th November

A choice of going to the Isle of Man to Marshal on the Poker Stars, Marshal on the Rally of the Tests, Marshal on the Neil Howard Stages at Oulton Park or go do the Dansport?

We chose to compete on the Dansport. We spent 3 hrs getting down to Bakewell for this rally. Had a few issues getting through scrutineering (Belt anchorage, Number Plate, LED reversing light) but eventually pass. On the Test at Bakewell showground, we missed the Code Board and had to go round the roundabout twice to get it, then nearly went straight on at the square right at the end of the grassy track on the same test. We then dropped 2 minutes on NAM 4 when we missed a slot left and had to spin round to get back on correct route.

10 miles in to the event we broke a driveshaft just after a hairpin right onto a white just below Wheston (RC14). Game over. Get out of car to try and push it back to the hairpin so we dont block the white and I slip on the grassy bank and finish up rolling in the mud. We get a tow back to Bakewell by Paul Smith (the Marshal at RC14) who now has a very muddy Ford Focus. Thanks Paul, sorry about the mud on your seats. By 5:00am I am back home & in bed. But missed my breakfast. Bloody drive shafts again!

Tony Harrison also retired. Lost all his oil and goosed the engine, but that's near the end of the rally and by the time he phones us for assistance we are just going past Forton Services. Did we turn around to help? Not a chance

Grumpy Old Git



the closing car has gone past us and



Continued on Page 63

Wales Rally GB : 13/14th November

The original Idea was to marshal on Sweet Lamb on Friday then Gartheiniog on the Saturday and kip in the car for the bit in between. I get an email from Mark Wilkinson that tells me that, whilst I am welcome to do radio on Sweet Lamb, I will be doubled up with Alan Shaw. Nothing against Alan but decide that the sleeping in the car is not exactly attractive and Alan is more than capable to manage without me (it could be said that it would also be a lot easier for him without me). He (Mark) says he will be back in touch re Gartheiniog. Gets back to me to tell me that he will meet me in Corin at 3-00am. What!

Try to get some sleep before setting off but dont succeed. Set off for Gartheiniog at midnight. Set the Sat Nav and all is well, or so I thought. I am just following what it tells me to do and I slowly realise its not going the way I would have gone. Find myself in Ruthin and on the A470 heading towards Corwen. Didn't bother with taking a map. I was relying on technology. So I now have no option but to trust the damn think (A birthday present from my son). Eventually arrive at Corin but on the way I get pulled by the Police and breathalysed. I spotted them pulling out of a junction behind me and was very careful not to break the speed limit (carefully watching the speed on the Sat Nav). When they pull me over they tell me that I was stopped because they thought I was driving far too steadily and therefor must have had a drink! Cant do right no matter what I do.

Meet up with Mark in Corin, follow him to Gartheiniog and sign on at 3:30am (so the Sat Nav must have got it right). Try to grab some zeds, but not successful again. Watch all the WRC Stars go past twice (SS7 & SS9) and then the Nationals. My son sends a Text telling me I am on live TV (BT Sport 2) I had spotted the camera crew further up the stage but didn't realise that Garteiniog was going to be shown live. Could have done with the SD34MSG Banner with me. Pack up and go home. Tired out but relatively dry, the advantage of doing Radio is that you are in the car for most of the time. You dont see as much of the action but at least you stay out of the weather.

Eventually get back home at 6:30 and still not had a kip in the past 36 hrs. Slept well when I did hit the sack!

Hall Trophy Rally : 21st November

Its my Grandsons birthday bash on the Friday night before the Hall Trophy, so I could not go to Blyton to help set up and so it was another early start to get to Blyton on the Saturday morning, but not as bad as Malton or WRCGB. Saw loads of rally cars but not a great deal of action.

As usual I am doing Stage Start with Jez Turner and with 30 sec starts there is no time to watch the Rally. Its Cold enough to do serious damage to brass monkeys but sunny and if it wasn't for the wind would have been pleasant. The promised snow in the afternoon didn't arrive. Good Breakfast and Lunch.

Some of the drivers were not to happy when the last 2 stages ran in darkness but that was the bit I enjoyed most. Dash back home and meet up with Andy Ritchie for a wee spin in the BMW before the JJBrown. The BMW has been languishing in the garage since Andys off on the Primrose and eventually got put all back together whilst I was enjoying myself on Wales Rally GB

KLMC 12 Car : 'The Sandbaggers Cup' : 26th November

Back in the Micra with Ayrton Harrison and new(ish) driveshafts have been fitted following the failure on the DanSport. Maps 97 & 98 required. I have just received the KLMC Newsletter and despite the none finish on the last round I am leading the KLMC 12 car series by 7 points from Ethan Harrison with just the one remaining round for this year. In the newsletter it states "To make matters more Exciting (and to try and encourage a full entry) I'm offering Double Points for the last 12 car of the year. 'The Sandbaggers Cup'. So I had, at least, got to finish this one in 3rd or better. See page 48 for report

Weekend Off : 28/29th November

Oh No it isn't. Got to sort out the last minute stuff for this issue of the newsletter and next weekend I am sat in with Andy Ritchie in the BMW Compact on the JJBrown starting in Caernarvon and I have still got to prepare map 115. Its been a long time since I was last in Wales as a competitor (if you ignore the Rally of the Tests 2013) I think it was 1973. Very concerned about 'Not as Map' junctions. Will tell you how badly we faired in the next issue. Just checked the Entry List and discovered that we are the only none Welsh crew doing this event (84 Entries) Got to thank Jez Turner and Paul Buckel in advance for volunteering to be our marshals for the Brown Just heard that Neil Johnson has been made redundant by the Lancashire Telegraph. That's a sad loss to Motorsport in the North West. Neils reports on Motorsport in the Lancashire Telegraph came out every Thursday and the Telegraph was one of the few local papers with a regular motorsport section Hope everything comes up trumps for Neil in the future. Wonder if Neil fancies a new but similar (and unpaid) role - editing spotlight?



Out & About with Gemini

Well, what a week that was!

I am sure that, like me, you will be physically and emotionally drained by the past few days – but along with that also comes an amazing sense of pride in being an integral part of something very special.

There can have been very few years when the event was quite so gruelling, demanding and challenging throughout the entire week, but whatever has been thrown at us, we have together managed to overcome it. That is a huge reflection of the amazing skills and resilience of the people involved in British motor sport.

The heroes of this week were not in the cars; they were found on the stages, at the controls and in the organisational teams, in particular those who were out in the worst of the conditions for days on end to make sure that this event went ahead as planned. All week the drivers and teams have been praising the fantastic work of the marshals and many did so again on the podium on Sunday afternoon.

In adversity, the best rise to the challenge; last week you were amazing and on behalf of everyone involved with the rally I would like to thank you for your extraordinary efforts. You have proved, once again, that the UK's marshals are the best in the world.

As a small token of our appreciation, we commissioned a short wrap-up video to be produced which is hot off the press and available now at <https://youtu.be/2NWMHaZrpFE>

We have also got our hands on some fantastic photographs from the event, which can be downloaded from here: <http://resources.rallystageteam.co.uk/events/wrgb15/thankyou.pdf>

I hope you'll come back again next year when we move to the last week in October. I am tempted to suggest that the weather might be a bit better then, but this is Wales Rally GB after all, so you never know!

Many thanks again

Ben

Ben Taylor

Managing Director

International Motor Sports Ltd

Sent on behalf of Wales Rally GB by RallyStageTeam



The 2015

New Golden Microphone Trophy Gemini Team Radio Championship Final Results

Well what a nail biting finish it has been to this years Radio Championship. It all came down to the last event with 5 crews all with a winning chance. Which ever of them who decided to go to Blyton would come out as the winner from the top 5. The member that made it to this last event of the year was Gemini 23 Ian Davies getting the 10 points to win the Championship outright on 125 points, so a massive congratulations to Ian and thank you for making the Blyton Trip. The other crews who where so close where Gemini 12 Chris Jarvis, G 14 Adrian Lloyd, G 33 John Ellis, G 37 Lee Skilling all on 120 points.

FINAL RESULTS AFTER 31 ROUNDS

The Presentation of Awards get together details of venue etc. will be announced shortly

NEW 2015 Clear Final Winner taking the New Gemini Golden Microphone Trophy (and the CASH)

Congratulations to G 23 Ian Davies

G 23	Ian Davies	125 points
G 12	Chris Jarvis	120 points
G 14	Adrian Lloyd	120 points
G 33	John Ellis	120 points
G 37	Lee Skilling	120 points
G 01	Bill Wilmer	115 points
G 56	Tony Jones	115 points
G 13	Stuart Dickinson	110 points
G 25	Chris Woodcock	110 points
G 39	Alan Shaw and Les	110 points
G 03	Les Fragle	95 points
G 09	Keith Lamb	85 points
G 48	Peter Langtree	85 points
G 07	Tony & Avril Lee	70 points
G 21	Derek Bedson	70 points
G 11	Mark Wilkinson	65 points
G 64	David Bell	60 points
G 04	Ian Winterburn	50 points
G 06	Dave Crosby	50 points
G 24	Paul Henry	50 points
G 55	Steve Broadbent	50 points
G 58	Geoff Ingram	50 points
G 15	Tim Cruttenden	40 points
G 17	Robin Mortiboys	40 points
G 53	Tom & Vicky Mercer	40 points
G 31	Duncan Stock	35 points
G 02	Graham Cookson	30 points
G 28	Andrew Taylor	30 points
G 18	Eve & Graham	25 points
G 59	Maurice Ellison	25 points
G 20	Peter Donnellan	20 points
G 26	Mark Dickenson	20 points
G 41	Jerry Lucas	20 points
G 51	Gerry Morris	20 points
G 43	Tony Turner	20 points
G 10	Barry Kennedy	10 points
G 46	Ray & Mary Kavangh	10 points
G 50	Michael Dodd	10 points
G 54	Peter Shuttleworth	10 points
G 62	Colin Evans	10 points

Gemini

Communications

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**Specialising in the
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November Radio Mutterings.....Gemini 23.

The Penarth Mazda Glyn Memorial Trophy Stages 2015:

Ah... Autumn is now definitely upon us and the morning drive across from Liverpool to the Isle of Anglesey and the Glyn Memorial Rally 2015 provides an opportunity to soak up the Autumn colours as I head for the Anglesey Racing Circuit. This popular two day event is the only event that runs deliberately into darkness on the Saturday evening, following a later morning start. Work commitments sadly mean I can only support the Saturday event, but our organising club C & A provide a warm welcome at signing on. All marshals receive a 'goody' bag, meal voucher and draw ticket, that is much appreciated. As a radio crew I also receive a rather smart and well presented safety manual, although I do wonder sometimes how many of us read this important information,



a bit like flight safety cards when we go on holiday. We always assume we know what its going to say, whilst I might not need to know the over wing exits, things like the event emergency procedure, RV points and how the senior and junior cars will be organised are important information we should all take a couple of minutes to read up on.

The format for the event means that we first see in action through each pair of stages the 53 runners in the 'senior' class, which are then followed by the 25 'juniors' repeating the pair of stages with the track all to themselves. We start promptly at 11:30 and unsurprisingly Car 1 launches out into an overcast and damp morning, with the circuit especially slippery. The first pair of stages passes off without really any drama or incident. I must however pass comment on one of the junior runners who starts the stages with black numbers on a dark grey background, just how does this pass scrutineering and is allowed to run ?, the numbers were impossible to read in daylight !. Car numbers are part of the event safety; they allow us to quickly identify a car that might be off, including any indiscretions as to the likes of chicanes and route finding. Having to look out for a 'black cat in a coal hole' is no use to man or beast !. Thankfully comments over the radio seem to have some impact and for the later stages the numbers are relocated to a lighter and readable background.

With all crews safely through the first pair of stages the organisers perform a very rapid turnaround and are ready for the next run an amazing 7 minutes after the last car has got to the stop line, well done to all of the set up crews and marshals involved. The damp conditions persist and we are treated to some rather fine 'grass track' like racing as cars slip off the blacktop and get onto the grass with the inevitable 'Torvill & Dean' moments. Particular mention should be made of the orange Nova car 22 who managed a fine double 360 and got 10/10 for artistic merit from the marshals at my location. Sadly we lose our first on stage casualty of the day as Car 20 a MkIII Escort snaps a front CV joint and grinds, literally to a halt in front of me and across from Gemini Recovery, whilst Car 17 heads off into the scenery at Junction 11. Meanwhile the juniors keep on running, with the lower power band suited to the damp and changing conditions.

For the next two pairs of stages we reverse stage direction and as the light fades and low cloud and fog on and off shroud the circuit the action hots up so to speak. Unfortunately on Stage 5 we suffer a timing problem at the finish and the stage has to be briefly stopped to allow repairs to be affected. As cars begin to explore the boundaries of the circuit, we get a little confusion as car numbers are difficult to spot in the gloom, perhaps one or two of my colleagues 'should have gone to Specsavers'. Unlike most other events I have been to at the venue the attrition rate is remarkably low, with little business for Gemini Recovery or Lake 3 Recovery. The high number of runners means that the 'Trophy' Rally at least on the Saturday seems to comprise only of two cars running at the back of the field. Sensibly the Clerk of Course decides to insert a two minute gap between the last of the seniors and these runners as they are both quick cars and catch the back of the field, with the inevitable somewhat 'bullying' tactics of at least one of them who leans on the horn to try and force their way past the slower tail end runners.

Stages 7 & 8 the last of the day are run in complete darkness, preceded by a rather fine sunset.

After a pretty much uneventful run to date, darkness seems to encourage some to put caution to the wind and various cars decide to explore the boundaries of the circuit. Car 41 manages to fly through the fence and into a field after the Flying Finish whilst the gate post and metal gates on the approach take a surprising battering from some of the ultra reliable juniors, although despite damage all manage to finish, indeed 47 seniors and 24 juniors manage it safely, OK more or less safely to the end of day one. I bid farewell to Anglesey a little after 19:30 after a good days sport, having witnessed some fine car control, strong navigation (were there any Judge of Fact Reports?) and an organising club that managed some of the slickest stage turnarounds I have ever seen.

Neil Howard Stages in association with Graham Coffey Solicitors. 2015:

Seven days later and it's another circuit challenge, this time the Neil Howard Stages over at Oulton Park, for what has become one of the most popular events in the North West rallying calendar. The day dawns dark, overcast and bucketing down with rain for the short drive over to Oulton Park. With 'posh' admission tickets sent out in advance we 'sail' into the venue (sorry about the pun but a boat rather than a rally car might have been more suitable). The event is rather special this year as it is the first round of the new Motorsport News Circuit Rally Championship in association with MSVR and which includes the secondary Michelin Cup boasting a rather spectacular £10,000 prize fund. Our hosts Bolton-le-Moors and MSV have the venue looking spectacular, as Radios we even have our own entry route signed to rally control !.

The paddock looks like an F1 circus, with Skoda boasting one of the largest hospitality units I've ever seen, as the event sees the UK debut of the Skoda Fabia R5, although I do wonder if it will pass the emissions test in scrutineering, only kidding honest. The entry list boasts some of the cream of fast tarmac rallying and a range of cars from hi-tech and high expense WRC cars through to more humbler but nonetheless entertaining MKIIs, Mini and a Hillman Imp. Once signed on with Mark and Bill in the circuits hi-tech control centre we drive out onto the stage and out to our regular post at Junction 3 and the merge/split complex. As has come to be expected with this very popular event the 'orange' army is out in force with marshals of every size, shape and genre (that's rallying and circuit to you and me).

I am soon parked safely behind the barriers and as the rain pours down we start exactly as scheduled on the stroke of nine o'clock for the first pair of the planned nine stages. My younger brother Simon tags along for the event as two pairs of eyes are usually definitely needed at this merge / split junction. How wrong could I be for this first pair of stages, as with the heavy rain everyone tip toes around the circuit, even remembering to follow the correct number of laps. The biggest challenge is keeping up with the apparent random numbering of the 89 competitors. With numbers '148, 153, 172' appearing it looks as if the reserve drivers went to the 'numbering' shop and found they only had random stock left on the shelves !.

For the next pair of stages the crowds gather behind our location for the promised spectacular 'Darcy Dip Water Splash', although with the heavy rain topped up by a strategically placed hose it should have been named maybe 'Colin's Canal'. Stage 3 gets off to a flying start as the rain eases and crews get confident with their machines and the circuit. Unfortunately after about 30 cars we get the shout from Bill in Control to deploy yellow flags as two cars have collided at Junction 2 leaving a battered Car 24 in the circuit, whilst at the same time elsewhere on the circuit another 'off' causes another 'Safety' shout. Rescue and Recovery are swiftly deployed, although by the time they get to the site of the collision and Car 24, the Co-driver has departed the scene and is last reported as running to the Paddock to find the other crew !. Sadly with the long resulting delays to recover the cars the stage is cancelled and we quickly get ready for Stage 4.

Not long after first car I get the call from Bill and the Clerk of Course to walk across to the water slash and move a group of media who are standing in what has been determined to be a dangerous place as cars exit the water splash



***Darcy Dip Water Splash
From the Media Pen***



***For some the water was perhaps
just a little too deep***

Pictures, courtesy of Simon Davies:

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November Radio Mutterings **Continued from Page 66**

As this is a race circuit, Control have the benefit of close circuit television coverage and Control follows my actions and gives advice and support over the radio, which is appreciated. Not for the first or last time during the day I have to instruct the media to move to a safer location, Most are accepting of the C of C decision, but there is always one who thinks he knows better or must just wait to get that extra photo or video clip. For me the worrying part is that the least co-operative are actually faces I remember from other events are supposed to be rallying specialists, who in the current climate should know better and indeed should lead the other media by example. The circuit media are by contrast perfectly polite and appreciate the request to move. After this the stage runs smoothly and after a couple of cars failing, we finish stage 4 with 80 runners.

Next we have the turnaround as stage direction is reversed, with the effect that our relatively quiet junction sees a stream of cars going off, destroyed stage furniture and the return of some for whom the 3 R's doesn't seem to involve counting the correct number of laps. My hat goes off to the Sector Marshal Andy and his team who are constantly rebuilding the merge / split and chasing cones around the circuit. By the end of Stage 6 we have lost another ten runners and 75 cars finish the pair of stages.

The next pair 7 & 8 see the return of the water splash and provide my second run in with the media of the day. This time the media are directed to stand in a pen created by a square of crowd barriers and once again I am instructed to herd the media into this pen, more like 'One man and his dog' than motorsport!. Running reverse direction the water splash is more spectacular than ever, with huge plumes of water rising as cars drop into the deep water filled trench and come crawling out, usually in clouds of steam. Surprisingly although a number stop, only Car 71 fails to restart their drowned motor, although two crews did miss out the water splash completely either by accident or design following the wrong stage route. By the time the last runners are finishing Stage 8 it is properly dark and the lights on some of the cars would look better on a Boeing 747 or maybe out with the illuminations at Blackpool.

With time running out a very slick turnaround saves the final Stage 9, an ultra fast single lap stage and the crews really go for it with some spectacular driving. As the last few cars snake around the course an orange glow in the sky behind the paddock sees the huge bonfire light, followed not soon afterwards by a rather fine fireworks display. 68 cars finish the event which given the very challenging conditions is a credit to their skills and for some out and out bravery.

Bolton-le Moors can be justifiably proud of this year's event and the first round in the new Circuit Rally Championship. I look forward to getting out on some of the other seven rounds in the championship through this year and into next.

After a weeks break for some sort of twelve car around Wales I'm off to Lincolnshire for the

Hall Trophy Rally 2015.

With adverse weather warnings and Daily Mail headlines "Colder than Siberia", I decide to head across to Lincolnshire on the Friday night and find myself driving through the first snow of the year over the Pennines. After a somewhat windy night (and no before you ask that wasn't the rather fine curry the night before) I wend my way over to Blyton for the Hall Trophy Rally 2015 run by our friends in Clitheroe & District Motor Club. In fact this year Gemini 25 is the Clerk of Course, Chris Woodcock.

The day dawns freezing cold and very windy, with the flat 'bomber' landscape not providing much to interrupt the biting cold east winds. Once signed on we receive the much appreciated bacon buttie voucher and order a hot pie for the lunchbreak later in the day, gestures very much appreciated by the marshals and radio crews. Bill in control sets himself up in the circuit control room that provides an elevated view across the circuit.

Stage One starts at 09:30 with 55 runners in the main field and a very lonely Car 103 the only 'Junior' runner, possibly assured of a class win ?. Bill allocates me to the split and I certainly have to have my wits about me as multiple cars pile into the split junction, often three or even four abreast. The key to managing this is a good checklist that works for you, in my case I simply write 'L' or 'R' against the car numbers as they pass indicating their direction at the split. This simple methodology then enables me to quickly spot any errors and if need be complete the required Judge of Fact sheet. To be fair to the crews, although I'm busy the vast majority seem to have studied the stage layouts and are not phased by the complex junctions and high winds that move cones, arrows and barrels in various directions. Even with the challenging driving conditions we only lose one car number 24 with a suspected blown engine.



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November Radio Mutterings

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Stage two is a repeat of the first and passes off with little fuss, although there is a little drama at one point as Control makes the rather unusual plea over the radio to the CoC that he has blown the electrics putting the kettle on !. It turns out that Bill must first turn off the room heaters before switching on the kettle, drama over normal service is resumed. I suspect like many that Bill is still trying to dry himself off and warm up after the horrendous conditions on the Rally GB the week before.

Stages three and four also pass off without too much incident and hats off to the crews for keeping things pretty much on the black stuff, against the very windy conditions. The field put together by Clitheroe is one of the most varied I've seen for a long time with a fine mix of modern and classic cars, ranging from the hi tech Subaru's to the more unusual TR4, TR8 and even a Rover Metro. By the end of the fourth stage we have only lost a couple of cars and 52 runners head for the next pair of stages, which for me mean relocating to the new split over at Junction 10.

My new location is even more exposed and the marshals keep warm chasing stage boards and cones over the fields as the wind whips them up and sends them to every point of the compass. The first real drama of the day occurs on Stage 6 as Car 10 sadly has a very heavy impact with the crash barriers out towards Junction 6. Thankfully the crew are OK but Gemini Recovery reports that the car is best recovered on the service trailer and the crew checked out by Staff Rescue (both later confirmed as OK). The main field shows some remarkable resilience and the Junior class shows a 100% finish record, OK the latter is on his own but to be fair he looks as if he is enjoying having the whole circuit to himself on each run.

It's now time to reverse the stage direction and during the break we all make our way back into the paddock for a warming plate of pie and peas (thanks again to Clitheroe, for looking after the marshals and safety crews in this way). I think Chris is just trying to keep me on my toes but another change of split location means I find myself out towards Junction 3, parked high on the banking for the next few stages. The approach to the split is flat out and I have my fingers and toes crossed on several occasions as cars hurtle towards the split and at the very last moment jink left or right missing each other sometimes by the narrowest of margins or layers of paint. Unlike some recent events however the trust between the competitors is evident and I don't see some of the worst tactics of 'sitting' on the horn to try and perhaps force a slower car out of the way, everything here appears much more civilised but none the less fiercely competitive. And yes before you ask Car 103 continues round, competing against itself.

Another relocation for the final pair of stages sees the split move to sit alongside the warning flying finish boards on a short straight down towards the finish or take a left to rejoin the stage for laps one and two. By now with the light fading and no let up in the wind the approach to the split is challenging, made even more so by the constant demolition of the split boards. The run down to the split becomes quite chaotic as in the failing light and general gloomy conditions cars seem to struggle to make out the split and a number either miss the junction completely and head straight into the finish on lap one or alternatively make some very late changes of direction to cut through the line of cones and onto the correct route. More paperwork to fill in, means that the final resolution will rest with the Clerk of Course.

The day ends with 45 cars finishing the final stage and then the nail biting wait to see if Car 103 finishes which he does. Hats must go off to the organising club, Chris as CoC and the whole team for putting on a challenging and most enjoyable days sport out in the fields of Lincolnshire.

For me that's the last event of the year and it's been one of the most rewarding yet challenging of recent times. Next it's Christmas and the Annual Gemini Golden Microphone Awards, but more of that next time along with some reflections back over the last twelve months.



"Roger and Out"

Ian Davies : Gemini 23

Inside the Industry with Paul Gilligan

VW Saga Rumbles On – And On

Seems I might be using this for my opening paragraph for the foreseeable future? We've now found that both the 3.0 V6 Diesel used by Audi and (whisper it!) Porsche was also set up to cheat emissions tests, and now that some petrol engines used by VW, Audi, SEAT, and Skoda are also dishonest. The latter effects CO2 emissions as well as Nitrous Oxide. This is very serious because in the UK at least Road Tax and the extra Income Tax people pay for the privilege of being provided with a company car are both based on CO2 emission levels.

This means that until recently VW were known to be "only" cheating emissions regulators. Now it seems that they may have been cheating HMRC out of taxes payable. Not a trivial matter! HMRC have said they won't go back to individuals or fleet owners for taxes owing in the past, as these people are of course entirely innocent, however they have not said they will not raise the relevant taxes in the future once the "true" CO2 emissions have been established.

That means that people both company and private who bought on the basis that the Road Tax was a certain figure may find themselves paying more every year than expected for the rest of their ownership of the car. Company car drivers who expected an income tax cost of say £75 a month for a Golf (double if they earn enough to pay 40% tax) may now find they have to pay as much as double those figures every month.

All of these people and companies will reasonably expect the ones whom lied to them and misled them (VW) to pay the bills, and VW have indicated that they will. In addition a UK Government Minister has recently stated that he believes VW should pay every buyer "at least" £500 for loss of the value of their car. I think the figure should be much higher, and I know the leasing companies who own well over 500,000 affected cars think so also.

VW are facing some enormous bills, and I'm just talking about the UK. Worldwide, particularly in the US these debts could be much higher.

The Emissions Net Widens

One of the surprises to me of the VW affair has been that no other manufacturer has yet been implicated. My regular reader might remember that when I first reported on this sad affair I said I could not believe that others were not also cheating the system. Most manufacturers were reporting very similar performance, economy and emissions to equivalent VW engines, so if VW were cheating how were the others clever enough to get the same outputs without? Ford have been particularly vociferous in stressing their innocence with the Chairman of Ford of Europe writing to all their dealers to say so. Vauxhall has said they have not used "defeat devices" perhaps not quite the same thing?

The German regulator KBA (Kraftfahrt-Bundesmat if you must know) has recently announced that they are investigating 50 different car models from European and Far East manufacturers.

These are models KBA say selected because of the volume of their sales in Germany, and because of "verified third party hints about conspicuous pollutant emissions". Step forward the whistle blower! KBA say that "Based on raw data partly increased nitric oxide levels in different driving and environmental conditions have been identified so far" Full data will only be released when results have been fully evaluated and are "legally robust". Seems to me some top industry execs might be getting an unwanted Christmas present?

You Wouldn't Want To Be a VW Salesman

All this has had a severe impact on sales of pretty well all VW Group products new and used. So the sales people and their Sales Managers and above are pretty demoralised. They are the ones facing unhappy customers, they are the ones not earning the commissions and bonuses they expected. And Christmas is coming. They now have to ask the buyer of any new or used VW Group cars to sign a letter saying that "the emission and fuel consumption figures are provisional" and are currently under review. Revised values will be published in the future if necessary." Sort of like saying "Are you REALLY sure you want to buy this car?"

Vauxhall On Fire

No not in terms of sales, but doing OK and hoping as I said last month to profit from VW's woes with the new Astra range. The bad news is that more than 130 of their Zafira models have caught fire in the UK for reasons so far unexplained. This problem was first mentioned a while ago, but Vauxhall insisted there wasn't actually a problem at all. You would have thought that after the VW scandal any manufacturer would move quickly to sort this type of problem rather than deny it, but it seems not so.

Zafira owners were forced to launch a Facebook group before Vauxhall caved in and agreed to recall more than 200,000 Zafiras. Clearly an expensive exercise, but why take the reputation damage as well due to delaying the inevitable decision to recall the cars? Add Zafira to the list of VW Group cars currently not easy to sell.

Driverless & No Internal Combustion Engines Coming Soon?

It may well be that we are on the edge of a total revolution of the car industry and motoring as we know it. Firstly scientists at Cambridge University have made a breakthrough in the development of rechargeable super-batteries.

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They say this is 10 years from practical use, but with necessity being always the mother of invention I would suggest much sooner. The necessity being the need to meet global emission targets.

These new batteries will dramatically increase the range of electric cars, the problem that has made them pretty well useless so far (Tesla apart).

Meanwhile development of hydrogen cars continues and I think we will see a lot more of these soon. All of this brings enormous threats to the established motor manufacturers who have zillions invested in making petrol and diesel engines and cars that require a driver. Google & Apple are looking at the industry with a clean sheet of paper and no investment in enormous facilities to make what might soon be outmoded products.

As far as driverless cars are concerned this gets ever nearer, and I stick to my forecast that they will arrive much more quickly than most expect. Toyota (now back to being the World's largest car manufacturer after VW briefly led them before dropping back in a cloud of exhaust smoke) have just announced an investment of a mere \$1BN in a new research facility in Silicon Valley in California. Ford and Mercedes already have similar facilities in the same region. And of course both Google and Apple operate in the same area, and all are looking to recruit the best engineers to lead the field. Toyota will also open a facility next door to the Massachusetts Institute of Technology just outside Boston, where the second largest collection of engineering talent in the US are based.

\$1BN is not small change even to Toyota, they are not doing this for fun.

My good friend, living legend and all time hero Stuart Turner (I'm looking for Christmas Cards this year) recently asked me to write an article for "The Marshal" on driverless caes and he particularly asked if I thought they would ever race. Clearly nobody else would write it for nothing.

My view is definitely yes. Firstly because racing "Improves The Breed". There are a few of us left who know that disc brakes we introduced years before they would have been because of the furious development programme carried out by Jaguar so they could win Le Mans with the help of this then new technology. Similarly fuel injection, ABS and lots more.

So if the technology of driverless cars is to advance rapidly racing them will only help. The other reason is sales. There will be lots of driverless cars, and customers will need to choose which one they buy. Another old saying "Win On Sunday, Sell On Monday". So the manufacturer who can prove his driverless car can beat the others will be making an important point. Of course the podium interviews will be less (or perhaps more) interesting than currently. Software enhancements will be needed before the car can spray champagne, meanwhile someone will have to drink it, how sad. Redundancies will result amongst journalists who will no longer be paid to speculate as to whether Lewis was suffering from PMT (sorry ladies), or Nico had a headache.

And what is the MSA Steward to do when it is alleged that Driverless A was too aggressive in "it's" attempt to overtake Driverless B?



Paul Gilligan

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Technical / Sporting Regulations

FHR harnesses

There are some harnesses homologated by the FIA that are labelled as being 'valid with HANS only' or similar. These harnesses must be used in conjunction with an FHR but that can be any FIA-homologated FHR, whether HANS or one of the alternatives. Remember though that the reverse is not so – it is not a requirement to use a 'valid with HANS only' harness when using an FHR, as any FIA-homologated harness can be used in conjunction with an FIA-homologated FHR.

FIA holograms on overalls

It has been suggested that the FIA holograms on overalls may fade – a point the MSA Technical Department has raised with the FIA. The holograms were subjected to the same wash cycle test that the overalls are required to undertake for their homologation, and they proved to be durable. Therefore if they have faded it suggests that the overalls have been regularly cleaned in a manner not recommended by the manufacturer.

Fake harnesses

Following an investigation by Carmarthenshire Trading Standards, the MSA Technical Department has been made aware of the sale of harnesses with Sparco, Takata or Sabel branding that are not genuine products. Examples have not been seen but competitors are advised to check manufacturer and FIA-homologation labels – as well as the harness itself – carefully, as you can usually find something that indicates it is not genuine product. In the past fake harnesses have been identified by the webbing being a slightly different colour, the weave of the webbing being slightly different, the stitching pattern being different, the finish on the metalwork being different, or the detail of the metalwork being slightly different. Generally speaking, experience shows that fake products are mainly advertised online through social media or auction sites, and as always the advice is always to buy from recognised and reputable sources. Following an investigation by Carmarthenshire Trading Standards,

Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports,

visit www.msauk.org/regulations

Roger Albert Clark Rally Cancelled



Statement from Colin Heppenstall, rally manager:

The Roger Albert Clark Rally Motor Club Ltd and De Lacy Motor Club Ltd are very sad to announce that the 2015 Roger Albert Clark Rally has been cancelled due to the lower than expected level of entries received at the closing date for initial entries.

The event is unique in the motor sport calendar and has run for the past 12 years with varying degrees of success. This has been a very difficult decision to make and we have considered all options to try and keep the event running. We realise that this will come as a big blow to competitors, marshals and fans alike, as the event has become a key fixture on the rally calendar for many. We share your disappointment and extend our thanks to all those who had entered and volunteered to marshal this year. However, this is a break and not the end of the Roger Albert Clark Rally. The Club has always prided itself on listening to competitors to hear what they wanted from the event. This is why the current format has been organised; to help reduce the costs of competing on the event. Unfortunately, even though this is what was asked for by competitors, they have not supported the concept in sufficient numbers to make the event viable.

A lot of criticism has been levelled at the club for not going into Yorkshire from both competitors and particularly spectators. The reason for this is quite easy to explain; it is the amount of litter that spectators left after the rally's last two visits to Yorkshire. Even though event officials collected it all up, the Forestry Commission would not let the event back into the Yorkshire forests.

I would like to personally thank the hundreds and hundreds of marshals who have volunteered to marshal on the event and to apologise for this very sad but necessary course of action. The main losers due to this cancellation are the many local hotels, guest houses, bars and restaurants around the route, which will lose significant revenue due to the cancellation.

I would also like to thank Sunderland City Council for agreeing to support the event in 2015. These types of events are complicated to organise and to work with a Council that wants the event to be in its city does make the process of organising the host city a lot easier.

It is obvious that the event's current format is not working and a full review of what should happen will now be undertaken by the Roger Albert Clark Rally Motor Club. Therefore the Club has decided that the event will also not be organised in 2016, but the club will discuss with competitors during this time if there is still a market for this type of event. Deliberations will consider whether this should include returning to an earlier format of different forest districts over three or four days, making the event a longer and harder experience and running the event every other year instead of annually.

The Club will also look into allowing all cars to do the event including modern machinery and the use of subjective route notes. Nothing is off the table during these discussions.

Whether the event returns in 2017 or 2018 the one definite positive I can confirm is that the Roger Albert Clark Rally Motor Club is financially sound and looks forward to the continued promotion of the MSA British Historic Rally Championship and the new R.A.C. Historic Asphalt Rally Championship in 2016, as well as the organisation of DMACK Carlisle Stages in June, a round of the BTRDA Rally Series.

And finally, if anybody wishes to have a weekend in Sunderland from 27 to 29 November I have a few hotel nights available at very reasonable discounted rates for various styles of accommodation, so please ask for more information.

Colin Heppenstall
Rally Manager
Roger Albert Clark Rally

2016 Seminars for Club Officials



Invitation to attend

In 2016, the series of MSA Seminars will primarily be reserved for unlicensed Club and Event Officials (which typically includes but is not limited to Club Stewards, Secretaries of the Meeting and unlicensed Clerks). The day will be predominantly workshop based, specifically aimed at exchanging views and information to assist your Club's future development and encouraging liaison with the Regional Development Officers.

Attendance is being invited from all disciplines, and each Club may nominate up to 5 representatives from as wide a profile as considered appropriate and, with newcomers especially welcome, these seminars providing an opportunity to gain and share relevant knowledge and information. Clubs with national or regional centres are invited to nominate selected officials as appropriate to each venue.

Please note that once again this year we are asking you to advise us of the names, addresses and email addresses of the officials whom you are nominating to attend, so that we may then correspond directly with those individuals with precise venue and joining instructions, and further programme details.

Full day seminars assemble at 9.30am for a 10am prompt start. Delegates will be responsible for their own luncheon arrangements, with each delegate attending receiving a £7.50 lunch allowance, with suitable menus being available.

Further details will be provided at signing on.

Also a mileage allowance will be payable at volunteer rate of 38p per mile. This allowance will only be payable for your attendance at your most local venue, or the next local if you are unable to attend the most local venue. As always, car sharing is encouraged and the extra mileage incurred in collecting any fellow attendees as passengers will also be refundable. Expenses claim forms will be available on the day for submission to the MSA after the training.

The dates and locations of the venues are as follows - please note that some venues have been reviewed as a result of feedback from previous years

Day/Date				Location	
Saturday	30th	January	2016	South West	Exeter - Gypsy Hill Hotel)
Saturday	6th	February	2016	Central Southern	(Basingstoke - Apollo Hotel)
Sunday	7th	February	2016	South East	(Rochester/Chatham - Holiday Inn)
Monday	8th	February	2016	Guernsey	(St Martin - La Trelade Hotel)
Tuesday	9th	February	2016	Jersey	(St Helier - Royal Hotel)
Saturday	20th	February	2016	East	(Peterborough - Marriot Hotel)
Sunday	21st	February	2016	North East	(York - Mercure Fairfield Hotel)
Saturday	27th	February	2016	South Wales	(Cardiff - New House Hotel)
Sunday	28th	February	2016	Midlands	(Telford - Telford Hotel & Golf Resort)
Sunday	6th	March	2016	Scotland	(Pitlochry - Athol Palace Hotel)
Saturday	12th	March	2016	Isle of Man	(Douglas - Palace Hotel)
Sunday	13th	March	2016	North West	(Runcorn - Holiday Inn)
Sunday	20th	March	2016	Northern Ireland	(Armagh - City Hotel)
Sunday	10th	April	2016	Carlisle	(Wetheral - Crown Hotel)

For the seminars in Guernsey and Jersey, and at these venues only, all interested individuals are invited to attend. To attend a seminar in 2016 please return the enclosed reply slip duly completed to Motor Sports House as soon as possible, or e-mail as an attachment to daisy.poole@msauk.org as soon as possible, and at a minimum of at least one calendar month ahead of the date of the seminar you intend to attend. It is important that attendees do not turn up on the day without prior notification.

Thank you for your continued support and assistance. On behalf of the MSA Training Team we look forward to meeting you again at the seminars.

Yours sincerely,

ALAN PAGE

TRAINING EXECUTIVE

Nico Rosberg leads from pole to win Mexican Grand Prix

Nico Rosberg took his first victory for more than four months as he beat Mercedes team-mate Lewis Hamilton in the Mexican Grand Prix.

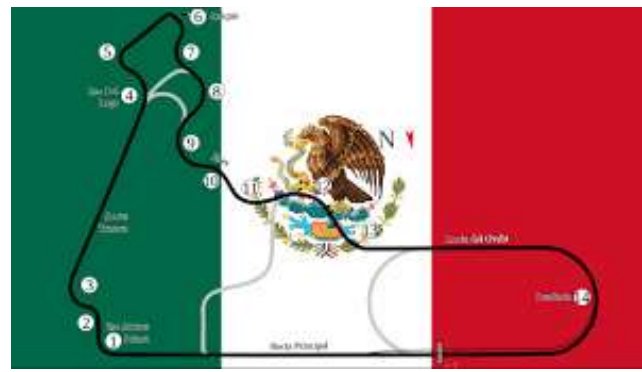
The German controlled the race from the start, with the new world champion only a couple of seconds behind but unable to get close enough to challenge. Rosberg's fourth win of the season moved him back into second in the championship behind Ferrari's Sebastian Vettel, who crashed out. Williams' Valtteri Bottas took third. What was a largely soporific race for more than half the distance was enlivened by a potential intra-team controversy at Mercedes, when Hamilton disagreed with a request for him to make a second pit stop. The team had planned to run the race on a single stop, fitting the 'medium' tyres for a long final stint after running the first third of the grand prix on the 'softs'. But with 25 of the 71 laps to go, Mercedes called Rosberg in for a second stop and then a lap later did the same for Hamilton. The world champion immediately questioned the decision, only to be told it was for "safety reasons" because the first set of tyres were "down to the canvas". Hamilton clearly did not believe what he was being told, saying: "The tyres feel fine." He was told he must come in: "This is an instruction." But after returning to the track, he said to his engineer Peter Bonnington: "You've got to check those tyres, Bono." And asked to be told what the result of that was. Clearly annoyed, Hamilton started setting fastest sector times and began to close on his team-mate - only for the battle to be interrupted when Vettel crashed, bringing out the safety car. That bunched the field up, but Rosberg maintained his lead at the restart with 22 laps to go and was able to hold Hamilton off to the end.

It was Rosberg's first victory since the Austrian Grand Prix nine races ago and his fourth of the season, compared to Hamilton's 10 and will be exactly what he needed after the disappointment of seeing Hamilton clinch the title with three races to go in the US a week ago, largely thanks to an error by the German.

Ferrari had a shocking race. There were indications Vettel might have been able to give the Mercedes drivers a challenge had he enjoyed a trouble-free race - but his afternoon was anything but. The Ferrari driver received a puncture when he and Ricciardo collided at the first corner as the Red Bull driver tried to pass him. Each blamed the other and the stewards declared it a racing incident. Having fought his way up to 12th place, Vettel spun at Turn Seven, the start of the Esses on lap 17, damaging his tyres. He also ran wide at Turn 12 later on the same lap after rejoining the track. After a second stop at about half-distance, he rejoined between the two Mercedes drivers, a lap behind, and was able to stick at their pace but had to be told to let Hamilton by. A few laps later, Vettel ended an uncharacteristically poor race when he again lost control at Turn Seven, this time nosing into the barriers. He admitted over the radio to his team that he had driven poorly and apologised. Team-mate Kimi Raikkonen also had a bad race. Starting 19th after a change of engine following qualifying, he was up to sixth when he collided with Williams driver Valtteri Bottas at Turn Five.

Bottas went around the outside of Raikkonen at Turn Four and was more than halfway alongside his fellow Finn on the inside as they reached Turn Five, the second part of what is effectively an elongated chicane. Raikkonen turned in anyway, and the two touched, the Ferrari's right rear wheel riding over the front left of the Williams and breaking the red car's suspension.

Home hero Perez took eighth. Red Bull's Daniil Kvyat finished fourth, but had held third place until the safety car's introduction. He was passed by Bottas down the straight on the restart, the Williams's Mercedes power too much for the Renault engine in the Red Bull. Kvyat was left to fend off Ricciardo to the end, with the second Williams of Felipe Massa taking sixth. Local hero Sergio Perez, ecstatically cheered throughout by the sell-out crowd in the twisty stadium section at the end of the lap, came home eighth behind team-mate Nico Hulkenberg, impressively fending off the much-fresher-tyres Toro Rosso of Max Verstappen after the safety car.



Nico Rosberg beats Lewis Hamilton in Brazilian Grand Prix

The German converted pole position into a lead at the first corner and controlled the race from there, despite Hamilton pushing hard throughout. Hamilton looked faster but in the turbulent air behind Rosberg's car he was unable to get close enough to try to pass his team-mate. Ferrari's Sebastian Vettel was third ahead of team-mate Kimi Raikkonen.

Mercedes dominated the race but there was plenty of tension as Hamilton sought a way to try to beat his team-mate, his competitive desire undimmed by settling his third world title two races ago.

Hamilton made slightly the better start but was forced to the outside at the first corner and had to settle into second place in the early laps. He stayed just over a second and a half behind until their first pit stops and then made a push to try to pass him in the first part of the second stint. For nearly 10 laps, Hamilton was within a second of his team-mate, before his tyres began to lose their edge and he had to back off. He pleaded with Mercedes to put him on a different strategy, but was told this was not a good idea because of the potential threat from Ferrari behind. As it turned out, Mercedes did have to change their strategy, converting from two pit stops to three when tyre degradation turned out to be more severe than expected. Hamilton came out from their final stop 1.5 seconds behind and with 20 laps to go.

But again he was thwarted in his attempts to get close enough to pass as Rosberg drove a strong race in front of him, helped by what some might have considered coaching over the radio from his engineer, which is not allowed. Rosberg paid tribute to the victims of the Paris terror attacks on the podium after the race. Vettel ran the Mercedes a touch closer than might have been expected, helped by doing a short third stint on a set of the faster but less durable 'soft' tyres. But the German was still 11 seconds behind the Mercedes by the time the final pit stops were over, underlining how much work Ferrari have to do over the winter to try to catch Mercedes and mount a title challenge next season. Vettel was well ahead of Raikkonen, who had a similarly large gap over Williams driver Valtteri Bottas, while Force India's Nico Hulkenberg held off Red Bull's Daniil Kvyat for sixth. Williams' Felipe Massa finished eighth at his home race but faces a stewards' inquiry because his right-rear tyre temperature was 27C above the permitted maximum before the start of the race.

Max Verstappen again showed his potential as a future world champion on his way to 10th place. The Dutchman pulled a brilliant overtaking move on Force India's Sergio Perez, taking the outside line around Turn One and holding on for the inside on Turn Two to make it stick. He then repeated the move again on Sauber's Felipe Nasr later in the race and was able to take the final points position, splitting the Lotus cars of Romain Grosjean and Pastor Maldonado.



Nico Rosberg beat Mercedes team-mate Lewis Hamilton to win the season-ending Abu Dhabi Grand Prix.

The victory was the German's third in a row, and gives him a boost ahead of 2016 after the blow of Hamilton winning the title last month with three races still to go.

Hamilton tried an off-set race strategy in an attempt to beat his team-mate but Rosberg had sufficient pace in hand. Kimi Raikkonen ended a low-key year with third, his Ferrari team-mate Sebastian Vettel taking fourth from 15th on the grid.

The result easily secured the Finn fourth place in the championship behind Hamilton, Rosberg and Ferrari's Sebastian Vettel after Raikkonen started the race a point behind his countryman Valtteri Bottas of Williams



Pendle POWERFEST

29th May 2016

Nelson & Colne College, BB9 7YT.

The show aims to be a Charity Family Motoring Event to be held on 29th May 2016 at Nelson & Colne College, BB9 7YT.

The show's primary goal is to offer something a little different to the standard car show format including an annually changing theme for a section of the show to keep it fresh. Our target is raising as much money as possible for our chosen charity The Encephalitis Society.

www.encephalitis.info

One of our team was struck by this terrifying condition several months ago and we are harnessing all of our efforts to help raise awareness and funding to help where we can.

There is a strong emphasis on family and we want to entertain the groups of people brought along as much as the enthusiasts.

Primarily we do this by offering space to all types of vehicle from cycles and motorbikes through super, sports, modified & classic cars, film & TV vehicles up to tractors, trucks, military and anything in between. We have space for around 150 Vehicles plus 40 Minis all on hard standing.

This proved extremely successful for our 3000 visitors last year as there was something for everyone and all had a great time.

Confirmed Highlights so far:

- **Italian Job theme - With a range of the main vehicles gathered to mock up scenes from the film. This includes a 1-off Limo Party-Bus that celebrates all things Italian job in a unique way, it has to be seen to be believed!**
- **Supercar Paddock - a special roped section with some of the pinnacle of motoring on display, we hope to include a Bugatti Veyron among those on display.**
- **Large Mini presence - we are inviting owners of rare and interesting Minis to make up a large lineup celebrating this amazing little car.**
- **Mike Newman - Multiple Guinness World Record Holder will be in attendance with his charity Speed of Sight and hopefully some of the record breaking vehicles**
- **TV & Film Cars - Including KITT, an A-Team Van, Trotter's 3 Wheeler and a world exclusive Mad Max Interceptor**
- **Local Racing Heritage Display - Demonstrating the local area's love of Speedway & Stock Cars in the 1970/80s Including period vehicles and memorabilia**
- **Classic bus rides into the surrounding countryside and local towns**
- **Italian Job themed Mini Slot car racetrack with 3 minis racing simultaneously**
- **Live music & DJ**
- **Large Family Zone**
- **Trade stands**
- **Catering**

If you would like to take part, full booking details are available on our website www.pendlepowerfest.com with a small charge of £4.50 for a vehicle, passenger and children.

There is also an opportunity to buy a limited edition exhibitor embroidered polo shirt for £12.

Booking will be done on a first come first served basis and we expect space to disappear quickly so please book early to avoid disappointment

Thank you for your time and I hope to see some of your fantastic vehicles at the show next year. We also hope to run a couple of smaller events in the build up so please sign up to our newsletter on the website to keep up to date with developments.

all the best

Chris Walker

Pendle Powerfest Organiser/Press Officer.

pendlepowerfest@gmail.com

WRC Promoter confirms 2016 championship dates

- Rally dates announced for 2016 FIA World Rally Championship
- China returns in September for first time since 1999
- Australia closes season in mid-November
- Britain remains final European round in October



The FIA World Rally Championship calendar for 2016 has been announced by WRC Promoter.

The 14-round championship will begin with the traditional season-opening Rallye Monte-Carlo in January and will feature a mix of gravel, asphalt, snow and ice action across five continents to find the world's best all-round driver.

Exciting innovations for 2016 are:

- Asia becomes the fifth continent to join the WRC with Rally China returning for the first time since 1999. The all-asphalt event will run as the 10th round on 9 - 11 September, based in the Huairou district just 70km from central Beijing. Huairou, which hosted the 1999 rally, benefited from huge investment ahead of the 2014 Asia-Pacific Economic Cooperation (APEC) meeting.
- Rally Australia will move from its September date in 2014 to end the championship on 18 - 20 November next year. It will be followed by a glamorous and high-profile gala finale to the season in Sydney.
- Rally GB will remain the final European fixture as the championship's penultimate round. It will be based in Wales on 28 - 30 October, following the completion of Britain's national rally calendar, preserving the likelihood of tricky late-year conditions which make the event so challenging.

Following this year's successful inaugural event, celebrities from the worlds of sport and entertainment will kick-start the 2016 championship at a spectacular opening in Monaco immediately ahead of the start of Rallye Monte-Carlo. The famous Grand Prix circuit will echo to the sound of raucous World Rally Cars as guests enjoy high-speed rides alongside top WRC drivers from teams including Volkswagen Motorsport, Hyundai Motorsport, Citroën Racing and M-Sport.

WRC Promoter managing director Oliver Ciesla said the 2016 calendar offered a mix of tradition and innovation.

"It brings an enticing blend of the WRC's heritage, in the form of classic and long-standing events such as Sweden, Argentina and Finland, with a new and exciting challenge on asphalt roads in China," he said.

"WRC Promoter has signed a multi-year agreement with Letv Sports to promote the event alongside the Federation of Automobile Sports of China.

"Letv today is one of the world's largest acquirers of sports rights and WRC joins a portfolio which also includes Formula 1 and the English Premier League. We welcome China back to the series and look forward to working with a successful and highly experienced organisation.

"China is the biggest car market globally and by taking the WRC there, we offer manufacturers the opportunity to showcase their products via a championship focused on production-based vehicles. Its return was unanimously supported by our participating manufacturers.

"Another major change sees Australia become the final round. The Coffs Harbour rally is driven by an enthusiastic organising team with a refreshing attitude to promotional opportunities, and fully deserves its place as the season's final fixture," added Ciesla.

The 2016 calendar is:

Round	Rally	Date
1.	Monte-Carlo*	22 - 24 January
2.	Sweden	12 - 14 February
3.	Mexico	4 - 6 March
4.	Argentina	22 - 24 April
5.	Portugal	20 - 22 May
6.	Italy	10 - 12 June
7.	Poland	1 - 3 July
8.	Finland	29 - 31 July
9.	Germany	19 - 21 August
10.	China**	9 - 11 September
11.	France*	30 September - 2 October
12.	Spain	14 - 16 October
13.	Great Britain	28 - 30 October
14.	Australia	18 - 20 November



Chinese media moguls, Jack Ma and Wang Jianlin are backing new sports rights venture LeTV Sports in a \$129 million funding round.

Jack Ma is the founder and chairman of Chinese e-commerce giant Alibaba. Wang Jianlin is the founder of property to entertainment group Wanda, and was confirmed as Asia's richest man with a personal net worth of \$49 million.

LeTV Sports, a spin off from online video firm LeShi Internet Information, handles broadcast and media rights to 120 events in 12 sports categories and has 4,000 matches for live broadcast. The company is also involved in program production. Events include Champions Cup and soccer's China Women's Super League.

Wang's Wanda Investment led LeTV Sports' 'A round' of funding. Ma's personal investment pool Yunfeng Fund led the A+ funding round. Other second round investors included Fortune Link, Prometheus Capital. Between them they put up \$128 million, giving the venture an implied valuation of \$451 million. The new investments mean that Leshi drops to 10% ownership

www.motorsportmugs.co.uk

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Two women were playing golf. One teed off and watched in horror as her ball headed directly toward a foursome of men playing the next hole.



The ball hit one of the men. He immediately clasped his hands together at his groin, fell to the ground and proceeded to roll around in agony.

The woman rushed down to the man, and immediately began to apologize. 'Please allow me to help. I'm a Physiotherapist and I know I could relieve your pain if you'd allow me,' she told him.

'Oh, no, I'll be all right. I'll be fine in a few minutes,' the man replied. He was in obvious agony, lying in the fetal position, still clasping his hands there at his groin. At her persistence, however, he finally allowed her to help.

She gently took his hands away and laid them to the side, loosened his pants and put her hands inside.

She administered tender and artful massage for several long moments and asked, 'How does that feel?' 'Feels great,' he replied; 'but I still think my thumb's broken!'

Broughton-Bretton Motor Club

Bryniau Clwyd

6/7th February 2016

Broughton-Bretton Motor Club are delighted to welcome you to the 2016 running of the Bryniau Clwyd.

Once again a National B rally and a round of the **ANWCC & SD34 SERIES**, we will be offering a

165 mile route on maps **116, 117 & 125**

Centered on the market town of Mold, start/finish/halfway/trailer/noise and scrutineering facilities will all be within the town.

Regs and entries will open on 28th November, we do hope you can join us in 2016..

Festive wishes to our friends old and new

Regs : www.bbmc.org.uk

Kirkby Lonsdale MC

Devils Own

Classic Rally

8th October 2016

Welcome to the Devils Own Rally. It's an old name with a new team of organisers. More details to follow soon. Round 8 of the HRCR Championship

Watch out for the regs nearer the date

www.klmc.org.uk



RAC Rally of the Tests 2016

3rd - 6th November 2016

We are delighted to announce the return of an icon - an event that shaped the future of rallying in the UK, it was this event that brought rallying to the public and captured their spirit and imagination - The RAC Rally of the Tests.

November 2016 will see this event return to the historic regularity rallying calendar, it will retain its traditional and authentic format.

From its inception in 1932, the RAC Rally has been at the pinnacle and forefront of motor sport worldwide, it has attracted many of the leading lights to compete in what has always been regarded as one of the toughest and challenging events ever. That first year saw no less than 341 competitors leave the start from nine different towns and converge on the seaside town of Torquay. Each different starting point comprised a route of around 1000 miles with four check points along the way. There was no official winner but the 'competitor with fewest penalties' went to Colonel A H Loughborough in his Lanchester.

After the war, the RAC Rally was renamed 'The RAC Rally of the Tests' and resumed with a much more demanding format with more emphasis on the driving tests and navigational challenges that are such an important part of the Rally of the Tests we know today. Bournemouth was its finishing point in 1951. Best performance went to Ian and Pat Appleyard who would go on to be an inspiration to other competitors during the fifties and into the sixties. The event proved so popular that only the Suez Canal Crisis in 1957 and the outbreak of foot and mouth disease in 1967 could prevent it running annually - the RAC Rally was here to stay.

It was a golden era for rallying, entries would often soar above 200 with many of the 'Works' teams fielding entries - the interest in the competitors and cars was huge and gave rise to many household names. The fifties saw a shift from the touring style of event of the thirties into one that challenged both driver and navigator alike with driving tests and legs during both the day and night time. 1960 was the final running of 'the RAC Rally of the Tests' after the organisers had negotiated the use of a three-mile section of forest road in Argyll, Scotland that proved so popular that the following year the forests of the UK were opened up to the event.

In 1961 the RAC Rally of the Forests was born, it was to be a ground breaking move that cemented the future of stage rallying in the UK and was won by Erik Carlsson who was navigated by HERO founder John Brown in a Saab 96.

HERO Events are delighted to announce that with the support of the Royal Automobile Club and RAC Motoring Services we will continue to grow the event in its current and authentic format. We invite you to take part in this historic occasion, we are sure it will capture the imagination and affection of the public as they witness these magnificent vehicles and crews battling for supremacy once again.

Glenrothes MSC

Aquarius Navigational Rally

23/24 January 2016.

The rally will feature approx 120 miles of the best lanes in Fife & Lowland Perthshire, on OS Maps 58 & 59, based out of our fantastic new start venue, the Loch Leven Community Campus in Kinross. With a "no non-sense" pre-plot navigational format, we aim to encourage newcomers to night events, whilst still providing experienced crews with a rewarding night's sport (& a well-earned breakfast!

Marshals will also be made very welcome, and we'll do our best to give you a great night's sport. We offer a free breakfast for all marshals manning two controls, cosy gloves and hats, and you'll also receive free Glenrothes MSC membership for 2016.

This year we shall be the opening round of the 2016 SACC Navigational Rally Championship and - new for this year - a round of the 2016 HRCR Premier Rally Championship.

Preparations for the event are well under way, with supplementary regulations & entries anticipated to go live in late November.



Sorry for the unsolicited email but I just wanted to introduce myself as the new Marketing and Sales Manager at Jays Racewear.

I wanted to assure you that the Jays brand (established back in 1963) is still thriving supplying high quality bespoke and made to measure (FIA approved) Racewear. I am currently modernising the brand - (we now have a Twitter and Facebook page) and our original website www.jaysracewear.co.uk is still up and running while we are developing a new one.

We still offer a personalized service ensuring our customers have the opportunity to craft their own bespoke Racesuit - this includes many options such as a choice of colours and full embroidery services.

If you feel that your members could benefit from our services or if you would like to work with us - I'm happy to look at any opportunities that are available, then please do not hesitate to contact me directly.

I can be contacted on 01282 677907 at a time convenient to you or via email at :

stephen@dale-techniche.co.uk

I hope to speak with you soon.

Kind regards

Stephen Bielby

Sales & Marketing Manager

Jays Racewear

T: 01282 677907

www.jaysracewear.co.uk

Manx Auto Sport Chris Kelly Rally 30th January 2016

Our first closed road event of the season, the Chris Kelly Rally, will be taking place on the 30th January 2016

After much speculation it has been decided that the event will go ahead. Many thanks must go to all those who have offered their assistance to ensure the event takes place especially in light of the new MSA regulations which come into force at the start of the new year. Many of the officials who have been involved with Manx rallying over the last few years have already signed up to assist and we expect that all positions to be filled inside the next few weeks.

The one day event will be approx. 70 stage miles with 4 stages run twice all based around the south of the island and incorporates some of the best roads the island has to offer. With the possibility of central servicing near the Airport, road mileage is cut to a minimum.

Further information will be released in the next few weeks including entry fee and ferry costs along with a time schedule.

We do hope that everyone will continue to support the event whether as an official or a competitor.

Many thanks
MAS team

SD34MSG

Prize Presentation Night
Friday February 12th 2016
Raffle Prizes Wanted



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Forest of Dean MC Wyedean Forest Rally 12th November 2016

Forest of Dean MC are pleased to announce the date for the 2016 Wyedean Forest Rally on the 12th November 2016.

This was the traditional time for the Wyedean many years ago before that little 12 car event forced us to move to the beginning of the year.

We will be hosting a round of the Pirelli MSA National Welsh Forest Rally Championship, Jelf Welsh Clubmans Forest Rally Championship, Brian James Motorsport Welsh Historic Rally Championship the Gwynnespeed Rally Challenge and a round of the ANWCC Forest Rally Championship

Garstang & Preston Motor Club Christmas Autosolo Saturday 5th December 2015

Garstang and Preston Motor Club, will promote a Clubman Autosolo, on Saturday 5th December 2015 at Prestons College, Sharoe Green Lane, Preston

The programme of the meeting will be:-

09:00hrs Scrutineering opens

09:15hrs Signing on opens.

(Any competitor not signed on by 9.45hrs may be excluded.)

09:45hrs Drivers Briefing

10:00hrs First test starts

16:00hrs Approx finish time

The event will consist of the following classes:

Clubman - Autosolo

A Production Saloon and Sports Cars up to 1400cc

B Production Saloon and Sports Cars over 1401cc to 1800cc

C Production Saloon and Sports Cars over 1800cc

D All other cars (including "low volume" sports cars and kit cars) and Stage Rally prepared cars

Forced induction Petrol cars will have their capacity increased by 1.4 to give their class. All vehicles must comply with the Road Traffic Act and the relevant MSA Technical Regulations. Cars must be currently registered (no trade plates), taxed, insured and where appropriate have a current MOT certificate (unless under 3 years old), and be driven to the event. Vehicles must compete on road legal tyres. List 1b tyres in the MSA Blue Book are not permitted.

The entry opens on publication of the regulations and closes finally on Friday 4th December 2015. Entries will be accepted in order of receipt, and be acknowledged by email unless specifically requested and then only by phone.

The entry fee is £15.00 for current GPMC members (£20.00 for non members).

All entries must be made on the official entry form and accompanied by the appropriate fee.

The Entries Secretary of the Meeting

to whom all entries must be sent is:

Margaret Duckworth, 12 Silsden Avenue,
Ribbleson, Preston PR2 6XB 01772 700823
margaret.duckworth42@btinternet.com

VCRR Winter Navigation Rally 2nd January 2016

We are offering a Targa class to this years Winter Classic for road rally cars for anyone who is bored over the Xmas period and would like to do a navigation event.

The event has no standard sections and will run with regularity or jogularity sections and although good fun is a very relaxed schedule. Targa entries will be limited to 15 and it will be first come first served. The Targa event will run at the rear of the classic event. We would prefer entries to have vehicles in production before 1st January 1991, but if in doubt please contact us.

The event will take on the same format as last year starting at midday from the Hungerford start and using little used lanes on the Hampshire/Berkshire borders. Last years competitors were surprised how little traffic was encountered. The midday start allows most competitors to travel to the start without a overnight hotel.

There will be four sections throughout the afternoon using simple route instructions issued one hour before the start which will take the form of variations of tulips and other instructions. A late afternoon coffee halt follows. After the coffee halt we move on to the byways of Salisbury Plain for three marked map sections via a further tarmac regularity, this year we have applied for multiple routes over the all weather military roads, so that in the week before we can choose the best and smoothest roads in the area, as last year these sections will be run in twilight which is more than enough challenge for most. This section of the route will have marked maps supplied in various forms. We are in the process of arranging a test or two in the evening, daylight tests at this time of year are almost impossible in this area due to seasonal shoots, we just cannot compete with the shooting fraternity for the venues within a sensible budget. A great way to break up the Christmas/New Year shut down.

Regulations and entry forms can be found on the website at <http://WWW.VCRR.EU>

Lee Holland Memorial Trophy Rally Anglesey Circuit - Sunday 20th March 2016



I'm looking for
MARSHALS



**Please Contact - Chief Marshal,
Peter Wright**

Home 01706 223671

Mobile 07831 740452

p.n.wright@btinternet.com

leehollandmarshals@btinternet.com



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Mobile - 07960 964069
Fax - 0161 777 9948
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Fellside Auto Clubs Northern Trial 2016

Saturday 20th February 2016

Please note this very popular classic reliability trial for cars, motorcycles and sidecar outfits has a slight date change and will now take place Saturday 20th February 2016

The trial starts at Wigton Auction Mart which has fantastic start/ finish facilities, superb great value breakfasts and meals after the event with really friendly staff into the bargain. Acres of parking for cars and trailers, Located southwest of Carlisle and north west of Penrith there is good access from M6 and plenty of accommodation nearby.

A short run to the classic Lake District forests such as Whinlatter, Wythop and Setmurthy is usually preceded by a small section or two but the bulk of the trial is based in these famous forests and often use the same sections as the VSCC Lakeland Trial. Fellside members carry out a great deal of work prior to and after these trials keeping the sections in good order, in fact as Michael Caine would say, "not a lot of people know that"

Marshalling this event is great fun and only marshals who are pre registered and signed on are allowed with cars into the forests so a great way to spend an enjoyable day and do your bit for motorsport as well.

Fellside Auto Club has a good website and this trial has been voted best trial in the country several times so check out details.

Further information from from ACTC website (Assn of Classic Trials Clubs) where there is loads of interesting information and various links to lots of other events. or from

mykepocock@yahoo.co.uk

Rally of the Midlands Saturday 18th June 2016

The event has run continuously since 2003 apart from 2015. The event is scheduled for the third weekend in June being a one day smooth tarmac multi venue rally based in the Hinckley - Nuneaton area of the Midlands. We are an MSA candidate event for Closed Road motorsport with support from Hinckley & Bosworth Borough council, the earliest this will be possible is 2017.

The proposals are based around scrutineering on Friday 17th with limited number available on the Saturday pre event (booking only). Rally comprises 09:00 start 16:00 finish, entry fee circa £400 for around 70 stage miles. With centralised servicing, the rally being based in the centre of the country at the heart of the national motorway network. Varying tests from MIRA test circuit to Stately homes reminiscent of RAC rallies of the 70's & 80's.



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Wigton Motor Club Christmas Cracker Run 6th December

Entry forms for the Famous Christmas Cracker Run are now available

MGs and other classic cars will be heading for the Lake District on the 6th of December for the traditional *Famous Christmas Cracker Run* being run for the twenty fourth time by MG Cumbria. The event starts from the Rheged Discovery Centre near Penrith and finishes with lunch at Braithwaite and crews will then be able to visit Keswick Christmas Fayre.

The event is open to MGs and other fine cars of any age. Entrants can decorate their cars and dress up in a festive fashion.

There will be a couple of motoring and festive quizzes for the competitors and cars will be seeded in age order.

Accommodation will be available near Penrith and Keswick.

For further details please see the web site
(www.wigtonmc.co.uk) or by ringing

Graeme Forrester on 01900 825642 or email at
gtfmg@yahoo.co.uk

Northallerton AC
Swift Signs Christmas Stages
Sunday 27th December

Northallerton AC are now pleased to confirm the date of Sunday 27th December for its annual rally around Croft Racing Circuit.

Regulations and on line entries
www.northallerton-ac.co.uk

Chateau Impney
Speed Hillclimb
9/10th July 2016



The 2016 Chateau Impney Hillclimb dates have been announced 9/10 July 2016

A 25% reduction on ticket prices is available. There are pictures of every car in last year's event and lots of interesting information so check their website.

The 2016 event promises to be even better, drivers are clamoring to be invited so the best, most iconic cars of the periods up to the 1960s will be fighting it out again for class and overall honours.

If you go to "2015 event" – "Gallery" you can see each car in action.

Full results including practice times for each car can be downloaded too.

Visit www.chateauimpneyhillclimb.com

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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.

Acknowledgements

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Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	Marshals
Les Fragle	Individual
Dave Barratt	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

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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 AGM

**Wednesday 20th January
2016**

(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

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Junc 26 of the M62

www.ancc.co.uk



AGM

Monday February 8th 2016

8.00pm

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

www.anwcc.org

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 **January** edition is
Tuesday the 29th December
which is due out on

Thursday 31st of December

PLEASE Email Reports etc. to

Maurice Ellison at :

sd34news@gmail.com

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