

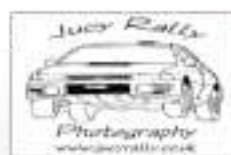
January spotlight 2016



Jucy Rally Photography



Rockingham Stages
Peter Jackson / Craig Simkiss
Photo Courtesy of Jucy Rally Photography



www.sd34msg.org.uk

Volume 6 : Issue 1 : January 2016 : Maurice Ellison



Chairman's Chat

Sincere congratulations to all the award winners following the 2015 championships and it's good to see some new names in the top positions. I hope to see you all at the Presentation Evening on the 12th February, details inside.

The latest issue of the 2016 calendar is inside and it includes all the regular events plus some new road rallies and, for the first time in many years, some trials to have a go at. Remember we have split the sprints and hillclimbs from the non race/rally championship to its own championship.

A very Happy New Year to everyone and here's to an exciting and safe year of motorsport.

Best regards,

Les Fragle,

**Chairman/Secretary,
SD(34) Motor Sport Group**

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SD34MSG : Member Clubs & Contacts

Accrington MSC

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Airedale & Pennine MCC

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Blackpool South Shore MC

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Bolton-le-Moors MC

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Garstang & Preston MC

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High Moor MC

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Hexham & DMC

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Matlock MC

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Pendle & DMC

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Preston MC

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Website : coming soon



U17MC-NW

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Tel. : 07718 051 882
Website : www.u17mc-northwest.org.uk



Stockport061MC

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Wallasey MC

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Warrington & DMC

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Wigan & DMC

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Newsletter	: Maurice Ellison sd34news@gmail.com 07788-723721 01524-735488

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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Sent to all **26 member clubs** and then
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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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07718 051 882 steve.johnson@csmclub.org

Les Fragle 01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

*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*



**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

Dinner Dance 2015

You are cordially invited by the Committee of Stockport 061 Motor Club to our Awards Presentation Evening – the evening will take place at Alma Lodge Hotel, 149 Buxton Road, Stockport, SK2 6EL on Saturday 14 March 2015, gathering from 19.30 for the meal at 20.00. To make the event a memorable night and encourage all the members to attend, the Club will be subsidising the evening – as an added bonus we are offering the tickets at £30 for 2 tickets for a 4 course meal – £15 a head! Non-members are priced at £25.00 each.

The dress code is Dinner Jackets or Lounge Suits. We will be holding a raffle on the evening; it would be appreciated if all guests could bring a raffle prize. We would ask you to make an early application – the closing date for ticket applications will be 1 March 2015 and we must be strict as we need to give the hotel exact meal requirements – so, no late applications please!

To book tickets, please email

mark@stockport061.co.uk attendee names and menu choices with payment of either cheque (£30 per 2 tickets, or £25.00 per ticket for non-members) or transfer £35.00 (or £30 per non-member ticket) to info@stockport061.co.uk per 2 tickets

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.**

All three BSSMC members finished at Rockingham and with 2 in the top ten.

Pete and Craig managed to improve on their overnight 4th position to end up 3rd o/a. Only just missing out on 2nd by a few seconds after a torrential downpour on the second to final stage lost them some valuable time in their 2 wheel drive Escort. Excellent result for the pair of them.

Chris also able to improve on the first days performance. Once again finishing with a top ten result ending up 6th o/a and 1st in class

Ryan and Sean suffered a few engine problems and lost power on the last two stages. Having to take it easy to avoid cooking the engine. Despite not being able to rev over 5k they secured 5th in class which was good enough to give Ryan 4th in the C2 Championship

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

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**



Yep, it's official folks, the Hillclimb & Sprint Association has awarded its Russ Ward Trophy to Liverpool Motor Club for "The Best Round" in the SBD HSA Speed Championship 2015, jointly for our July event at Barbon and our Sept event at Aintree. Apparently they enjoyed both events so much that they couldn't chose between them!

LMC Secretary of the Meeting, Sue Thompson collected the award at the HSA annual awards lunch at Prescott. Many thanks Sue, and congratulations to all LMC's organising team and our dedicated band of marshals for your hard work this year, and to our friends at KLMC for co-promoting the Barbon events.

A couple go for a meal at a Chinese restaurant, and order the 'Chicken Surprise'.

The waiter brings the meal, served in a lidded cast iron pot.

Just as the wife is about to serve herself, the lid of the pot rises slightly and she briefly sees two beady little eyes looking around, before the lid slams back down. 'Good grief, did you see that?' she asks her husband.

He hadn't, so she asks him to look in the pot.

He reaches for it and again the lid rises and he sees two little eyes, looking around before it slams down.

Rather perturbed, he calls the waiter over, explains what is happening, and demands an explanation.

'Please sir,' says the waiter, 'what you order?'

The husband replies, 'Chicken Surprise'

'Ah! So sorry,' says the waiter, 'I bring you Peeking Duck by mistake'.....

PRESTON Motorsport Club

A busy few weeks were enjoyed by Preston Motorsport Club members in the run-up to Christmas.



Saturday December 5th Prize Presentation Night

At the start of December, on Saturday December 5, the club held its inaugural Christmas Party and Prize Presentation Evening. A big thank you to Kim Bentham and Sue Lester who spent several hours making festive table decorations for the function, at Charnock Farm Hotel, Leyland. Thanks gals! Guest of honour and the man who handed over members' prizes was honorary life member Neil Simpson. He did a great job and was a popular choice. A total of 67 members and their wives, girlfriends etc, attended and it was a smart dress do, with the ladies looking very alluring in their best frocks. The blokes didn't scrub up too badly either. A number of members received awards for their exploits in road and stage rallying, circuit racing and autosolos.

Winners were:

Road Rally Driver – Louis Baines;
Road Rally Navigator - Alan Barnes;
Stage Rally driver – Jack Ives;
Stage Rally Co-Driver – Phil Boyle;
Autosolo – David Moss;
Circuit Racing – Chris Grimes;
Young member – Jonny Baines;
Dunlop Award – Jonny Baines;
Special Award – Kris Coombes;
Most devoted member award - Louis Baines.

A superb three-course meal was followed by heavy drinking and bad disco dancing and everybody seemed to let their hair down and enjoy themselves, so much so that the same venue has been provisionally booked for **December 10, 2016.**



Tuesday December 22 Navigation Scatter Rally

A very well received event, supported by 10 crews, starting and finishing at The Plough at Eaves. Staged by Louis Baines with assistance from Kris Coombes, Map 102 was used for a number of clues. Winners were Andy Gorn and Jordan Duxbury who amassed a remarkable score in the two hours allowed. Well done guys!

2016 Membership

2016 membership is now available from Louis Baines at the cost of £15. Catch him at a club night or email him at louis@prestonmotorsport.club for further info.

Website Developments

Adam Cooper has been making progress with Preston Motorsport Club's website. He is in the process of designing an online membership page, an online entry system for our events and also, some time in the future an online shop for club clothing. Club clothing is now available from Smart Image in Walton Le Dale. Any of our members can go and pick anything they like and have the club logo embroidered on it.

Gazebo Latest

The club gazebo has been ordered. We have ordered the best on the market which is going to be sign written with our logo and has four sides. It will hopefully be making its first outing at the January Autosolo on January 10 – more details below.



PRESTON Motorsport Club

Continued From Page 6



Safeguarding Info

Colin Baines and Jo Ring are applying to be our club safeguarding officials. It's quite a lengthy process and they will be receiving training to help them in this role.

10th January 2016

January PMC Autosolo

Preston Docks MX

The next autosolo is on the 10th January 2016 at Preston Docks MX. A total of 32 entries are available and a healthy number have already been taken. If you wish to enter get in touch with Louis Baines. Entry closes on January 3. Some of the experienced members are running under a PCA taster permit on the day. This will enable people to be taken out for a passenger ride.



North West Stages

North West Stages is approaching fast. PMC have been given the Stage Commander duties and also chief marshal duties for Weeton. We will be going down on Friday 5th February to set the stage up so it is ready for Saturday.

SD34 Championships Update

Preston Motorsport Club members have won several awards and a good contingent is expected to attend the presentation evening at Blackburn RUFC in February. Alan Barnes has won the 2nd Expert trophy in the road rally navigator section, Paul Gray has won both the Semi Expert Road Rally Driver and also Semi Expert Road Rally Navigator, Louis Baines has won Novice Road Rally Driver and Kris Coombes has won Novice Road Rally Navigator. All in all good results for our club. Well done all.

The presentation evening is on the 12th February. This is set to be a good night with guest speakers including John Stone, Simon Mauger, Arron Newby and Ian Grindrod.

Preston Motorsport Club

Members' Championship

In 2016 we are compiling a member's championship. Richard Steele has taken on this mammoth task, so a big thanks to him. To make his job easier the onus is on club members to let him know what event you have competed or marshalled on. As of January 1, 2016 all event results should be sent to him at r.steele@prestonmotorsport.club

The first meeting in 2016

will be on Jan 5, 2016 at

The Poachers in Bamber Bridge.

We will be holding our annual general meeting (AGM) where all members can come along and have their say. Also, if anybody wishes to join the committee we will take a vote on that at this meeting. Chairman Kris Coombes will chair the meeting.

Club Night Calendar

05/01/16 – AGM starting 20.00 at The Poachers, Bamber Bridge

19/01/16 – Quiz Night starting 20.00 at The Poachers, Bamber Bridge

02/02/16 – North West Stages video and planning night starting 20.00 at The Poachers, Bamber Bridge

16/02/16 – Navigation teaching night– ideal for beginners and newcomers –starting 20.00 at The Poachers, Bamber Bridge

The next committee meeting will be taking place on Tuesday 9th February 2016. If there is anything that you would like to be raised let us know at prestonmotorsportclub@gmail.com before then.

Warrington & DMC



WDMC meets at 20.00 every Tuesday at **THE ANTROBUS ARMS** on the A559 between Warrington and Northwich. On the 2nd Tuesday of the month

Mince Pies & Slot Car Racing Night Tuesday 15th December



WARRINGTON & DMC

Prize Presentation Night

Saturday 16th January

Paddington House Hotel, WA1 3TZ

£20 pp

Tickets from Denise Burns

Tuesday 19th January

First Aid Training

Antrobus Arms

Garstang & Preston MC

Meet at 8-30pm

Every Tuesday

Lonsdale Club,

Fulwood Hall Ln,

Fulwood, Preston PR2 8BD



The Space Centre is unique and was the designated 'Chairmans Charity' of 2015.

On Tuesday the 15th of December G&PMC presented the Space Centre with a cheque for £600.

The Space Centre was established in Preston Lancashire in 1993, it now has two large sensory rooms and a third smaller room. The centre has the largest multi-sensory environment in the United Kingdom for people with special needs.



8th Dec 2015

Visit to Paul Gardners Workshop

Twenty G.P.M.C members visited Paul's workshop in Scorton on Tuesday evening.

What a fantastic place, packed with engines of all shapes, ages and sizes. We had to weave our way through a packed workshop full of machinery, tools and dynos.

Paul has a wealth of knowledge; the man lives and breathes his job! He will easily lose you in valve angles, block decking, head skimming, crank balancing, dry sump and stroke....it goes on!

We spent the best part of 2 and a half hours with him and could have easily spent a lot more. A big thanks to Paul and Leon for giving up their evening for us

Airdale & Pennine Motor Car Club

The club meet
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.

AutoSolos 2016
At the Rock & Heifer
January 3rd,
January 17th,
February 21st,
March 20th.

Bolton-le-Moors MC

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



WALLASEY MC

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



Hexham & DMC

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



Hexham & DMC run a very successful 12 Car Rally series on the 3rd Wednesday of each month (See page 34).

For more details on the Hexham & District Motor Club's 206 12 Car Series, please visit the club's Facebook page or contact edgraham01@sky.com



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

FREE ENTRY
For all Rally Drivers

Scan this QR Code to watch a motor video for the Legend Fires North West Stages Rally

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Plus the **PENNINGTON MOTORSPORT RALLY SHOW**
at the **NORBRECK CASTLE HOTEL**

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FRIDAY 5TH / SATURDAY 6TH FEB 2016

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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

Supporting **Legendfires**
derian house
children's hospice

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

Manx Auto Sport

The Club has taken on the lease of the Mike Hailwood Centre at the TT Grandstand and are currently looking at regenerating Club Night.

See more at:

www.manxautosport.org/pages/club-meetings.



CHRIS KELLY MEMORIAL RALLY 2016

Well it's been very hard work to get here since we basically had to start from scratch with everything. This together with us being the first rally on the Island being affected by the new MSA regulation has made our task doubly difficult with preparation. To say we have had to overcome many hurdles put in our way would be an understatement.

But we are pleased to say that the entries for the Chris Kelly Memorial Rally are now open.

It will be a one day event ran in the Southern areas of the Island over 4 stages in the morning and 5 stages in the afternoon. Hopefully there is something in there for everyone. There are over 70 miles of stages and with having the service area based at the Airport the road mileage will be kept to a minimum.

All the details are on our website

www.manxautosport.org.

Take care but most of all have fun

Knowldale Car Club

Knowldale Car Club meet at
Milnrow Cricket Club



John Clegg Mini Miglia Tour & Autotest 2016 12th & 13th March

The 2016 Touring Assembly will be named **The John Clegg Mini Miglia Tour** and will take place on **Saturday 12th March 2016**.

The format will be similar to previous years, but the start and finish will be at NWA Auctions in Crooklands.

As an extra event, an Autotest will take place on Sunday 13th March at the same venue, providing a week-end of motorsport in memory of John.



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

CHRISTMAS PARTY Monday 14th of December



Twenty hardy souls braced the rain and cold to attend the Wigan & district Motor Club annual Christmas party at The Delph Tavern in Tontine near Orrell, Wigan on Monday the 14th of December.

Hot food in the form of jumbo chips, chicken curry with rice and hot steak muffins had been provided by the chef at the Delph Tavern, there was so much that we invited the rest of the pub patrons to help themselves to what remained of the food.

Everyone was talking about what they are planning to do next year and the various rebuilds which are ongoing and visits to sponsors to talk about next season.

It was announced at the meeting that everything has been sorted out with the Three Sisters venue and that the deposits have all been paid.

We have applied for a championship permit for **The 6R4.com Three Sisters Rally Challenge 2016** to the MSA, Ian Rowland of 6R4.com as kindly agreed to sponsor the Challenge again in 2016.

The dates for the three rallies at the Three Sisters Race Circuit, Wigan are:- **BSSMC The Roskirk Stages on Sunday 13th. March 2016**, **Wigan DMC The Cetus Stages on Sunday 8th. May 2016** and **Wigan DMC The Adgespeed Stages on Sunday 9th. October 2016**.



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

January 2016

Tuesday 5th January

Christmas Sweater Night

+ 2015 Review & 2016 Plans

Come and show us that 'nice' sweater Aunt Mable bought you for Xmas

Tuesday 12th January

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 19th January

January Scatter

O/S Maps 102 & 103

Start & Finish at Waddington Club

Sign on 7:45

Cars away at 8:00

Names to Terry Martin

terrymartin01@aol.com

Tuesday 26th January

Phil Burton & Mal Capstick



Phil Burton & Mal Capstick picked up the major **2015 R.A.C. Championship** award after winning the title in their Open Category Ford Escort Mk2.

December 2015 Clubnights

Tuesday 1st December Scatter Rally



Ten crews tackled the December Scatter Rally put together by Tony Vart & Maurice Ellison on Tuesday the 1st of December.

5 New crews from Myerscough College joined the Club for a taste of Motorsport and went away promising to return for the January event.

1st O/A were Chris Rydeheard & Paul Pendleton with an impressive 125 points beating the 'Dukes of Ribbleshead' (Sam Ambler & Seddy) into second place on 110 points. Special mention to Gareth & Sam Shepherd. Sam aged just 9 yrs old was navigating his Dad Gareth for the first time. They were last to plot up and set off and last to finish but got back just on time. Hope to see more of Sam on future events



Tuesday 15th December Christmas Party



The Clitheroe & DMC annual Christmas party was attended by 42, young & old, members and was, as always, a cracking good night



Bill Honeywell, Eric Dugdale, Trevor Roberts



A very shocked Katie Woodcock collecting her award from Mat Kiziuk (Vice Chairman) as 'best Young Member'. She couldn't attend the AGM (the tradition date for presenting this award) so it was held over for the Christmas Party



Clitheroe & DMC Awards Night
Tuesday 2nd of February

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;

.....

.....

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

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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 A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
SPRINT & HILLCLIMB			1, 2, 3, 4, 5	
NON RACE / RALLY			A / B / C / D / E / F	

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 /Non Rally A = saloon cars up to 13ft long and up to and including 1400cc.
B = Saloon cars up to 13ft long and over 1400cc.
C = Saloon cars over 13ft long (Saloons will include estate cars, hatchbacks and commercials as appropriate)
D= Sports cars. E= Specials. F = Special Stage rally cars.

Sprint / Hillclimb In accordance with the 2016 MSA Year Book, cars shall be entered in the following classes:-
Class 1 Road-going Series Production Cars conforming to Section S11 of the 2016 MSA Year Book.
Class 2 Road-going Specialist Production Cars conforming to Section S11 of the 2016 MSA Year Book.
Class 3 Modified Series Production & Specialist Cars conforming to Section S12 of the 2016 MSA Year Book.
Class 4 Sports Libre Cars conforming to Section S14 and Hillclimb Super Sports Cars conforming to Section S13 of the 2016 MSA Year Book
Class 5 Racing Cars conforming to Section S15 of the 2016 MSA Year Book

Cars must conform to the regulations of the individual event entered, including the event's requirement to use specific tyres.

2015 SD34MSG Inter Club League

Division A

Club	Points	Div	O/A
Clitheroe & DMC	1104	1	1
Bolton-le-Moors CC	815	2	2
U17MC-NW	677	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

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
Bury AC	0	8	=24

Division C

Club	Points	Div	O/A
Liverpool MC	557	1	4
Blackpool South Shore MC	379	2	7
Matlock MC	246	3	10
Preston MC	201	4	13
Knowl Dale CC	189	5	15
Mull CC	101	6	17
Hexham & DMC	60	7	19
Airedale & Pennine MMC	9	8	23
2300	0	= 8	= 24
Larne MC	0	= 8	= 24
Motorsport NW Ltd	0	= 8	= 24

Last Updated 9th Dec. 2015

Individual Championship

O/A	Competitor	Q	pts	Club
1	Andy Williams	Y	93	U17MC
= 2	Stephen Kennell	Y	88	CDMC
= 2	Steve Price	Y	88	BLMCC
4	Steve Johnson	Y	87	U17MC
5	Steve Lewis	Y	68	CDMC
6	David Goodlad	Y	63	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	Steve Butler	Y	43	CDMC
12	Kris Coobes	Y	41	PMC
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	69	U17MC
22	Branden Smith	N	57	CDMC
23	Terry Martin	N	56	CDMC
= 24	Alexander Tait	N	55	U17MC
= 24	Scott MacMahom	N	55	U17MC
26	Phil Clegg	N	52	BLMCC
27	Alan Barnes`	N	49	G&PMC
28	Alex Tonbridge	N	47	BLMCC
= 29	Myles Gleaves	N	39	G&PMC
= 29	James Taylor	N	39	CDMC

Last updated 9th December. 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 one of the banners on display at Craignure during the Mull Rally in October, courtesy of Liverpool Motor Club.



2015 SD34MSG

MARSHALS CHAMPIONSHIP

Last updated 9th December 2015

Airedale & Pennine MMC

Accrington MSC

Tracey Smith	120	Steve Smith	60
Steve Johnson	30	Dave Barratt	10

Total Club Marshalling Points : 220

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
---------------	----	-----------------	----

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

Provisional Final 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 14

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	U17MC
4	Keith Dowthwaite	Y	81	D	Wallesey
5	Antony Dixon	Y	79	C	CDMC
6	Simon Bowen	Y	55	D	BSSMC
7	Jack Darbyshire	Y	54	C	GPMC
8	Dave Riley	Y	52	D	BSSMC
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	Dave Riley	Y	81	D	BSSMC
4	Tony King	Y	80	D	Wallasey
5	Steve Butler	Y	79	A	CDMC
= 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 16th December 2015

Non Race/Rally Championship

O/A	Competitor	pts	Club
1	Stephen Kennell	83.71	CDMC
2	Andy Williams	82.86	U17MC
3	Steve Lewis	81.39	CDMC
4	Steve Price	79.18	BLMCC
5	Phil Clegg	78.47	BLMCC
6	Steve Johnson	70.77	U17MC
7	Alec Tonbridge	70.04	BLMCC
8	David Goodlad	69.88	BLMCC
9	Roger Barfield	56.90	U17MC
10	Daniel Barker	56.12	AMSC
11	Duncan Woodcock	51.26	LivMC
12	Steve Butler	29.40	CDMC
13	Michael Tomlinson	28.58	PDMC
14	Simon Nicholson	28.44	PDMC
15	Louis Baines	10.20	PMC
15	David Barratt	10.00	AMSC
16	Ian Bruce	9.39	BLMCC

Last updated 16th December 2015

U18 Championship

O/A	Competitor	pts	Club
1	James Williams	68	U17MC
=2	Alexander Tait	55	U17MC
=2	Scott MacMahon	55	U17MC

Last Updated 17h December 2015

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 it's 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

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.

SD34MSG Banner on the Wales Rally GB



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SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
30-Jan	Stage Rally	Yes	Manx Auto Sport	Chris Kelly Memorial Rally	Isle of Man
5+6-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	LF North West Stages	Lancashire
6/7-Feb	Road Rally	No	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
14-Feb	Autosolo	Yes	AMSC/CSMA	AMSC/CSMA Autosolo	M65 Jt 4
14-Feb	Autotest	Yes	AMSC/CSMA	AMSC/CSMA Autotest	M65 Jt 4
14-Feb	PCA	Yes	AMSC/CSMA	AMSC/CSMA PCA	M65 Jt 4
20-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton
12/13-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 & DMC	John Robson Rally	Northumberland
20-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey circuit,
9/10 Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
10-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Weeton Barracks
23/24-Apr	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	Lancs & Cumb
23-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
24-Apr	Trial	Yes	Airedale & Pennine	Sporting Trial	Longnor
6+7-May	Stage Rally	Yes	Manx Auto Sport	Manx National Rally	Isle of Man
8-May	Stage Rally	Yes	Wigan & DMC	Cetus Stages	3 Sisters, Wigan
8-May	Trial	Yes	Airedale & Pennine	Classic Trial	Pateley Bridge
15-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Services,
15-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Services,
15-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Services,
21/22-May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
5-Jun	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
11-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
11/12-Jun	Road Rally	Yes	G & PMC	Memorial Road Rally	Lancs & Yorkshire
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
18-Jun	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
19-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Services,
19-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Services,
19-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm TServices,
25-Jun	Sprint	Yes	Liverpool MC	Jack Neal Memorial Sprint	Aintree

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
2-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
2/3-Jul	Road Rally	No	Beverley & DMC	Beaver Rally	North Humberside
3-Jul	Stage Rally	Yes	Warrington & DMC	Envile Stages Rally	Anglesey Circuit
3-Jul	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
17-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	M65 Jt 4
17-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	M65 Jt 4
17-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 1	M65 Jt 4
23/24-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire
7-Aug	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
14-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
21-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	M65 Jt 4
21-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	M65 Jt 4
21-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 2	M65 Jt 4
27/28-Aug	Road Rally	No	Ilkley & DMC	Colman Tyres Rally	Yorkshire
28-Aug	Autosolo	Yes	Bolton-le-Moors CC	Bolton August Autosolo	Venue tbc
2+3-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	Wallasey Prom
3-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
4-Sep	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
24/25-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancs & 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
9-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
14-16-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
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
26-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield,
4-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	M65 Jt 4
4-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	M65 Jt 4
4-Dec	PCA	Yes	Accrington MSC	AMSC PCA	M65 Jt 4

Key

Confirmed 2016 date

Date
tbc

Changes since last issue

Championships

Road Rally

Non Race/Rally = Autotests, Autosolos, PCA's & Trials

Stage Rally

Sprints & Hillclimbs

Marshals = All events

Junior Class = All events

Interclub League = All League events

Individual (All Rounders) = All League events

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

SD34MSG 2016 Championship Rounds at a Glance

SD34MSG Road Rally Championship 2016

Date	Event	Organising Club
6/7 Feb	Rali Bryniau Clwyd	Broughton-Bretton MC
12/13 Mar	Ryemoor Trophy	Malton MC
19/20 Mar	John Robson Rally	Hexham & DMC
9/10 Apr	Derbyshire Rally	Matlock MC
23/24 Apr	Primrose Trophy	Clitheroe & DMC
21/22 May	Altratech 061 Rally	Stockport 061 MC
11/12 Jun	Memorial Rally	G&PMC
2/3 Jul	Beaver Rally	Beverley & DMC
23/24 Jul	Morecambe Rally	Morecambe CC
27/28 Aug	Colman Tyres Rally	Ilkley DMC
24/25 Sep	Taybridge Clitheronian	Clitheroe & DMC
19/20 Nov	Dansport Rally	Matlock MC

SD34MSG None Race/Rally Championship (AT, AS, PCA & Trials) 2016

Date	Event	Organising Club
14th Feb	AutoSolo/PCA/AT	AMSC/CSMA
13th Mar	AutoSolo	Bolton-le-Moors CC
24th April	Sporting Trial	Airedale & Pennine
8th May	Classic Trial	Airedale & Pennine
15th May	AutoSolo/PCA/AT	AMSC/CSMA
5th Jun	Production Car Trial	Airedale & Pennine
18th Jun	AutoSolo	Bolton-le-Moors CC
18th Jun	Production Car Trial	Airedale & Pennine
19th Jun	AutoSolo/PCA/AT	AMSC/CSMA
3rd July	Production Car Trial	Airedale & Pennine
17th Jul	AutoSolo/PCA/AT	AMSC/CSMA
7th Aug	Production Car Trial	Airedale & Pennine
21st Aug	AutoSolo/PCA/AT	AMSC/CSMA
28/29 Aug	AutoSolo	Bolton-le-Moors CC
4th Sept	Production Car Trial	Airedale & Pennine
4th Dec	AutoSolo/PCA/AT	AMSC/CSMA

SD34MSG Sprint & Hillclimb C/ship 2016

Date	Event	Organising Club
23rd Apr	Aintree Sprint	Liverpool MC
11th Jun	Barbon 1 Hillclimb	Liverpool MC
25th Jun	Jack Neal Sprint	Liverpool MC
2nd Jul	Barbon 2 Hillclimb	Liverpool MC
14th Aug	Scammonden Dam Hill Climb	Pendle DMC
3rd Sep	Autumn Aintree Sprint	Liverpool MC

SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
30th Jan	Chris Kelly	Manx AS
5/6th Feb	North West Stages	M/sport North West
20th Feb	Jack Neal Stages	Clitheroe & DMC
20th Mar	Lee Holland	P&DMC + G&PMC
10th Apr	SMC Stages	Stockport061MC
6/7th May	Manx National	Manx AS
8th May	Cetus Stages	Wigan & DMC
12th Jun	Keith Frecker	Blackpool SSMC
3rd Jul	Enville Stages	Warrington & DMC
2/3rd Sep	Promenade Stages	Wallasey MC
25th Sep	Heroes Stages	G&PMC + PDMC
9 Oct	Adgespeed Stages	Wigan & DMC
14-16 Oct	Mull	Mull CC
5th Nov	Neil Howard	Bolto-le-Moors CC
11/12 Nov	Poker Stars	Manx AS
26th Nov	Hall Trophy Rally	Clitheroe & DMC

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

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7:30 for 8:00pm

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sd34news@gmail.com

A Night Not To Be Missed

Put it in your diary now!

No excuses for not being there !



ROCKINGHAM STAGES



The first weekend of December saw myself and Ben Moore heading to Rockingham in the Astra kit car for the 2 day Rockingham stages, round 3 of the Motorsport news circuit rally championship.

With both of us having never been to Rockingham we set ourselves a goal of finishing best Astra (out of the 5 entered) and not worrying too much about the result. This task however was not going to be easy with Russell Davies/Andy Tomlinson in their F2 car to chase down.....

The First 2 stages went well settling into a nice rhythm and ending up matched on times with Russell/Andy. The 2nd pair of stages saw us lose the flat shift on the car losing us a little time, unfortunately it turned out to be a problem we would have to live with. The 3rd loop featured 2 stages in the dark which would see us lose even more time catching 4 cars on stage 5 and dropping 30 seconds over 2 stages to Russell/Andy, this meant overnight we were joint second Astra (with Paul Rees/Paul Briggs) and 31st overall.

Day 2 didn't have a great start as right from the start it was evident the gear box problems had taken their toll on the clutch, still we soldiered on. Despite the issues we flew out of the blocks making up lost time and slowly climbing the leader board. On the next loop it started much the same however on stage 10 a shower over service saw the stages turn almost undrivable and despite changing to more suitable tires we dropped almost a minute on the one stage alone. Unfortunately worse was yet to come as the alternator was to fail in the penultimate stage, taking the power steering with it. Despite a huge effort from the service crew to change it and the pulley for the belt, getting to the time control with 30 seconds to spare, a stall waiting to pull up to the start line and bumping starting it twice only for it to die again meant game over.

All in one despite the problems a great weekend but gutted to fall at the final hurdle. The task now begins to get it ready for the Jack Frost stages in January, round 4 of the championship, hopefully with some improvements

Jordan Joines : Wallasey MC



Rockingham Stages

4th and 5th December 2015

For the first time this year nothing went to plan and resulting in retirement before the end of day one and an early trip home

The forecast was changing all the time so i opted for a full set of soft slicks, inters and wets. But by saturday morning it was looking dry for all saturday and most of sunday.

I know my expectations were high aiming for a top ten finish but after seeing the competition and the top ten all with sequential boxes I said to Mark " 15th would be good ". We were both ready for it sitting on the start line. And were off, there was a bit of road before we entered the circuit and the tyres were cold with some understeer I was happy. Onto the track and which was very open judging the apex on the bends was difficult and more often than not I went in too hard with more and more understeer. Even thou I used the soft slicks they were really warm at the end of the stage but I soon worked out my suspension was way too soft and not being able to adjust was a disadvantage.

So, strike 1 was the suspension, strike 2 was the softs were too soft and defiantly not going to last 6 stages on the 1st day. Strike 3 not bringing the hard slicks.

Mark had a look at the results and we were 30th. well below my hopes. Stage 2 was the same dropping another position and on the way to stage 3 I noticed a vibration on the braking. it soon cleared once we got into it but dropped another position. Stage 4 on the start line I held the clutch too long and it stalled.

My interior mirror dropped and I didn't see the Subaru car behind me. I tried to speed up but ended up locking the wheels into a chicane after the fastest part of the circuit. letting a Renault Clio past too I then new this event wasn't suited for my car as it left me stood still. That was the end of stage 4.

I fitted the lights and was going to swap fronts to rear. When I noticed what the vibration was. A cracked nearside front disc and no spares, strike 4. I went to all the Scooby's which were all on bigger brakes and discs and all but one was on 4 pots like me and he didn't have any.

Strike 5 Bigger brakes on open wide circuits. Well by now both Mark and I was wondering what to do.

We agreed to take the next 2 stages at a steady pace and just try the night stages with the lights fitted and then hope another Scooby would be doing the Sunday stages or put something on social media.

On stage 5 it ended. Half way through the vibration changed after a long straight into a square left when the front offside dropped to the ground. As I looked to slow down and get off track I saw my wheel go past. It turned out the wheel shattered and were running on the front disc. We put the spare in a mere 26 minutes, strike 6 carry a impact gun to lift the jack and drove out of stage and packed up to come home. Not one to hang about, the car is all washed. Discs and pads on order. Front wing straightened and ready for some paint. Shame I wont be out again till April.

Big thanks to Mark Broadbent in the hot seat for this year which resulted in some fantastic results

Terry Pressdee and Mark Broadbent (APMCC)



Rockingham Stages 2015

Round three of the Motorsport News Circuit Rally Championship took place over the weekend of the 5th/6th December 2015 at Rockingham Motor Speedway in Northampton. The event now in its 12th consecutive year offered 12 stages totalling nearly 100 competitive miles incorporating the access roads, tunnels, paddock, pit lanes and sections of the banked oval of Europe's fastest racing circuit.

Day 1

Dry but extremely windy conditions greeted the crews for the opening days 6 stages, 2 of which were to be driven in the darkness. Ashley Field / Ryan Vickers' gorgeous Darrian T90 GTR+ set the pace from the off and led last year's winner David Tinn / Giles Dykes (MEM Proton Satria Neo) after the first stage who just pipped Rhys Yates / Tom Woodburn (Ford Fiesta R5) a further 1 sec back. Field continued to dominate and pull away throughout the rest of the afternoon and by the end of stage 5 (now in complete darkness) had a lead of 51 secs from Tinn with Yates third a further 3 secs back. Fields near perfect run however was about to be undone as the Darrian took a wrong turn at a split and as a result awarded the crew a stage maximum of some 15 minutes which all but ended their assault and then subsequently retired. The late drama handed the overnight lead to the rapid ever improving Yates with Tinn now second overall with James Sharrock / Stuart Faulds (Ford Escort Mk2) third, David and Chris West's Peugeot 306 Maxi now in fourth ahead of Peter Jackson / Stephen Hartley (Ford Escort Mk2) fifth with the rapid Peugeot 205 of Andy Corner / Ade Campo rounding out the top 6.

Day 2

As day 2 kicked off it was Tinn who's consistency throughout the first days 6 stages was handed a comfortable lead of over a minute as Rhys Yates withdrew overnight as planned to hand over his steed to his brother James who was entered in the Sunday Stages only. Tinn's Yellow proton remained in control throughout the remainder of the event even through a downpour in the afternoon to take a comfortable victory and his second consecutive Rockingham Stages win by 1min 29secs. Behind the leaders though it was a more tighter affair as Sharrock and Jackson's ding dong battle came down to just a mere 6 secs in favour of Sharrock's Blue Ford who also took with it the lead in the race for the Motorsport News Championship. Paul King / Alicia Miles (ford Escort RS) continued assault on the top of the stage sheet saw the pair finish fourth, West came home fifth overall and took the honours in Class 3. Nigel Mummery / Chris Sharpe-Simkiss fine Sunday propelled their Ford Focus WRC into sixth in front of Andy Corner in seventh. Rounding out the competitive top ten were Harry Gardener / Elliot Graham (Subaru Impreza STI) eighth, Steve Quigley / Tom Hutchinson (Renault Clio 172 Cup) ninth with Richard and Stuart Bliss (Honda Civic) a fine tenth overall and first in Class 2 with Class 1 going to the seriously quick Vauxhall Corsa crew of Joe Cunningham / Marc Fowler who finished 24th overall. Rockingham Sunday Stages

Continued on Page 25



Rockingham Stages

Continued from Page 24

Some 29 crews started the six stages of the Sunday only Rally and it was the familiar Black and Yellow Ford Fiesta R5 now in the hands of James Yates / Tom Woodburn who dominated from the very beginning, winning all six stages and taking a comfortable victory by 2min 36sec. Yates only real challenge came early on from Jamie Elston / Shaun Ridlington's Subaru Impreza after the first 3 stages, but who were forced out with gearbox woes which promoted Mark Jasper / Don Whyatt (Ford Escort Mk2) into second were they stayed for the rest of the event. Petr Krizan / Connor Poole (Mitsubishi Evo 9) came home third 53secs back with Robert Vardy / John Vardy (Ford Fiesta R2) fourth with Stuart Cameron / Marc Neal rounding out the top 5 in their Darrian T90.

Results;

1	1	Tinn/Dykes. MEM Proton Satria Neo	01:30:05	
2	8	Sharrock/Faulds Ford Escort Mk2	01:31:34	+01:29
3	11	Jackson/Hartley Ford Escort Mk2	01:31:40	+01:35
4	2	King/Miles Ford Escort RS	01:31:58	+01:53
5	5	West/West Peugeot 306 Maxi	01:32:21	+02:16
6	10	Mummery/Sharpe-Simkiss Ford Focus WRC	01:33:35	+03:30
7	9	Corner/Campo Peugeot 205	01:33:51	+03:46
8	17	Gardner/Graham Subaru Impreza STI	01:34:34	+04:29
9	28	Quigley/Hutchings Renault Clio 172 Cup	01:35:06	+05:01
10	48	Bliss/Bliss Honda Civic	01:35:26	+05:21

Rockingham Sunday stages Results

1	Yates / Woodburn	Ford Fiesta R5	45m16sec
2	Jasper / Whyatt	Ford Escort Mk2	+2m36sec
3	Krizan / Poole	Mitsubishi Evo 9	+3m06sec
4	Vardy / Vardy	Ford Fiesta R2	+5m08sec
5	Cameron / Neal	Darrian T90	+5m40sec

Report & Images copyright James Redman
Redman Photographic
jamesredman27@hotmail.co.uk



The '*One & Only*' Preston Rally 2015

The Preston. Now legendary amongst UK road rallyists, I decided to make a conscious effort to make it down to this year's event. I missed it last year, but the year before I'd sat in the silly seat for a change. Since I decided that I would be navigating more in the coming year, I figured it would be best to get out a bit more in preparation. I'd done a scatter organised by Tony Vart and Moz Ellison earlier in the week. On the maps for Mat Kiziuk in the mighty Renault Kadjar, it was possibly the car's international motorsport debut! As it turns out, this set me in good stead for what was to come, but more on that later.

Back in 2013, I sat in with Phil Bennett, an ex-BTCC driver for my first attempt at the Preston. It was an exciting ride, if not a tad scary at times, but we came away with 1st Semi-expert on the night. This time, I set out to do better than that, but there is always a bit of luck involved with the Preston, so you never know.

A change of driver this year saw me sat in with Mike Monaghan, who is from just outside of Sheffield. We'd attempted the Dansport together only a few weeks back, and agreed the Preston would be a good alternative since we didn't get very far: we damaged the exhaust manifold early on, and retired rather than cause PR problems along the route. It was a shame really, as I was just starting to get back into the swing of things!

After a long drive down to meet Mike, we set off towards Barton Mills in Norfolk. Eventually we arrived at Elveden Estate to drop the trailer off. Through noise and scrutineering OK, we had a couple of hours to spend at the start before the first section. After plenty of nattering and a few cups of tea, we attended the drivers briefing where we had the usual notices from the organisers. It seemed that they and their team put in a gargantuan effort this year (as with every other year!) to keep the event going, and we as competitors are most certainly grateful of it! Despite a relatively small amount of entries (for the Preston at least), I think Brian and Bob were buoyed by the comments he had from previous competitors on the quality of the event.

Starting at 17th, we had a reasonable seeding for the night, otherwise known for its use of rough tracks and muddy fields. This far back, the roads were likely to still be in a reasonable condition, with plenty left to go at. If you've ever driven through a field after 40 other cars have attempted it, you will know what I mean. However, the trails left by other cars does help a little with the navigation, as you can see where everyone else has been!

The seeding was also interesting because the car in front was Sam Self and Andrew Hughes. I have Andrew to blame for my rallying, and have got to know both of them reasonably well over the past few years. I expected a good battle, including with the car behind (which was actually Mike's hire car, but again, more on the later).



*Photos Courtesy of
Andy Manston*

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The 'One & Only' Preston Rally

Continued from Page 26

With formalities out of the way, we had a short run up and back along the other carriageway of the A11 brought us to our first test. I don't think I've ever had such a short amount of time before leaving the start to getting going! We queued up for a few minutes, then it was our turn. Navigational handout through the window, and off we went. A shortish one to get us going, with some nice slippery bits thrown in. You really needed to be on your toes from the get-go.

Mike also hires cars out to others, and he was a bit puzzled to see one of his cars stopped in the section, hazards on. It later transpired that they had lost all of their lights. Fair play to them though, they got the side lights back and did the whole event on just those, which must have been interesting to say the least.

First test over, I breathed a sigh of relief. No problem on my side of the car, and Mike was driving great: controlled but quick.

The car had survived its first test too, which is always a good sign. 5 more sections followed, with short transport sections between. They ranged from short blasts around the edges of fields (and sometimes through them!), to long forest-like sections, littered with potholes the size of moon craters. We were going quicker as we got into the flow of it. At one point, we came across the stranded car of Carl Hawkins and Sam Collis. It looked like they had gone off on a fast right-left kink. We stopped to try and pull them out, but they were well and truly stuck. After a couple of attempts, Carl called it quits and we set off on our way again.

I think it was later in that section that I made a slight mistake, and slotted us too early into a compound. A spin around to check that it wasn't the right way and we were back onto the previous road. It was a silly mistake, but it probably didn't cost us an awful amount of time.

I was also saddened to see Sam and Andrew parked up at a control in one of the later sections. It later transpired that they too had lost all of their lights, and couldn't get anything back in time. It must be something about the Preston mud and electronics that doesn't mix. I guess the retirements list is testament to that!

A big thanks must go out to the land owners who allowed us to use their water and hose-pipe at the end of the one of the sections. We have to clean our number plates and headlights after every competitive section on the Preston, not only to comply with road traffic act, but to ensure that we can see again ready for the next one. Eventually, we'd done enough to reach the initial petrol halt, and the end of the first leg. The events runs an electronic results system, using tagged clipboards to collate results quickly. After a few minutes of waiting, our times were posted up along with everyone else's; time to compare. To my dismay, we were down in 17th. On further inspection, we had gotten a fail on one of the last sections of the leg, and not received a time for it. A swift enquiry to the results team, and it appeared that the marshal hadn't correctly logged our tag when we exited that section.

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The One & Only Preston Rally

Continued from Page 27

Thankfully, times are still physically written on the time-cards, so that was used and our fail removed.

Unfortunately, I didn't get chance to grab our updated position before we had to leave, but I figured we would be in the top ten, and in with a chance of good result. We were straight back on it in the second leg. This was the longest of the 3 time cards, with 8 sections in total (!). The majority of them were tests across farms with the odd forested section thrown in. A good mix of long and short sections kept us on our toes, and the short link sections in between meant that there wasn't much time for a breather. Anyway, I knew we had to keep it consistent here; if we did we would be in the running for a top 10, which is always something to write home about on the Preston.

Before I could blink, we were in at second petrol. I hurried to check the results and were pleased to see we'd been bumped up to 5th overall after the earlier result was corrected. We just had to keep it together for the last few sections. The place was really ours to lose, with a comfortable advantage over the Richard Oxley/Andrew Lowe. At this point, we also learnt that the organisers had to cancel to sections in the third and final leg, leaving just 3 to go. I guess this took the pressure off somewhat, but it was a shame to lose the mileage.

We pushed on into the final sections where we were still on the pace. We got baulked a few times, but they soon let us past. We also had a small spin which cost us a few seconds, but other than that, we had a trouble-free run. Or so I thought.

We'd got out of the penultimate section, and then had to follow a reroute to get back towards the final section and eventually, the finish. However, I made a classic navigational mistake, and chose to follow another competitor rather than trusting my own eyes. Essentially, we should have gone straight across a crossroads rather than turning left. We followed this car for a few miles, and a few other cars joined us. We then got to a T-junction that shouldn't have been there. I knew we were wrong, so we pulled up at the side of the road. The Preston uses a printed road book for the transport sections, which is great for the most part, except when you go off the printed extracts! Thankfully, I'd brought a full set of maps (a little over-prepared perhaps?), traced back to where we had gone wrong, and realised that we could take a small diversion to get back on route. It sounds like something or nothing recounting this now, but it was a little tense in the car when I said we'd gone the wrong way. After all, there would have been nothing worse than throwing it all away on a transport section before the final section!

We'd seen the car that was running in 4th at the finish of the previous section, and they seemed to be having problems. We stopped to ask if they wanted any help: their radiator fan had packed in, and the engine was overheating. They managed to hobble it to the start of the last section, and to be fair, I don't think we'd have taken their spot if they'd have just trundled through. They had a sizeable lead over us, and it would have taken a serious amount of work to take the place. Despite what was at risk, we decided we were going to have a crack anyway, and now was the chance. It was a reasonably long section, so enough room to make up some time, but as always is the case with Preston, plenty of mileage to put it off too!

We had a good run through, but backed off when we saw the car in question parked up about half way through. I guess their engine gave up and the battle wasn't to be! I think both of us were relieved to have come through unscathed. For me, I was just glad I didn't have to get out and push. Off back to the country estate, followed by a hearty breakfast served quickly; just what the doctor ordered. We double-checked the results, and we'd finished 4th overall. A job well done! The results soon went final and to my surprise, we'd won a pot! A nice end to the rally. We got the car back on the trailer and set off back to Mick's. It was then my time at the wheel; and boy, was it a long drive! I lost count of the amount of times I had to stop. I was basically going from service station to service station. Eventually, I got back to my parents, where I planned to get a few hours kip before driving up to Lancaster. This is when I checked my phone to discover that Lancaster was flooded and without any power: I'd managed to avoid all the turmoil by competing. First time for everything I guess! I figured I would be staying in Oldham for a few more hours (turned out to be days!).

On reflection, it was well worth all of the effort to compete in what must be one of the UK's best road rallies. I think the best way to describe it is intoxicating; despite the lengthy list of retirements that often follows the event, people still want to come back, year after year. Me included. Hopefully it gets a few more entries next year. Maybe the word needs spreading some more! With great venues, excellent marshals, spot-on organisation and a quality night's sport, I see no reason why it shouldn't get the entries that it deserves. It was certainly a nice start for my return back to navigating. See you all in 2016!



Matthew Broadbent : Knowldale Car Club & Clitheroe & DMC



**Colin McRae / Derek Ringer
Cumbria Rally**

Memories

are made of this

*Photos Courtesy of
Tony North*



Rally Britannia Classic



Peter Marshall & John Vipond



Bobby Wills Co-Driving in Lebanon



1993 Monte Carlo Classic



John Vipond on the Maps



George Hill

TRAINING COURSES

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).



For those of my generation who do not use and cannot comprehend why Facebook exists: I am trying to make friends outside of Facebook while applying the same principles.

Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later, and with whom.

I give them innumerable pictures of my family, my dog, and of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day.

I also listen to their conversations, give them the "thumbs up" and tell them I like them.

And it works just like Facebook. I already have four people following me:-

two police officers, a private investigator, and a psychiatrist.

AMSC Autosolo, Blackburn Services, 6 December 2015

From the right hand seat
of a borrowed Micra



Those of you familiar with these events at Blackburn Services will know that I can usually be found lazing around inside the services, drinking coffee and pretending to be busy with a laptop and a printer. Often preferable in the winter months. However, on this occasion I was relieved of my organisational duties and coerced into actually competing and, for the first time in the 10 years we've been running these events, even timekeeping! I've competed on autosolos before, albeit without a great deal of success. Today was going to be no exception. (Well, I am usually to be found in the left hand seat). The sharp end of the ANWCC and SD34 championships were entirely untroubled by my presence.

Whilst I'm truly grateful for the loan of one of Steve Johnson's fleet of Micra stage rally cars (all three of which were present on the day), I would have preferred one with power steering. I'm old enough to remember a time when most cars didn't have such luxuries. But then, they were also mostly rear wheel drive and didn't have a steering wheel the size of a doughnut. Despite what Mr Johnson might try to tell me, this was not an ideal auto-solo car.

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Photos Courtesy of BrianTaylor
www.whitedogphotography.co.uk

Accrington MSC AutoSolo Continued From Page 31

Suffice it to say that he himself was competing in a different car, one with power steering. Anyway, that's my excuse for finishing last. Well, that and being a bit rubbish. The first aim for the day was to try and not finish last. Failed. The second aim was at least to improve my times as the day progressed, which I just about managed whilst being reasonably consistent. Consistently slow, that is. That said, if your idea of fun is spending Sunday chucking a car (especially someone else's) around some cones on a car park, this is for you. Easily preferable to Christmas shopping! For £30, this is cheap motorsport and a good day out. We only got 9 runs due to enforced later than ideal starts by the nice folk at the Travelodge (for some reason, some people want a lie in on Sunday), having to stop procedures for deliveries to the services and losing daylight in the afternoon. However, this is still a popular event and we had a full entry across the Nat B and Clubmans Autosolos, Autotest and PCA.

Many thanks to Roger Barfield, Tracey Smith and the rest of the AMSC team for running this event and also to Steve J for the loan of the Micra.

Regs are out for the next event at the services on 14 February, available from the ANWCC and SD34 websites. If you're going to the Autosport Show at the NEC in January, Go Motorsport's Richard Egger is running an Autosolo display where many autosolo and autotest competitors are providing free passenger rides in their own competition cars over the four days of the show. I'm there on the Sunday, so you might even get the chance to see how a navigator deals with a car park full of cones. I'll be in a blue Micra – it has power steering and a hydraulic handbrake which WILL get used!

Steve Butler : Clitheroe & DMC

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



2015 ANWCC Junior PCA Championship

After a year of hard-fought competition, in the 2015 ANWCC Junior PCA Championship we arrived back at the M65 Blackburn Services. On the Saturday practise day the weather was very wintry, really cold and rainy. This day, for me was all about gaining more points for the ANWCC Championship.

I managed to get a healthy 19 points for second place just 12.5 seconds behind James Williams in first. That was my auto-solo season done for 2015 because the day after I had the first test day in my new Civic Type R race car at Donington Park. For the second year running I entered into the ANWCC Junior PCA Championship, but I missed some rounds due to my commitment to circuit racing in the BRSCC Fiesta Junior Championship. But due to me doing a full season I missed more rounds.

There was a big change part-way through this season because I changed car from a Ford B-max to a Ford Fiesta. This was a big change for me at first going from 'a people carrier' to a more competitive smaller car. I wasn't ready for just how different the two cars would be and I had a hard time adjusting.

Another thing that I found really hard is adjusting from Circuit racing, where you have loads of room to autosolos, where you only have a bit more than a car's width. The only two things that I could take into both disciplines is my past experience and car control everything else is completely different.

Circuit racing is where my heart really lies but, I still compete in autosolos because without doing this I would not be where I am now. I also find autosolos more challenging and more fun at times than circuit racing because one mistake could ruin your whole day.

This year was my final year of doing Production Car Autotests, because I will be competing in the autosolo championship next year and having the challenge of competing against adults. This year's ANWCC Junior PCA Championship was hard-fought between James and I but the eventual outcome was, that I beat James for the 2015 ANWCC Junior PCA Championship by just 3 points.

I'd like to say a massive thank you to all the organising clubs and people who have given up their time to marshal and run the events. Also I'd like to say a huge thank you to Steve Johnson, because as without him and his work within the north-west there wouldn't be such a wide variety of events throughout the area, and there wouldn't be as many people competing and getting involved at a young age and the sport wouldn't have as many younger people getting involved in any form. I would also like to add a congratulations to James Williams for winning the SD34 MSG Under 18's Championship.

Alex Tait : U17(NW)MC



HEXHAM & DISTRICT MOTOR CLUB

THE 2016 HEXHAM 12 CAR SERIES

Following a hugely successful 2015 season, which saw all of the events either full or over subscribed, the Hexham & District Motor Club will be continuing their programme of low cost events aimed at bringing new competitors into rallying and providing a low budget and very sociable series for club members and rally enthusiasts. With the current dearth of road rallies in the North East, the Hexham club's John Robson is, in fact, the only event still running, it is important to attract new competitors to the sport and to give them a "Stepping Stone" into the world of road rallying. This is particularly true of navigators, a breed which seems to be on the verge of extinction judging by the huge number of drivers frantically searching for some one to occupy the left hand seat.

Plans are well under way for the 2016 Hexham 12 Car Series with the first two events already organised and ready to go. The opening event will be the traditional "**January Jaunt**", run on the 27th of that month, this will feature a 55 mile route starting from the Kings Head in Lanchester and running over some long unused territory on maps 88 & 92 before finishing with a pie & pea supper at the Black Horse Inn, situated in the out of the way village of Waterhouses.

The series 2nd round will be the February Fling, run on 24th February, the event will move to some different and again infrequently used territory further North, running on map 81 with the start and finish in the Morpeth area, parts of the 58 mile route will be familiar to regulars in the Hexham 12 car series but the organisers think they have found a few lanes that will be new and have even the regulars guessing.

For the 3rd round in the series, the 12 car competitors join forces with crews doing the Hexham Historic and John Robson rallies with the 12 Car following behind these events. 12 car competitors will have the opportunity to cover the whole 100 mile route, run on March 19th, over roads on maps 80 & 87, although it is planned to give the crews in the 12 car event some simpler navigation instructions. It should be noted that, unlike the main events, competitors running in the 12 car will NOT require an MSA Competition licence.

For more details on the Hexham & District Motor Club's 206 12 Car Series, please visit the club's Facebook page or contact edgraham01@sky.com

Ed Graham : Hexham & DMC



Garstang & Preston MC

Autosolo 5/12/2015

Preston College .

Not even storm Desmond could dampen a great days motorsport. We set out the autosolo, keeping it interesting but not over complicated.

The new venue gives us plenty of scope for future events; it's so big we could run two tests at once! We started at 10.30 with 15 entries. The club car was fully booked and behaved well all day. A further three cars were shared. The Darbyshires brought along an mx5. Myles shared his 205 and Rob shared his 205 with Craig . To say it was wet would be an understatement but we pressed on regardless.

Tom Darbyshire shone right from the start, setting fast, consistent times all day, with brother Jack snapping at his heels but unable to catch him . It was good to see new faces entering, all in standard production cars , which all seemed to struggle with the same handbrake problem; modern cars just don't handbrake very well. As the wind and rain did not let up all day and we were close to drowning we decided to finish a little earlier. Everyone pitched in and helped pack up. A big thanks to all involved and a big thanks to Mark Knight and Preston college.

Dave Nolan : G&PMC



***I have to admit, Catwoman
You're not as I expected***

Three retirees, each with a hearing loss, were playing golf. One fine March day. One remarked to the other, 'Windy, Isn't it?' 'No,' the second man replied, 'it's Thursday..' And the third man chimed in, 'So am I. Let's have a beer.'

Just got home from the shops and all the windows and doors were open. Everything stolen. What kind of a person does that to an innocent advent calendar ?

THE HRCR OPEN DAY'S MINI ADVENTURE

British Motor Museum, Gaydon, Warwickshire

16th January 2016

This year the HRCR (Historic Rally Car Register) Open Day on 16th January 2016, will look back 50 years at the controversy created by the Mini on the 1966 Monte Carlo Rally as well as celebrate the Minis continued success and popularity in historic rallying today.

Following wins by the Mini in both '64 and '65, 1966 tipped the organisers over the edge when Timo Mäkinen led Rauno Aaltonen and Paddy Hopkirk to a dominant BMC Mini one, two, three finish.

However, keen to see a result for Citroën on its home ground the Minis were disqualified for having single filament bulbs in their standard head lamps instead of double-filament dipping bulbs, fitted to series production Minis. The disqualifications also extended to other British entries including Roger Clark in a Lotus Cortina in fourth and Rosemary Smith in a Hillman Imp in sixth (who would have won the Coupe des Dames). Amidst the uproar the 5th placed Citroën ID of Pauli Toivonen (father of Henri Toivonen) was elevated to first position. This car also used the single filament bulbs, but was allowed to win as these were fitted as standard on some production models. Unhappy with the course of events, Toivonen refused to accept the cup at the presentation ceremony.

The status quo was reinstated a year later in 1967, when Rauno Aaltonen and Henry Lidden won the event – once again in a Mini.

50 years on and the success of classic Mini continues to make the headlines in rallying. After 9 tightly fought rounds around the country, the 2015 HRCR Clubmans Historic Road Rally Championship has recently been won by Steve Entwistle in his popular orange mini, beating a Porsche 911 and Mk1 Escort into second and third places. And in historic stage rallying, the HRCR Mintex 'Old Stager' Championship (incorporating the Mini Sport Mini Cup) has seen the popularity of the Mini continue to grow, with several Minis regularly competing on both gravel and tarmac events. Indeed, on the Rally Isle of Man, an additional three Minis from Japan meant there were 11 classic Minis competing.

In addition, one of the 'Old Stager' competitors, Clive King, with the support of the HRCR and Mini Sport, took rallying in a classic Mini to the next level by competing amongst the worlds top rally drivers on the final round of the 2015 WRC, the Rally Wales GB.

HRCR Chairman Paul Loveridge commented, "the Mini makes an ideal car to use in all forms of historic rallying and with the support of companies like Mini Sport, cars can be both affordable to develop and maintain, and of course fun to drive and competitive too. More and more people are using their classic Minis for historic rallying and 2016 will inevitably see these brilliant little cars making the headlines again, just as they did 50 years ago".

However, it's not all about Minis! Historic rallying is open to all makes and models of classic cars manufactured before January 1986 and the HRCR support five different forms of historic rally events and championships that offer something for everyone – from the Scenic Tours Series, Clubmans Road Rallies, Speed Series Hill Climbs/Sprints and 'Old Stager' Stage Rallies as well as the Premier Championship.

If you want to know more then visit the HRCR Open Day on Saturday 16th January 2016 at the British Motor Museum, Gaydon, Warwickshire, (M40 Junc 12). The event is very much a social gathering where you can see the cars and meet the event organisers covering every facet of historic rallying. Doors open at 10am and entry is free. For more information

visit **www.HRCR.co.uk**

Turn up in a classic and park your vehicle in our reserved parking area.

Contact for HRCR Open Day:

Organiser

David Lucas

Tel: 01384 291441



LE JOG

“FIGHTING THE ELEMENTS”



The annual Le Jog Reliability Trial is an event which is always keenly anticipated and looked forward to by Hexham club members and there is never a shortage of volunteers when the call goes out for marshals. For 2015, Hexham were delegated to run the tests at Eastgate Cement Works and a further test at Slaley Hall following the event's overnight halt there. This was almost exactly a repeat of the duties we performed on the previous months Rally of the Tests so no problems were foreseen..... big mistake !.

Before the event even arrived, there was the onerous task of PR'ing a large portion of the route, the local RLO insisting that every house on the route be informed of the event. My section started at Middleton in Teesdale in the South of County Durham and finished at Wooler, way up in Northumberland and, believe me, that's an awful lot of houses. To add to the workload the local parish council at Slaley started making noises about the event and the entire village, all 97 houses had to be leaflet dropped, a task made even more arduous by the fact that it poured with rain on the day the drop was done.

We headed for Eastgate to do the setup in the aftermath of Hurricane Desmond, so the journey there was enlivened by flooded roads, several diversions, numerous trees blown down, some in fact were being sawn up and removed from the road as we made our way over to Weardale. The former cement works site is a vast area, ideal for running a test or, as the Le Jog organisers had decided upon, two tests. As we had set it up for ROTT just a month previously, we thought it would be a much shorter job this time, BUT, we hadn't counted on a large portion of the site being under-water!. A quick survey established that, while one test was fine and could run, the other would require a degree of modification as parts of it were under more than a foot of water. We devised a modified test, which required extra bollards, stake and arrows and a degree of ingenuity, and eventually got something set up which should be acceptable to the competitors. The problem was then exacerbated by the local council workmen who were pumping flood water off the public road which runs along one side of the test site, problem was they were pumping it on to our test !!!!.

As is usual with Le Jog, communication with the officials is virtually impossible once the event starts, so it wasn't until the course cars arrived that we were able to inform them about the enforced modifications. While the Clock Car crew waffled on about it, the Clerk of the Course, fortunately, accepted it as the sensible thing to do and we were ready for action. When the competing crews arrived, they all had to be told of the modified test, no easy matter when a lot of the crews were foreign competitors, I think, however, they got the message eventually and both tests run without any problems, hold ups or delays. This was a good thing for it was well after 9:30 pm when we got everything cleared up and loaded ready for to be transported to Slaley for the following mornings test. The whole episode covered some 11 hours and it is a tribute to the Hexham members that they stuck it out to the end.

The Le Jog drama's were by no means over however, for on the way home, a frantic text from the organisers informed me that they had brought the next days start time forward by 30 minutes to allow for a deviation later on that day (the Forth Road Bridge was shut) so what was planned as an early start then became a very early start !. 05:30 on a December morning is a bleak hour of the day but that was the necessary time to set off for Slaley and get the days opening test laid out and ready for action. On arrival, the bollards were sorted, laid out and given the appropriate code letters. Marshals arrived, bleary eyed and semi-awake, signed on and took their positions whereupon it promptly started raining !!. Some crews were unaware that there was a test at Slaley so were totally unprepared and there was much shuffling around looking for map books, test diagrams etc but eventually all were despatched on the long run North to John O'Groats and we got everything packed up and we made a quick exit, hoping the hotel management wouldn't mention the odd tyre mark on their pristine fairways !!.

So, that's the historic endurance events over for 2015, next year's Le Jog goes further West and overnights in Gretna so we won't, sadly see them in our area (Bet they are still looking for marshals) but we have April's Flying Scotsman to look forward to followed by the 1000Mile Trial in the summer, wonder if there's any possibility of fine weather for either of them !!.



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

NORTH WEST RACERS

With Dave Williams & Rachel Bourne

FINAL NORTH WEST RACING ROUND-UP FOR 2015

This month we report on the final action from 2015 that took place in the Demon Tweeks/Sparco XR Challenge and the Avon Tyres Northern Formula Ford 1600 Championship.

Demon Tweeks/Sparco XR Challenge

The hot hatch drivers had one qualifying session and three races for their final weekend of the season at a sun-baked Anglesey in late September. Against the clock, Michael Heath was quickest in his XR2, a couple of tenths ahead of Justin Roberts. In the XR3i Class, Lee Bowron set the standard.

In the first encounter Heath did battle with Roberts and Greg Speight. The key moment occurred when the trio collided at the super-fast Church Corner on lap 5. All continued with Justin Roberts the least delayed and able to take victory – both overall and in the XR2 Class. The XR3i winner, Lee Bowron, was the second man home ahead of the recovering Greg Speight and Michael Heath who had Lee Shropshire between them. Bowron's son, Ryan, was the first XR3i home in Sunday's two thrashes.

Having retired on the second lap of Saturday's XR contest, Steve Poole had to start from twelfth on the grid on Sunday morning. Nonetheless he was soon at the front of the field where he became part of a 4 car fight with the leading protagonists from the previous day – Roberts, Speight and Heath. When Roberts ran wide at The Banking, Speight took a lead that he was never to lose despite the other 3 drivers trying everything they knew.

Speight went from hero to zero in the final race of the XR season when a rear wheel parted company with his car. This enabled Poole to come home first ahead of Heath (who claimed the XR2 Championship) and Roberts. This season's XR3i title went to Michael Taylor.



XR Challenge Champ Michael Heath

Avon Tyres Northern Formula Ford 1600 Championship

The Avon Tyres Northern Formula Ford 1600 Championship came to an end at Oulton Park in mid-October with 4 fantastic races.

In the section for Pre90 cars Jamie Jardine was absent leaving his season long rival, Matthew Cowley, to add the Northern crown to the National title he secured a few weeks earlier. He set the Class pole in a busy qualifying session with the Post 89 runners establishing their race 1 grid at the same time. Cowley's best behind the wheel of a Reynard 88FF was a couple of tenths faster than Calum McHale in his Van Diemen RF89 and there was rarely much more than this between the pair of them in the two races but it was Cowley who won both.

Heading into the final corner of their opening duel, McHale braked ultra-late in a bid to take a last gasp win but carried so much speed that he ran wide allowing Cowley to slip back through. Cowley was also leading on the final lap of their second encounter when McHale tried to get a good run out of Brittens to put him in position to attack at Hislops however he clipped a kerb, got airborne and spun.



***Little separated Matthew Cowley
and Calum McHale***

Continued on Page 38

NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 37

He recovered to take third behind Michael Beaver's Mondiale M88S (which was finished in that position earlier in the day). It was key that McHale made it to the final step on the podium as it made him 2015 Champion of Oulton. He finished on level points with Cowley but got the decision on a countback which went all the way down to the number of fourth places! The day got off to the worst possible start for the leader of the Post89 Northern Championship, Tom McArthur, who started his two races from the back of the grid after a throttle problem on his Van Diemen LA10 prevented any laps being completed in qualifying. He managed to work his way up the order to finish fourth in the opening encounter. Later in the day, Tom came home in the runner-up position where he was one place ahead of his brother David in an identical car. The siblings also finished in that order at the top of the final Northern standings.

A third and a fourth confirmed Josh Fisher ('99 Van Diemen) as the Champion of Oulton for the Post89s while Doug Crosbie took a brace of hard fought wins during the course of the day. A slow start to the season while he got used to the Van Diemen JL13 he acquired over the Winter put Crosbie out of contention for any titles that were settled on the day but he will be starting as one of the favourites next year.

Anglesey Winter Meeting

Motor racing in the North West came to close with a series of Trophy Dashes at Anglesey's Winter Meeting. In the trio of sportscar events, Jordan Sanders was the star behind the wheel of his Juno CN2012. The 16 year old had only graduated to cars little more than a month before heading to Wales and had been competing every weekend gathering signatures for a 2016 season which could see him involved in the V de V Endurance series.

Following a pair of fantastic Formula Ford 1600 events, Jake Byrne returned to Ireland with quite a haul of trophies. Tom McArthur set the fastest time in qualifying in his Van Diemen LA10 with Byrne's Ray GR13 starting the opening encounter from the outside of the front row. This was also the order at the end of the first circuit before Doug Crosbie's Van Diemen JL13 nipped ahead of Byrne the second time the pack tackled Rocket. It was all change on lap 8 when Byrne charged out of Church in the lead having been the third car to cross the line with McArthur going in the opposite direction down to third. The front trio were battling so hard that the Swift SC10 of Jason Cooper was able to close in and take the final place on the podium from McArthur at the final corner as, ahead, Byrne won the Bernard Baxter Trophy from Crosbie.

The finishing order determined the grid for the Brian Linley Trophy thrash and Byrne was able to leave everyone battling amongst themselves to take the flag almost 14 seconds in the clear. When Crosbie had too much wheelspin at the start, Cooper and McArthur moved ahead of him but during the course of the 15 minutes both ran wide at Church while Crosbie himself had a spin exiting the Corkscrew. This promoted Tom's brother, David in a sister Van Diemen LA10, into second although he was demoted in the closing stages by a recovering Crosbie who was crowned Post89 Star of Anglesey – a championship which did not begin until August when he had become familiar with his chassis which had been new to him at the start of the year.

Byrne's second visit to the top step of the podium also meant he won the Wallpaper Central Post89 Trophy and earned him the Moose Trophy. The latter was decided by the aggregate results of the two races. Earlier in the day Matthew Cowley had secured the Pre90 version of the Wallpaper Central Trophy and followed that up with class victory in this encounter too. The young Mancunian added the Pr90 Star of Anglesey to his large portfolio of 2015 titles.

Dave Williams



Mega Trophy Haul for Jake Byrne

BOURNE PHOTOGRAPHIC
Creative Imaging
www.bournephoto.co.uk

Gemini Communications Motor Sport Team

2016 Calendar of Events

Would you like to get involved either as a Radio Marshal or just to come along and see what Radio Crews do? Newcomers Always Welcome. Give Bill Wilmer a Call

MOTORSPORTS ASSOCIATION SAFETY & MEDICAL FREQUENCIES

LICENSED PRIVATE PMR MANAGEMENT SAFETY SYSTEMS

Administrator - Bill Wilmer – MSA Approved Regional Radio Co-ordinator:

For North Wales, Cheshire, Greater Manchester, Lancashire, Merseyside & Salop:

Serving Motorsport for 51 Years

Sat 13th February
Cambrian Rally
 BTRDA Round
Cloceanog & Penmachno

Sat 20th February
Jack Neal Stages
Blyton
Clitheroe & DMC

Sun 20th March
Lee Holland Stages
Ty Groes, Anglesey
PDMC & GPMC

Sat 17th April
SMC Stages
Weeton
Stockport061MC

Sun 9th May
John Overend Rally
Melbourne

Sat 14th May
Plains Rally
Dyfi Forest
 BTRDA Round

Sun 12th June
Keith Frecker Memorial Stages
Weeton
Blackpool South Shore MC

Sun 3rd July
Enville Stages
Ty Groes, Anglesey
Warrington & DMC

Sun 10th July
Greystoke Stages
Greystoke Forest
Westmorland CC

Sun 15th Aug
Gareth Hall Memorial Stages
Traesfymydd Ranges
Bala & DMC

Sun 25th September
Heroes Stages
Weeton
G&PMC + P&DMC

25th to 30th October
WRC (GB)
Wales

Sat 30th October
Glyn Memorial Stages
Ty Groes, Anglesey
C&AMC

Sat 5th October
Neil Howard Memorial Stages
Oulton Park
Bolton-le-Moors CC

?? November
???? Stage Rally
Cadwell Park

Sat 26th November
Hall Trophy Stages
Blyton
Clitheroe & DMC

Bill Wilmer
07973-830705
 w.wilmer@btinternet.com

BIKE RIDES

Sun 1st May
Raw Dyfi Indro
Dyfi Forest
 National Event

Sun 12th June
Manchester to Liverpool
 40 Miles

Sun. ? June
Southport Circular
 25 & 50 mile rides
 National Event

10th July
Manchester to Blackpool
 60 Miles

Sun 4th Sept
Manchester to Nantwich & Rtn
 100 Miles

Sun ? Sept
Leeds Big Wheel
 50 & 100 Miles : Fig 8

August ?
FIRE TRAINING
Accrington

RADIO MUTTERINGS

Gemini Communications Golden Microphone Awards

The 2015

New Golden Microphone Trophy
Gemini Team Radio Championship

Final Results

FINAL RESULTS AFTER 31 ROUNDS

NEW 2015 Clear Final Winner of the

Gemini Golden Microphone Trophy

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



*Ian Davis (G23) receives the
Golden Microphone Trophy from Bill Wilmer*

Reflections on 2015....personally I have been busier than ever this year, with more events covered and many more miles driven, with some regular 'old' favourites and one or two new events and venues. Through the year I've met some great characters again old and new, all of whom have one thing in common a passion for stage rallying. The year however has been tinged by tragedy with a renewed drive and emphasis upon the safety of competitors, spectators and marshals alike.

The Gemini Radio team continues to be directed by our leader Bill Wilmer 'Gemini 1', ably supported by a close network of licensed controllers, radio crews and our very own Gemini Recovery. This year the team has covered 31 events, which probably equates to over 3,000 hours of volunteer time into the sport, not counting the numerous other events many of us support as individual radio operators the length and breadth of the country. A 'conservative' assessment would value this contribution to the sport at over £25,000 per year. Events big and small have all been supported by experienced team members, who bring to events a wealth of experience, common sense and by reputation a safety team that can be relied upon.

Safety has quite rightly become the number one focus with a raft of changes introduced by the MSA to multi-venue events, which will be rolled out across the sport in 2016. Changes to rules per se however won't in themselves make a sustainable difference, what we need is to win the hearts and minds of all involved from spectators to media, competitors to marshals and event organisers. We must all acknowledge and play our part in making our sport the safest it can possibly be, always mindful that 'Motorsport is Dangerous'.

One of those important behaviours I believe is the need for all of us to speak out if we see or observe something that isn't quite right or indeed is out and out dangerous. This can range from reflecting upon a poor or unsafe radio point; highlighting to control spectators standing in a dangerous or prohibited place; through to sadly reporting a minority of the media acting in an irresponsible manner. As part of the event safety team and yes it is a team, one which is only as strong as it's weakest link, we all should model a set of behaviours for others to observe or follow.



Continued on Page 41

Radio Mutterings

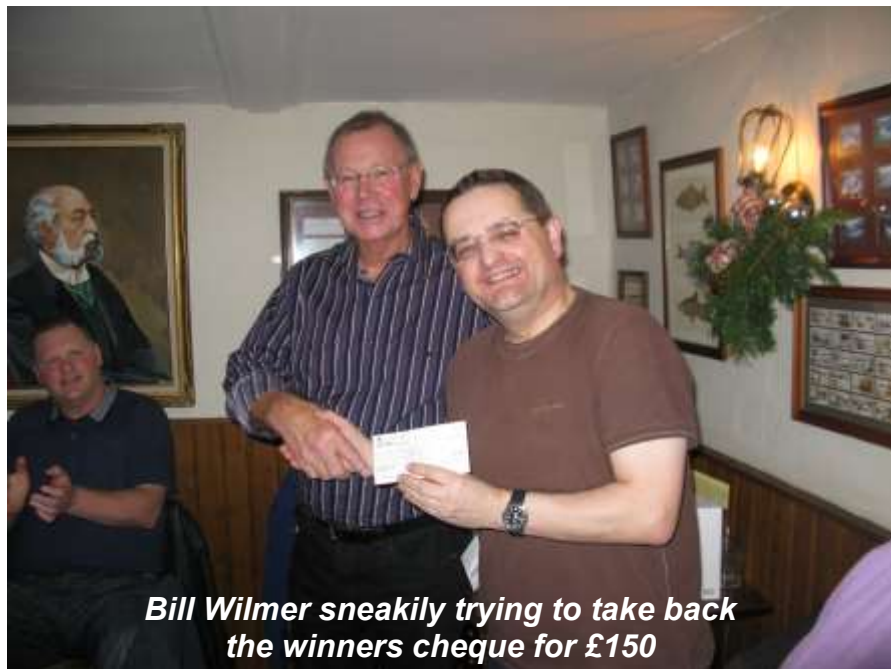
Continued from Page 40

When on location in stage make the effort to introduce yourself to any nearby marshals; if you can let spectators in the vicinity know what's happening, brief them on course cars or any delays; always keep an accurate checklist of cars passing your location (your notes might be that once piece of information that helps control locate a missing car); and finally although we all like to watch the action just remember we are there to do an important job (even if it is unpaid) and that this can sometimes mean we don't always get that peachy spot to observe the cars from.

Over the last year it's been interesting to reflect upon some of the different approaches that organisers and clubs have taken to safety. Noticeably this year I have seen a marked improvement in many but not yet all of the content and quality of event safety plans, although there have still been a few occasions where we have had to scramble around for the barest of stage plans and other essential information, particularly entry lists. It's not that we just like to read the latter and look out for crews we know, but a simple well put together entry list is an important part of the safety plan and can prove invaluable when trying to locate say a missing or overdue car. Imagine the scene, the light is fading and control pipes up has anyone seen Car 23 a MkII Escort. On some events MkIIs are still running in significant numbers, if you can say "has anyone seen the 'Green' MkII Car 23" your chances of finding the car amongst many similar others immediately increases. It's like car numbers, proper black numbers on a white or light coloured background and for some events reflective smaller numbers in the side windows really make a difference to identifying the correct cars and keeping an accurate record of cars as they pass you or if they complete the correct stage route. Black numbers on a dark or obstructed background just don't cut the mustard.

But back to behaviours for a minute, when was the last time that you bothered to read that safety card in the seat back in front of you on that train or plane, or the essential safety instruction for that new electrical appliance ?. The same is probably true on many events of safety plans and manuals, they are there for a reason, to inform you of the event safety arrangements and other essential information. Don't just assume because you are experienced or this is a regular event for you that arrangements haven't changed or been adapted. Make sure you are familiar with the event plans before you need them, it's no use calling control and then having to 'break' because you haven't read the plans. All too often you hear calls to control for information or timings that have already been provided, but someone just hasn't bothered to read them. I know this might sound like teaching 'granny to suck egg's but the problem is that out there in the real world 'common sense' just isn't all that common any more !.

This year I have experienced some of the very best of marshalling but also some of the worst. For an example of the best I can look no further than the recent Neil Howard Stages at Oulton Park and the way at my split junction that the sector marshal Andy organised his team and made sure that they were safe when on the track dealing with an 'off', ten out of ten. Unfortunately I have also witnessed some of the worst, marshals more interested in standing around in their tabards and capturing that 'Kodak' moment on their latest 'Apple Galaxy S Phone 6' than being alert to the car that's just gone off and the crew who appear to still be in the car !. A loss of attention by a marshal taking a photo, a radio crew missing a car on their check sheet or a set up crew miss arrowing a junction can all have serious unintended consequences.



Bill Wilmer sneakily trying to take back the winners cheque for £150



Radio Mutterings Continued from Page 41

I guess you've spotted the theme by now, but safety effects us all and the MSA should be commended for their continued actions to improve event safety, even if their explanation or execution leaves at times a little to be desired. It's been great to see at last the introduction of the second MSA radio frequency and the support to radio crews to retune, service or even replace their sets. I can't however let this pass without commenting that their refusal to refund the carriage costs of getting radio sets to approved suppliers as somewhat miserly. As volunteers we all as I have pointed out invest a lot of time and money into the sport, for some not receiving the carriage costs has genuinely been a financial cost that should have been avoided.

Whilst it's a truism that none of us are getting any younger, this does seem to be more evident than ever in the average age of many marshals and radio crews out there on events week in and week out. Indeed I have noticed this year the absence of quite a few regular call signs and familiar faces. I'm sure for some this might be due to the continuing challenging economic times that many still find themselves in, whilst I'm also sure for others that the inevitable 'professionalism' of marshalling may also have a part to play. What is clear that clubs, regional associations and the MSA must continue to do more to support the army of volunteers that week after week are the backbone of rallies up and down the country.

The Golden Microphone Awards 2015.

Ah December, the festive season and for the Gemini Team that means only one thing not Santa, not mince pies but the annual Golden Microphone Awards for 2015. Team members gather at the Dressers Arms near Chorley, home to the awards and some rather fine dining. Normally this time of year it's time to defrost the car, pile on the layers and head to the venue, this year it was more like summer as I passed convertibles with their top down on the M6 !. Anyway back to the Awards they mark the achievements of team members over the last twelve months who have supported rallies the length and breadth of the country, the event also serves as the team's annual meeting chaired by our ever present leader and mentor Bill Wilmer, Gemini 1. After a fine meal we settle down as Bill takes to the floor and no I don't mean in a 'strictly' sense but to hold court at the meeting. First on the agenda we remember some of our friends whose health this year hasn't been so good and a glass or two is raised to 'absent friends'. Down to business and we discuss a variety of team issues ranging from who should have what callsign; through to memories of Gemini Recovery old and new; the ever expanding role of Chris Woodcock at both a regional and national level (well done Chris, we now have a direct voice at the heart of motorsport); and to experiences both good and bad on events through the year.

Moving on there is a consensus that the Gemini events calendar website is valued by team members and Lee agrees to take on the role of re-establishing the site, which is much appreciated. His expertise and technical wizardry is reflected in the www.Plainsrally.co.uk site which he has set up. Maurice is then formally thanked for his sterling work on the SD34 newsletter which apparently has both an audience down in the MSA but also internationally, with planned changes afoot for 2016 that will see the readership expand even further. On the subject of safety we all recognised the steps being taken by the MSA to rightly tighten event safety and organisation and we reflect on some of the lessons to be learnt and the changes still needed. First on scene training is becoming more widely available and members were encouraged to support this and similar training events, although Dave Crosby seems to want something to help him to respond to 'sheep on the mountain', each to their own I suppose !.

On the subject of events there was much discussion and indeed speculation about the Rally GB and the route it might take in 2016 as members reflected on some difficulties this year in securing accommodation for the event something likely to be more difficult next year as the event falls in 'half term' week. The consensus and advice to Keith Gemini 9 is for him to book a hotel in Wales and he will be alright !. Several pleas for help on events were made and Bill will circulate an updated events schedule as already several published dates had been changed. After several more glasses of wine the awards proper begin and Bill runs through the achievements in reverse seed-ing, sorry order. This year the championship has been fiercely fought and it went down to the very last event of the year at Blyton with five team members tied on points for the year (myself Gemini 23; Gemini 12 Chris Jarvis; Gemini 14 Adrian Lloyd; Gemini 33 John Ellis; and finally and not least Gemini 37 Lee Skilling). In effect whoever attended the last official Gemini 'controlled' event at Blyton would win the championship and unbeknown to me, it was well me !!. I was genuinely surprised by the result and in my acceptance speech which was cut short by a certain amount of friendly heckling from the floor, I recognised all of the team members efforts for the year and in particular the Gemini Controllers who provide that vital link between the foot soldiers on the ground and the 'high command' somewhere in Rally HQ. Anyway that's all of the mutterings for 2015 and I wish you and yours a very happy and safe 2016...Cheers.



Ian Davis : Gemini 23 "over & out".

The Past few months have been rather hectic what with Marshalling, competing on Road Rallies, Classic Rallies, 12 Cars and scatters. Its been a case of grabbing the correct maps out of my Map Box taking them to the rally and then, once the event is over, putting them in another box to awaiting cleaning off and ready for the next event on those maps.

My 'clean' map box was getting a bit depleted and the 'to be cleaned' box rather stuffed. So with the cancellation of the JJBrown because of the severe weather I set about rubbing out all my squiggles on the used maps. 42 maps and a day and a half later - job done. Or so I thought. When I was sorting the cleaned maps into order in the 'clean' box I thought I had better check that the so called 'clean' maps were actually clean. They were not all as they should have been and I dug out a further twelve maps to rub out old routes from. Another afternoon taken up and a new rubber required.

Dont know how bad the weather was around Snowden but Lancaster and Morecambe got hit very hard and at around 11pm on Saturday night all the electric went off. The main sub station near Heysham Power Station went under water and we were plunged into darkness. Luckily I had my Head torch plus an assortment of portable flexi lights and a newly acquired LED lamp that I had got for marshalling. With the gas fire on, a gas hob (but electric cooker) and various lights from rallying we could see (of a fashion), were warm, could still have brews and make something to eat but no TV or computer (and all our mobile phones with no battery life left) Not so good for others in the area though. Anyone living near to the river Lune were in trouble as the river burst its banks. The road between Lancaster and Morecambe was under water. Fed up with rubbing out maps on the Sunday decided to try and find somewhere to watch the Liverpool v Newcastle match on the TV. We made our way towards Milnthorpe and had to turn around 4 times due to closed roads. Eventually made it through the devastation and settled down to watch the game.

At 6 am on Monday morning we got the electricity back on and was awakened by my burglar alarm going off. It needed a re-set. Took two hours to find the booklet with all the relevant codes in it. It had been put somewhere safe and no-one could remember where!

Back to sorting out maps then. Surprised how many copies of maps 84, 85, 86, 87, 89, 90, 91, 96, 97, 98, 102 & 103 I had.

Going to start a new box for the 'seen better days' maps and just use those for marshalling duties. And I have still got more than two sets of maps 100, 101, 109, 110, 118, 119 & 120 and on top of that little lot I have 14 spanking new maps that I bought at the start of 2015 for events that I thought I was going to do this year. You can bet that new editions of these untouched maps will be updated and have to be replaced when I come to do an event on them! Is it just me that leaves maps with routes on them for a fair while and then has a splurge.

Even though I spend a lot of time rubbing out all traces of previous routes I still find (usually when plotting a new route) bits of an old route on the maps. More frantic erasing with muttered curses Are all you other navs neat and tidy organised individuals?

Must get more organised. I also need a spare room for keeping all my Rally bits & bobs in. They no longer will fit at the bottom of the wardrobe. You would not believe the amount of clothing I have to keep me dry and warm just for marshalling. Or the number of High-lighters, Map and Clip boards., a spare poti (I used to have 3 but sold one to Steve Brocklebank) and even old Blue Books, but where are all those Romers and rubbers that I have bought. I can never find any of it when it is really needed !!!!

If I hadn't been doing the JJBrown on that Saturday night I doubt very much that the assorted lights used for rallying would have been found quiet so easily. They were all in my rally bag on the dining room table rather than scattered around the house and car

Grumpy Old Git



Top 30 UK Car Clubs

Don't know how this came about but I expect a lot of Motor Clubs might be a little upset that they are not even listed

What was the criteria that the writers took into account when making the judgement?

'Of course as the months roll on some clubs perform better than others in events and competitions. However performance in external events is only one aspect of what makes a motoring club. There's also heritage, social activities and community involvement to consider. We here at Intelligent Car Leasing decided that it was time to commend those who are (in our opinion) the top overall motoring and car clubs in England. This 'Top 30' list is based on a number of factors built into a custom scoring system, which we feel gives a rounded assessment of a club's value.'

However, it is good to see that 4 SD34MSG Clubs made it into their Top 30 Clubs

- 3. Wallasey MC**
- 12. Lancashire AC**
- 22. Knowldale CC**
- 27. Warrington & DMC**

See : www.intelligentcarleasing.com/blog/the-top-30-car-clubs-in-england-2015-2016/



Neighbours Car floating away in Lancaster Centre

**There was more to come :
It got a lot deeper than this
And then over Christmas and
New Year it all happened again but
this time not just in Lancaster &
Cumbria**

A Bit More Grumpy Old Git



Eden Valley MC

12 Car Rally : December 18th

I was going to be sat in with Dan Hurst from Maryport. Dan has sold the 'Flying Pumpkin' (a MK1 Ford Fiesta fitted with a modern Duratec engine), that used to slide everywhere and replaced it with a Ford Focus 2litre Zetec (fully Log Booked Ex Stage Car). However, storm Desmond also saw the end of that little venture. There were far too many of the roads that were going to be used still closed because of landslides or still stuck under water. **Now going to run on Saturday the 23rd of January all on Map 90**

This time last year I did one of Eden Valley MCs 12 car rallies with Dan. I joking said 'As its Christmas, I expect the car to be fitted with Fairy Lights, Christmas Tree and Baubles'. I turned up at the start venue in Tebay to see the 'Flying Pumpkin' bedecked with Flashing fairy lights around the rear windows, Baubles dangling from the grab handles and a small plastic Christmas Tree on the dash. However, the spotlights were not working, there was no flexi light fitted, the poti socket was faulty and the poti kept going out, there was no speedo and he then tried to kill me as we got into a high speed tankslapper going up the A6 from Kendal to Shap when we hit a very large puddle. All this to the sound of Jingle Bells from the Stereo and flashing fairy lights. Bonkers, but *(In retrospect)* a lot of fun.



Above : The 'Flying Pumpkin'
Below the 'New Toy', Ford Focus



Auction Prize

2 motordrive seats

The ANWCC has kindly been given a voucher to be auctioned for ANWCC funds for two Motordrive Pro composite seats. These seats are to be auctioned to the highest bidder at the ANWCC awards dinner on 30th January 2016.

To make an advance bid for **TWO MOTORDRIVE PRO COMPOSITE SEATS** please email

anwcc@talktalk.net giving your full name, contact details and bid value. Advance bids will close at 6pm on Friday 29th January 2016 with the auction being held the following evening.

Bids will be acknowledged and the telephone contact at **ANWCC** is **07788 995345**.

The winning bidder will be notified by text or email within 24 hours and payment must be made within 7 days or the seats will be offered as second-chance to the next highest bidder.

www.motordrive.com www.ANWCC.org

The motordrive Pro is a classic FIA homologated seat. Two of these quality seats are worth at least £816 including the vat.

The winning bidder will be able to visit motordrive for a complete fitting and choose from a selection of fabrics and personal embroidery.

You wouldn't expect anything else from

motordrive.

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motordrive



Inside the Industry with Paul Gilligan

VW Hurting

I recently read a statement from a VW dealer on the South Coast saying their business was “back to normal”, that new car orders had dropped by 25% “but only for four weeks”. The truth would seem to be a bit worse.

The emissions scandal broke in mid September. Not surprisingly VW September registrations were OK because most were sold well in advance. In October however in a market 1% down on last year Volkswagen were 10% down, Skoda 3% down, and SEAT a whopping 32% down. In November the market recovered to be 4% up on last year, but VW were 20% down, Skoda 11% down, and SEAT 24% down. Audi are more resilient, 2% up in October and 4% down for November.

There would still be orders sold as far back as June in these figures so as time passes and new orders only turn into sales the true pattern will emerge. Certainly these sort of volume drops must be hurting VW Group badly in financial terms. Of course people have short memories, but meanwhile VW face the cost of fixing the cars (said to be \$200 for software only, \$800 for the engines where hardware changes are also required). However many owners will probably not bother unless compensation is offered, given that I'm told a car that has been “fixed” will use about 25% more fuel and offer about 25% less performance!

In addition there is the possibility of repaying owners for loss of residual value, and settling legal claims particularly in the US where class actions have already been started.

Certainly VW will have to count the pennies more carefully in the next few years than the last, but the costs they have to meet will be spread over several years. Motor sport expenditure will no doubt be very much under the microscope for the moment at least.

Is Diesel Dead?

In the US for cars probably yes. In Europe probably no. Remember that diesel cars emit about 15% less CO2 than petrol, and use about 20% less fuel. The CO2 score is vital for manufacturers who face a fine in Europe of 95 euros per car sold for every gram of CO2 emitted over 95 from 2021 onwards.

Necessity as they say is the mother of invention. However many technologies already exist which will make diesel cars much cleaner. All cost money, but faced with the alternatives they will probably now appear sooner rather than later. Exhaust after treatments, variable compression ratios (achieved by an “adjustable” connecting rod would you believe), cylinder deactivation, revised injection systems and electric turbochargers will all have a part to play. Certainly the diesel engines of 2020 and beyond will be very different from those we currently see, and much cleaner.

Toyota Launch Hydrogen Car

Toyota have just launched their first hydrogen car in the UK. They've called it the Mirai, which means future in Japanese. The car is about the size of a Ford Focus, uses electric power but created by a hydrogen fuel cell. There are no emissions at all, and as opposed to an electric car no emissions created by the generation of the electricity.

There are snags of course. Most notably the cost is £66000. You can buy 4 Focuses or 1 Tesla for that money. Currently there are only 3 hydrogen refuelling points in the UK, Heathrow, Hendon (North London) and Swindon. The Mirai has a range of just over 300 miles, so could reach Wigton from one of these points (just), but not get back. Good news is when you do find a suitable point filling up takes only 3 minutes.

However there was a time when petrol stations were a rarity. And when only the rich could afford a car. So I've no doubt that more hydrogen stations will soon appear, and that the cost of the technology will drop. If we're serious about cutting emissions this one ticks all the boxes.

Manufacturers Scramble for 2015 Scores

'Tis the season to be merry. For manufacturers and dealers it's the season to register a lot more cars to hit annual targets. There are scores to achieve and scores to settle. The Audi/BMW fight continues. BMW have been the winner for the past few months, and at the end of November were just over 7000 registrations behind. Achievable if they register an awful lot of unsold cars in December, which they've done before. Of course BM will tell you that remaining the top selling German prestige manufacturer in the UK isn't important to them. Not much!

Mercedes continue to catch them both up. At the end of last November Merc were 23% behind Audi, now it's 13%. Mercedes may not have achieved their objective of being ahead by the end of this year, but they have made dramatic progress, and I wouldn't bet against them coming out on top in the next year or two.

Continued on Page 46

Where Are The Bargains?

In a few words, just about everywhere. Just this week I've been offered a couple of £100,000 BMW for under £85000 with a 3 year interest free finance package thrown in. A Bentley deal also caught my eye. If you buy a £156,000 Continental and take the Bentley finance plan they will give you £20,000 towards the deposit. That's in addition to any dealer discount you can negotiate, so I'd guess the total saving would be about 20%.

Some of the biggest bargains remain in pre registered stock. Once these have been registered to meet a target they have to be moved on. If they hang around they may still be zero miles, but they cease to be regarded as "new" as time passes, and particularly when there has been another plate change. Yesterday I was offered a BMW 640 Coupe that have been pre-registered in May, therefore a 15 plate. Top M Sport model with some nice extras, £71000 new. I'd be happy to sell it for £47500, a whopping 33% off. Or an Audi A8 Hybrid, new £77000. You can drive a pre-reg 15 plate away for £52500.

Of course one of the reasons dealers are keen to shift existing pre-registered stock just now is they have to make room, physically and financially, for all the ones they will do at the end of December to hit year end targets. Which will lead to lots of bargains in January.....

2016 Outlook

If there is one characteristic that runs through motor industry executives its optimism. It's never more obvious than at this time of year. Whether they've had a good or bad year, now is the time they issue upbeat statements about how good the New Year is going to be for them. Leading the pack this week has been Ford's UK boss. While it appears that 2015 will end with a near record of over 2.5M new car "sales", Ford's top man says he expects 2016 to be "better". His staff and dealers must have been delighted to read that and envisage the task ahead! He certainly won't be the only one to issue this sort of statement before or just after Christmas. Once the targets have been written they have to be more or less achieved one way or another. Which means lots of bargains for the canny buyer.

Last Word

This has been a successful year for most parts of the motor industry, VW excepted of course. It's also been, I think, a successful year for WMC. Membership is up, number of events run is up, new competitors and even more important organisers have appeared. We're bucking a trend of shrinking motor clubs so we must be doing something right. Lots of work is going on to make next year even better (that inevitable optimism again!), so I'll close by wishing me regular reader, and all the others who skip this article but read the rest of the mag, a very happy motoring year in 2016.

GVC

Paul Gilligan



Robin Ellison (no relation to me) in his early years (above) with a camera in Port Erin on the Manx National '08 - he was subsequently to travel to rallies in Portugal, Finland and Norway & more recently to Cyprus (with his Dad Chris Ellison). Robin went on to win: The British Rally Championship Amateur Photographer of the Year in 2013 - pictured with his trophy at the BRC bash in Manchester.

Robin made it back to back wins in the BRC Amateur Photographer of the Year, also picking up the winners trophy in 2014. He is pictured with his trophy at the Autosport Show at the NEC



MSA Seminars 2016

The MSA seminars for 2016 are approaching and I hope that your club is planning on attending. Every club can send up to 5 people to the seminars. I would urge your club to encourage newer members to come along, they usually have a lot to contribute and are often motivated by the seminars to become more involved. Please note that the seminars are open to all club members not, just committee members, so please open the invitation up to as many people as possible.

The MSA seminars have changed a lot in the last 3 years and the feedback has been very positive recently, I have seen the plans for the 2016 seminars and they should be the best yet. There are two seminars in our area; one in York on February 21st and one in Carlisle on April 10th the details are on the attached documents. Places need to be booked in advance, again see the attachment for details.

If you have any queries regarding the seminars please feel free to ask.

Consultation Alerts

Before (most) rules are changed in "The Blue Book" there is a period of consultation where interested parties can comment on any new proposals. In the past the only way to know that rule changes are proposed is by reading about them in MSA Newsletters or on the MSA website.

There is now a new service where anyone can register with the MSA to get an e-mail alert when a proposal to change a rule is made, giving them plenty of time to comment on the proposal. You can sign up for alerts that concern one or as many disciplines as you like. It is very simple and only takes a few moments.

Please publicise this service amongst you members, I'm sure that many will find it useful and the system will help us all get the rules we need. To sign up visit this link:-

[Proposed-Changes-for-Consultation](#)

Free Money

As part of the drive to improve safety on stage rallies the MSA have funds available for clubs that run Stage Rallies to buy barrier tape and spectator information boards. Each club can apply for up to £750 to buy this equipment, but applications must be in before the end of the year. Instead of the usual fund matching system, clubs could receive £60 for every £40 the club spends on such items. If your club is eligible please make sure you take advantage of this offer. You can apply using this form;-

[clubdevfundapplicationform.pdf](#)

If you need any help with this, please ask.

MSA publishes 2016 rally safety requirements

A busy first year for the RallyFuture campaign to further enhance safety in UK stage rallying has culminated in the publication of the 2016 Stage Rally Safety Requirements.

The new document builds upon the 2015 version, which was published in June to ensure that all UK stage rallies follow a common set of requirements.

The 2016 Stage Rally Safety Requirements, which also apply to Single Venue Stage Rallies, are updated with reference to the new MSA Rally Media Accreditation scheme, and the online MSA Marshals' Training and Accreditation system, due to launch in January. Supplemental to the main document are annexes providing additional tools and templates for organisers.

2016 Stage Rally Safety Requirements

Rob Jones, MSA Chief Executive, said: "The original Stage Rally Safety Requirements, published earlier this year, represented the first basic template for running a stage rally in the UK. A lot of work has been put in behind the scenes to augment those requirements and produce what I believe is a very important document that will help to ensure the sport's future. "We appreciate that this adds to an already heavy workload for rally organisers, and while that may regrettably have contributed to the loss of some events, we are reassured that many others have been able to attract very strong entries this year. I wish to thank all those who have come with us on this journey so far – the sport has every reason to look ahead with optimism."

Primarily, RallyFuture entails implementing 29 recommendations from the Motorsport Event Safety Review (MESR), which was set up by the Scottish Government following the 2014 Jim Clark Rally. The MSA committed to this implementation programme in a staged manner over approximately two years, until early 2017.

The full list of recommendations is outlined here and more information can be found at [**msauk.org/rallyfuture**](http://msauk.org/rallyfuture).

MSA launches rally media accreditation scheme

A robust new rally media accreditation scheme has been rolled out ready for the 2016 season, as part of the RallyFuture programme: [**msauk.org/assets/msarallymediaaccreditation2016.pdf**](http://msauk.org/assets/msarallymediaaccreditation2016.pdf)

One of the recommendations of the Scottish Government's Motorsport Event Safety review (MESR), established following the 2014 Jim Clark Rally, was that the MSA 'introduces a more formal press accreditation scheme so that valid press credentials must be presented when signing-on. Press should be required to wear numbered tabards at an event.'

Rob Jones, MSA Chief Executive, said: "The MSA recognises the value of coverage to the sport and continues to hold genuine and responsible members of the rally media in the highest regard. We hope this new system works well for the media and event organisers alike, and of course we are open to further discussion on any tweaks that may be considered necessary in the future."

New Clerks to receive mentoring from 2016

The MSA will appoint mentors to new trainee Race and Kart Clerks from 1 January 2016 and may extend such appointments to Speed Clerks and MSA Stewards during the year. This represents a move towards continuing professional development (CPD) for Clerks of the Course.

The governing body hosted the first pair of mentoring sessions at Motor Sports House and Solihull earlier this month, with 25 delegates in attendance.

The sessions were organised by MSA Race, Speed & Kart Executive Cheryl Lynch and MSA Trainer Bob Lentell, overseen by MSA Training Executive Alan Page. Assisting Lentell in creating and delivering the sessions was Jasper Gilder, whom specialises in a range of relevant skillsets.

“The MSA recognises the value of coverage to the sport and continues to hold genuine and responsible members of the rally media in the highest regard”

The sessions aimed to provide a consistent approach to training, focusing on effective communication and other important skills. There was also insight into the notion of mentoring, learning styles, feedback and assessment. Lynch said: “These were very positively received and the attendees responded well to the messages given. Everyone agrees that this is a positive step forward and a welcomed progression. I am very grateful to both Bob and Jasper for building a superb session and look forward to further development of the programme.

New email alerts feature for proposed rule changes

Members of the motor sports community can now sign up to receive email alerts when proposed new regulations are posted on the MSA website for consultation. Except for clarification purposes or urgent safety matters, all proposed rule changes are published for a period of consultation to enable people to have their say. However a common complaint has been that as people generally do not check the MSA website daily for new consultations, these can be missed. Therefore anyone can now enter their email address and tick their areas of interest, for example circuit racing, karting or rallying. They will then receive an automated email informing them whenever a relevant new consultation document is uploaded. To view proposed changes and sign up for alerts, visit www.msauk.org/consultations. Please be aware that the automated email might go into your spam folder, in which case you may need to add it to your ‘safe senders’ list for the future

Regulations for consultation

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

Internship

The Motor Sports Association (MSA) – governing body of UK motor sports – has an exciting opportunity for a six-month paid internship working in the Chairman and Chief Executive’s office. This interesting position involves working in strictest confidence and dealing with people at all levels within motor sport and also representatives of HM Government and the Royal households, for example. In addition there will be involvement in arranging hospitality at international events, including the British Grand Prix and other motor sport World Championships.

The post offers an opportunity to apply relevant qualifications, to develop associated knowledge in a professional environment and to evaluate career opportunities in motor sport.

Duties will include – but not be limited to – the following: Helping to ensure the smooth running of the office of the Chairman and Chief Executive

Arranging corporate hospitality at national and world class events

Acting as Diary Secretary and taking responsibility for all departmental travel

Using IT skills to develop departmental processes.

Applicants will ideally be educated to degree level and have an excellent command of the English language.

Knowledge of motor sport is desirable but not essential.

To apply, please send a CV and covering letter to sheila.barter@msauk.org with the subject line: Internship Senior Office.

For further information about the MSA, please visit msauk.org.

Closing date: 12.00 noon Monday 4 January 2016

Start date: No later than early February 2016

Based: SL3 0HG

MSA clubs to get £0.5m rebate

MSA-affiliated clubs will benefit from a significant total rebate of £575,000 on their insurance fees at the end of this year.

All event-organising clubs collect ‘per capita’ insurance fees from competitors, which they then provide to the MSA to cover the costs of insurance premiums.

The MSA works hard to obtain the best possible insurance arrangements. At the same time, through risk management and by establishing a partial self-insurance scheme, the governing body aims to ensure a surplus over premiums and to make a rebate to the clubs concerned.

The MSA Board has been able to approve a rebate of approximately 30 per cent of the insurance fees to clubs at the end of the year.

Clubs do not need to apply for this, as the rebate will be paid direct to the nominated bank account details held by the MSA. Should bank details not be held for any reason, a cheque should be in your club’s hands on or after 31 December.

Merry Christmas and a Happy New Year!

2016 MSA Asphalt Rally Championship

The organisers of the 2016 MSA Asphalt Rally Championship are delighted to announce a full seven-round calendar that not only includes the best sealed-surface events the UK currently has to offer, but also takes advantage of the opportunity to sample rallying in the Irish Republic at first-hand.

The Championship begins with the traditional season-opener, Port Talbot Motor Club's Tour of Epynt, sponsored once again by Melvyn Evans Motorsport. PTMC has recently celebrated its 50th birthday and, indeed, was the first club to run a stage event on the Epynt Military Ranges back in 1966!

Come rain or shine, the closed public roads on the Isle of Man always provide a stern challenge for man/woman-and-machine, and the Manx National Rally gives Championship contenders the opportunity to experience the famous stages for themselves. Similarly, the ALMC Stages Rally gives access to the Irish lanes while, at the same time, basing itself in easy reach of ferries and planes for those requiring a swift return to the mainland. The first of two trips to the Otterburn Ranges comes with the running of the Tyneside Stages, whilst the Old Forge Garage Mewla Rally sees a return to Epynt. Rejoining the Championship after an absence of a couple of years, the popular Patriot Stages brings the Caerwent Training Area, near Chepstow, back into the fold.

The season reaches its conclusion on the Otterburn Ranges with the running of the Cheviot Keith Knox Stages Rally, winner of the 'Best Event' award in the 2014 MSA Asphalt Rally Championship. The timing of any event utilising military ranges is governed by the MoD themselves, but the Cheviot organisers certainly welcome the early October date for 2016!

In the preparation of any such calendar, budget and time-away-from-home are of prime importance. Consequently, with each competitor's best five scores, from the seven events, to count towards their final tally, it's still possible - although certainly not as enjoyable! - to contest the minimum number without incurring any ferry costs or air fares.

The calendar in full :

Tour of Epynt	13th March - Llandoverly
Manx National Rally **	6th/7th May - Douglas
ALMC Stages	3rd July - Trim, Co. Meath
Tyneside Stages **	7th August - Otterburn
Mewla Rally **	28th August - Builth Wells
Patriot Stages	25th September - Caerwent
Cheviot Keith Knox Stages	9th October - Otterburn

Best 5 scores to count

** Rounds of the BTRDA Rally Challenge

As is always the case, the MSA Asphalt Rally Championship caters for all vehicles complying with current MSA Technical Regulations. There are fourteen classes (N1 - B14), plus both front and rear-wheel drive categories and so, as the title suggests, there is 'Something for Everyone'!...

Regulations for the 2016 MSA Asphalt Rally Championship will be available in the next few weeks, and further information is available from the Coordinator:

Andrew Haill – Tel: 0121 313 1416
E-mail: andrew.haill@btconnect.com
OR

Visit <http://www.asphaltrallying.com>



MSA British Rally Championship confirms 2016 calendar

The MSA British Rally Championship (BRC) has confirmed its calendar for the 2016 season. The revamped series will take in seven events across the British Isles as it tours England, Ireland, Wales and Scotland before culminating on the iconic lanes of the Isle of Man. Asphalt special stages and gravel tests will see the country's best drivers in the best cars on the best events fight for overall supremacy.

The new-look BRC calendar is filled with some of the most iconic events in Europe as well as some new, exciting challenges – all ready to host the country's premier rallying championship in 2016. The Builth Wells-based Nicky Grist Stages joins the schedule on 9/10 July as the first mixed-surface BRC rally since 1987. With gravel stages in the famous Welsh forests and Tarmac tests on the spectacular Epynt Ranges, the format will be similar to that of the famous Welsh International of the 1980s.

The legendary Manx International on the picturesque Isle of Man will return to the BRC on 15-17 September as the season finale. The island roads are the ultimate challenge and they will play host to the crowning of the 2016 British Rally Champion. With the event worth double points, however, the title battle is sure to go to the end of the very last stage of the year.

BRC Championship Manager Iain Campbell is pleased with the final 2016 Calendar and is excited about the year ahead.

"We are delighted to welcome the Nicky Grist Stages and Rally Isle of Man onto the calendar for next year," he said. "To have a mixed surface event in the Championship in the form of the Nicky Grist Stages is a real coup and something the BRC hasn't done since the '80s, while the Manx and the BRC go hand in hand and will provide a fitting double points finale.

"These two events are replacements for the Granite City Rally, which has a new organising team for 2016, and the Jim Clark Rally which is back on gravel again for next year as it cannot be certain of gaining the road closures required next summer.

"It has been a real jigsaw puzzle to put it all together, but the events we have are among the best in the British Isles and we cannot wait to see the best drivers in the best cars fight for supremacy!"

2016 MSA British Rally Championship Calendar

5/6 March Mid-Wales Stages, Newtown, Gravel
8/9 April Circuit of Ireland, Belfast, Asphalt
30 April/1 May Pirelli Carlisle Rally, Carlisle, Gravel
25 June RSAC Scottish Rally, Dumfries, Gravel
9/10 July Nicky Grist Stages, Builth Wells, Gravel/Asphalt
19/20 August Ulster Rally, Asphalt
15/17 September Rally Isle of Man, Douglas, Asphalt

Rallytech Lee Holland Trophy and Kick Start Junior Rally

Just a very brief note with some information (you probably already know some of it) about the Lee Holland Memorial Rally 2016. As you know Pendle and Garstang & Preston MCs have successfully run the Lee Holland at Anglesey Circuit for many years. The 2016 rally will be much bigger than past events – it's a round of the Motorsport News Circuit Rally Championship. There are eight rounds to the championship – top seven to count (I think) – all held on racing circuits. Ours is the sixth round so we expect a full field (around 85 entries including Juniors) of intense competition. Three rounds have already been held – Oulton Park, Cadwell and Rockingham – you may have seen the coverage on Motors TV. The Jack Frost on 17th January at Croft is the next event. Have a look at www.msnrallychamp.co.uk for more information. Anyway that's a bit of background.

We plan to run 8 stages during the day – first car away at 9 am – and we could well have a watersplash !

We need as many marshals as possible – and I need to know well before the event who is going to be there. Only those marshals who have registered with me will be issued with a pass to get access to the circuit, so please don't turn up on the day expecting to marshal! I'm attaching a list (far too sparse at present) of those I currently know about. As we get nearer the date I'll allocate jobs and sort out instructions etc. so please regard the list as very provisional. If your name's on the list I'm expecting that you'll be there. If your name is not on the list then please email me – DO IT NOW – to let me know you'll be there. It is important.

Now to the formal bit - The MSA have just issued some new safety rules - "Stage Rally Safety Requirements." Whilst there are many important 'bits' in the document one area in particular relates to training of marshals. Two main requirements – "From 2016 all **new** marshals will be required to register with the MSA and complete the three on-line learning modules which relate to – 1. The Roles and Responsibilities of a Marshal, 2. Spectator Management and 3. Incident Management. Once these modules are complete they will be classed as accredited marshals." AND "From 01 January 2017 all **existing** marshals will be required to have completed the on-line learning modules in order to become accredited. This will not affect their current grade." I couldn't find these on-line training modules last week so spoke to the MSA on Friday - they will be available from 16th January, so please don't try looking for them yet! I'll be back in touch in a further Newsletter when they are on-line to let you know how to access them. Although the requirements for the immediate future only apply to new marshals my own view is that we should all do the training - irrespective of how long in the tooth we are - we're all going to have to do them anyway. The modules are not onerous (so I'm told!) – I'll have a go anyway!

The document contains lots of other stuff about Safety Plans, Managing Risks, Handling the Media, Communications etc. If you want a copy let me know and I'll email it to you – it's 27 pages long plus appendices!

OK – that's about it for now. Any questions, comments please get in touch – leehollandmarshals@btinternet.com or phone 01706 223671 (leave a message if I don't answer please)

THANK YOU - Have a very Happy Christmas and all the best for the New Year

Peter Wright – Chief Marshal



Rallytech 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

A round of the



Billy was at school this morning in the English countryside and the teacher asked all the children what their fathers did for a living.

All the typical answers came out, fireman, policeman, salesman, chippy, captain of industry etc, but Billy was being uncharacteristically quiet and so the teacher asked him about his father.

"My father is an exotic dancer in a gay club and takes off all his clothes in front of other men. Sometimes if the offer is really good, he'll go out with a man, rent a cheap hotel room and let them sleep with him."

The teacher quickly set the other children some work and took little Billy aside to ask him if that was really true. "No" said Billy, "He's a Labour Party MP but I was just too embarrassed to say."

NESCRO

North of England & Scottish Classic Rally Organisers



NESCRO is an MSA recognised group comprising numerous MSA registered motor clubs in Scotland, North of England and Northern Ireland. The focus remains the same as always, the promotion of "affordable classic rallying" for the novice and expert alike.

Classic and Historic rallying remains popular and we work hard to provide a variety of events that will attract the novice and provide a fun and safe introduction to motor sport, yet provide a challenge for the expert. The events vary in nature but all are friendly and suitable for most classic and historic cars.

All our events feature a strong social aspect amid the competition. The entry fees often include the crew's food for the day and there is always plenty of time to socialise with other competitors during the events.

Low cost is the key to the success of our events and the entry fee for a typical one day event will be less than £120. You may have to top up your insurance for the road sections (about £25) but other than petrol that will be your only extra cost for a day's fun.

No !..... it's not just about ageing folk with old cars. NESCRO has an enviable reputation for bringing forward some very fine young Drivers and Co-drivers. They have learnt their trade on NESCRO events, some Co Drivers from the age of 14 and they now compete at National & International level, but still return to NESCRO events for their club motor sport.

Many events now include a rally for what is known as "Targa" cars, modern cars running in near standard specification. The route and the tests are the same as for the Historic rally but the Targa cars have completely separate results. This allows newcomers with more modest cars like Corsas, Pumas and Fiestas to have a very enjoyable rally.

Don't be shy...give it a try!

2016 Events Calendar

Key : C = Challenge E = Suitable for Experts N = Suitable for Novices

28th February : C (Targa & Classic), E & N

Saltire Classic Rally

Saltire Rally Club Ltd

Tests, Regularity & Pre Plot Navigation

Colin Wallace : 07443-573155

Email : saltireclassiv@btopenworld.com

www.saltireclassicrally.co.uk

19th March : C (Classic), E & N

Hexham Historic Rally

Hexham & DMC

Night Navigation

Ed Graham : 01661-833167

Email : edgraham01@sky.com

www.hexhammotorclub.co.uk

19th March : C (Targa), E & N

John Robson Rally

Hexham & DMC

Night Navigation

Ed Graham : 01661-833167

Email : edgraham01@sky.com

www.hexhammotorclub.co.uk

20th March : C (Targa & Classic), E & N

North Yorkshire Classic

York Motor Club

Tests & Regularities

David Rudduck : 07555-2615004

Email : davidruddock123@btinternet.com

www.yorkmotorclub.co.uk

10th April : C (Targa & Classic), E & N

Ilkley Jubilee Rally & Run

Ilkley & DMC

Tests, Regularity & Navigation & Run

Henry Carr : 01274-586461

Email : carrh@btinternet.com

www.jubilee-rally.org

30th April / 1st May

Pirelli Historic Stage Rally

Cumberland Sporting Car Club

International & Historic Stage Rally

Brian Huddleston : 01768-483292

Email : brianhuddleston@pirelliinternationalrally.co.uk

www.pirelliinternationalrally.co.uk

30th April / 1st May : C (Targa & Classic), E & N

Berwick Classic Rally

Berwick & DMC Ltd

Tests & Regularity

Stuart Bankier : 01289-382025

Email : stuart@sbankier.wanadoo.co.uk

www.berwickmotorclub.co.uk

15th May : C (Targa & Classic), E & N

SOCC Targa Rally

South of Scotland Car Club

Tests & simple Navigation

Ian Crosbie : 07740-949240

Email :

www.socc.co.uk

12th June : C (Targa & Classic), E & N

Shaw Trophy Classic Rally

Whickham & DMC

Tests, Regularity & Navigation

Ronnie Roughead : 01661-886845

Email : r.roughead@btinternet.com

www.wdmc.org.uk

3rd July : C (Targa & Classic), E & N

Lake District Classic

Wigton Motor Club

Tests, Navigation in advance

Ron Palmer : 01228-575153

Email : ronpalmer777@hotmail.com

www.wigtonmc.co.uk

Continued on Page 52

16th July : C (Targa & Classic), E & N
Summer Lanes Rally

Queens University MC

Tests & Navigation

Clifford Auld : 07713- 855692

Email : hungryauld@qub.ac.uk

www.motor.clubqub.ac.uk

7th August : C (Targa & Classic), E & N
St. Wilfred's Classic Rally

Ripon Motor Sport Club

Tests, Navigation & Regularities

Sam Wainwright :

Email : info@riponmotorsportclub.co.uk

www.riponmotorsportclub.co.uk

6th & 7th August
The Border Raiders

Club Triumph

Simple Printed Navigation

Martin Randle : 07961-278265

Email : raidertr7@gmail.com

www.club.triumph.org.uk

14th August : C (Targa & Classic), E & N
Blue Streak Rally

Spadeadam MC

Tests & Simple Navigation

Ian Robinson : 07876-105549

Email : ian555@uwclub.net

www.spadeadammotorclub.co.uk

21st August : C (Targa & Classic), E & N
Weardale Classic Rally

Durham Automobile Club

Tests Only

Tom Hall : 07946-515848

Email : group2fps@btinternet.com

www.durhamautoclub.co.uk

18th September : C (Targa & Classic), E & N
Doonhamer

South of Scotland Car Club

Tests & simple Navigation

Ian Crosbie : 07740-949240

Email : iancrosbie@hotmail.com

www.socc.co.uk

16th October : C (Targa & Classic), E & N
Solway Classic Weekend

Wigton Motor Club Ltd

Tests & Simple Navigation, Optional Run

Graeme Forrester : 01900-825642

Email : graeme.@gtforrester.freemove.co.uk

www.wigtonmc.co.uk

19th & 20th Nov : C (Targa & Classic), E & N
The Caledonian 200

CCHMSC

Road Rally

Jim Paterson : 01968-672644

Email : Jimpaterson@btinternet.com

www.caledonianmssc.com

2016 NESCRO

Classic Challenge

The Challenge.....

is based on an Index of Performance.

The Challenges are not Championships; it is just for fun, see how you can perform against your class rivals.

There is a Challenge for Drivers, Navigators, and one specifically for the Targa class. Best 9 Scores will be used in the calculations.



2016 NESCRO

Targa Challenge

As has been noticed over the last three years there is a fairly good interest in the Targa Rally events that are included in the Historic rallies that have run in the NESCRO Challenge. Therefore in 2015 NESCRO are once again running the TARGA Challenge

The Targa Challenge is for the more modern vehicle, basically all prepared to road-rally specification.

The Challenge is not a Championship (awards cannot be presented), so the Challenge is just for fun, see how you can perform against your class rivals. Best 9 Scores will be used in the calculations.



www.nescro.co.uk

It's my pleasure to announce The Premier Rally Championship is back for it's second year! Organised by the HRCR with myself (Daniel Pidgeon) acting as the championship co-ordinator. A championship covering all types of Road event, Classic, Road, Historic, Navigational, Vintage, Targa and Endurance!



After 42 registered competitors in it's first year 2016 is looking to be as competitive and popular. It is not "car based" with eligibility and scrutineering standards - if it fits the event that is a round of the Premier Championship, the car is eligible. Its chiefly designed for people - not car specific.

This year as seen a couple changes which include classes so that the novice competitors can battle for an award as well as awards for those who perform well in the different types of events. Also a few new events including a couple in Scotland and the Isle of Man! Also a couple novice style events to try and bridge the gap between classic and night events.

The Championship requires membership of the HRCR and contenders must register with a championship entry-fee of £20. The website <http://www.PremierRally.co.uk> will be used where you can get a copy of the regulations and the entry form as well as all the up to date information and results tables. The HRCR website will also keep details of what's happening with the championship as soon as the new look website is launched.

We have a total of 25 Road/Navigational events and 15 Classic/Historic/Vintage events which are as follows:

23/24th	January	Aquarius	Glenrothes MSC	
6/7th	February	Bruce Robinson	Lincoln CC & Lincoln MC	
27/28th	February	Bath Festival	Bath MC	
28th	February	Saltire Classic	Saltire RC	
5th	March	Tour of Cheshire	Knutsford & District MC	
12/13th	March	Moonbeam	Telford MC	
19th	March	John Robson	Hexham & District MC	(SD34 Road Rally Round)
19th	March	Hexham Historic	Hexham & District MC	
20th	March	North Yorkshire Classic	York MC	
26/27th	March	The Devil's Tour	Devizes & District MC	
9/10th	April	Kick Energy Rally of Derbyshire	Matlock MC	(SD34 Road Rally Round)
10th	April	Ilkley Jubilee	Ilkley & District MC	
15-17th	April	The Flying Scotsman	The Endurance Rally Association (ERA)	
16/17th	April	Night Owl	Aberystwyth & District MC	
23/24th	April	Primrose Trophy	Clitheroe & District MC	(SD34 Road Rally Round)
30/1st	May	The Berwick Classic	Berwick & District MC	
15th	May	Leukaemia Historic	Ecurie Cymraeg	
21/22nd	May	Altratech 061	Stockport 061 MC	(SD34 Road Rally Round)
5th	June	Hughes Historic	Blackpalfrey MC of Kent	
11/12th	June	GP Memorial	Garstang & Preston MC	(SD34 Road Rally Round)
19th	June	East Anglian Classic	Chelmsford MC	
2/3rd	July	Beaver	Beverley & District MC	(SD34 Road Rally Round)
23rd	July	Ross Traders	Ross & District MC	
23/24th	July	Morecambe	Morecambe CC	(SD34 Road Rally Round)
7th	August	St Wilfrids	Ripon MSC	
27/28th	August	Colman Tyres	Ilkley & District MC	(SD34 Road Rally Round)
3rd	September	Vale of Clwyd Classic	Clwyd Vale MC	
17/18th	September	Mercian	Mercia MS	
24th	September	Throckmorton Challenge	Historic Endurance Rally Organisation (HERO)	
24/25th	September	Clitheronian	Clitheroe & District MC	(SD34 Road Rally Round)
1/2nd	October	Autumn	Carmarthen MC	
1/2nd	October	Devon Classic	South Hams MC	
8/9th	October	1000 Lanes	Heads of the Valleys AC	
15/16th	October	Rali Mynydd Du	Amman & District MC	
22nd	October	Northumberland Borders	Mini Cooper Register	
22/23rd	October	Barbara Carter Memorial	Exmouth MC	
12/13th	November	Dansport	Matlock MC	(SD34 Road Rally Round)
19/20th	November	Peak Revs	Ludlow Castle MC	
19/20th	November	Guy Fawkes	South Hams MC	
26/27th	November	Ed Inston Memorial	Druidale MC (I.O.M.)	

Participants highest 8 points will count towards the final table. So essentially you could do 8 road events, or 8 classic events or mix it up a little with 2 enduro's, 2 classic, 2 targa's and 2 road events. There will be extra awards for people who mix it up a little more as well as those who perform well in each different area.

Regulations and entry form are now 'live' on the website. 2015 results will be announced after the final round and everything will be changed over to 2016 details on the first of January. I'm sure there will be several questions, feel free to ask and I will get back to you as and when I can. Yes I agree that this won't be for everyone, but I hope it's a step in the right direction to give the 'road' scene a boost in areas that it is needed.

Ecclestone has a problem

Ecclestone says the influence of Mercedes and Ferrari as engine suppliers to more than half the grid means they have "complete control" of the F1 Commission, the final stage of the legislative process before the World Council.

He says when Mercedes F1 boss Toto Wolff "puts his hand up and says Christmas is going to be 26 December, everybody agrees - same with Ferrari".

Ecclestone added: "There is all sorts of things we know we can do and should do to make F1 back on the road where it should be, because we are in show business."

"We are there to entertain the public. We are not there to put on a show for Mercedes to demonstrate and sell their cars. Or Ferrari."

He said Ferrari had written a lawyer's letter to the FIA saying the governing body did not have the right to grant Ecclestone and Todt their new mandate because it contravened the team's contracts with F1. Ecclestone added: "So the only thing we could do is to ignore what Ferrari have said and carry on with it and say: 'You've got a choice - you can leave or go to arbitration and see what the arbitrators think.'"

He said he "didn't know" if he would pursue this route but it was "the obvious thing".

"I think if we went to arbitration, we'd win easy," Ecclestone said.

Ferrari said they believed Ecclestone was referring to an email "clarifying the positions already expressed at the World Council".

They said their "intention is simply to make sure that the governance principles" established by Ecclestone and the FIA and agreed with other stakeholders in F1 "continue to be duly complied with".

Ferrari said Ecclestone's contention that it and Mercedes controlled the F1 Commission was "an arguable assumption", adding: "As far as Ferrari are concerned, Christmas is going to be 25 December this year and in the future."

Ecclestone says he wants to introduce "a much simpler engine" that could be sold to customer teams for "6-7m euros maximum".

The cost of an existing engine to a customer team ranges from 18-23m euros.

Ecclestone and Todt had previously proposed introducing this new engine alongside the turbo hybrids using an 'equivalency formula'.

But he now says they want a new design to replace the current engines: "Regulations for one engine that anyone can make. But it would be the same for everybody. Nobody would have an advantage or disadvantage."

He said he "didn't care" what this design was, as long as it was "simpler therefore cheaper".

He said the current engines were of benefit only to the sales of the manufacturers involved.

"We're helping a manufacturer. Because it doesn't make a lot of difference to Ferrari with the sort of engines they make," he said. "It helps Mercedes."

"So we are going to destroy Formula 1, if you like, because of a manufacturer, who would leave like the others have left when it suits them - BMW, Toyota, they leave when it suits them."

Renault is to return to Formula 1 as a constructor after deciding that it will take over the Lotus team.

The French car giant had been debating the decision recently but is now committed.

The move ends months of speculation and secures the future of the team based in Enstone in Oxfordshire, which has in its history won four world titles, two as Benetton with Michael Schumacher in 1994 and 1995, and two as Renault with Fernando Alonso in 2005 and 2006.

Renault sold the team to investment group Genii Capital at the end of 2009 after deciding to quit as a constructor but remained involved as an engine builder.

Ghosn has decided that Renault will be best served by running its own team, a conclusion reached following the breakdown of its relationship with Red Bull.

Renault and Red Bull won four world driver and constructor doubles together from 2010-2013 but tension grew following the engine builder's inability to produce a competitive power-unit under the new turbo hybrid formula introduced at the start of 2014.

Red Bull had a contract with Renault until the end of 2016 but broke this off in the summer in order to seek a different engine. But after being rejected by Mercedes and Honda and failing to secure a satisfactory deal with Ferrari, Red Bull will again use Renault engines next season, but as a customer not a factory partner. Red Bull's Renault engines will be given a different name in order to distance the team from Renault. The former champions hinted that they would be branded after their new sponsor, the luxury watchmaker TAG Heuer.

Renault's buy-out of Lotus was in doubt following a row over prize money with F1 commercial boss Bernie Ecclestone. But an agreement was reached at the 11th hour and that was enough to convince Ghosn to go through with the deal, which sources say commits Renault to F1 until 2024. Ghosn said: "The final details supplied by F1's main stakeholders gave us the confidence to accept this new challenge. Our ambition is to win - even if it will take some time." The decision to return with its own team was based on the lack of exposure Renault received despite its success with Red Bull.

Renault staff have been working with Lotus for some months on the presumption the takeover would eventually be completed.

Sources say experienced engineer Bob Bell, who was technical director of world champions Mercedes until the end of last season, is to take on a role overseeing both the chassis design operation in the UK and the Renault Sport engine facility in Viry-Chatillon near Paris.

Bell, who was managing director of Renault F1 before moving to Mercedes, has already held meetings with Renault and Lotus staff as the team plan the build of next year's car.

The Renault drivers for next season will be Venezuelan Pastor Maldonado and British rookie Jolyon Palmer, who was the Lotus reserve driver this season. Both drivers were signed by Lotus while the Renault takeover was still in doubt. The role of team principal is expected to be taken by Frenchman Frederic Vasseur, the boss of the successful ART team in the GP2 feeder category.

Clitheroe & D.M.C. Jack Neal Memorial Stages Rally February 20th 2016



A Round of the Following

The Road Runner Phoenix Awards
ANEMCC Stage Rally Championship
ANWCC Stage Rally Championship
SD34 Gazzard Accounts
Inter-Club League
SD34 Gazzard Accounts
Stage Rally Championship
Alexander Calder Financial EMAMC
Single Venue Stage Rally Championship

regs : www.cdmconline.com or
[www.myweb.complanet.com/LIND7459/la ... %20SRs.pdf](http://www.myweb.complanet.com/LIND7459/la...%20SRs.pdf)
 Entry form available
[https://www.rallies.info/webentry/2015/ ... bentry.php](https://www.rallies.info/webentry/2015/...bentry.php)

BPDC
 Blyton Park Driving Centre
 (Open Power and Control Centre)

On the B1205, Near Blyton Lincolnshire



Ripon Motor Sport Club and Whitby & District Motor Club 2016 Riponian Rally 28th February

Welcome to the 2016 Riponian Rally, which is once again a joint venture between Ripon Motor Sport Club and Whitby & District Motor Club. The format of the event is largely unchanged featuring two runs through a group of stages on the western edge of the North York Moors National park to give just over 40 stage miles.

Whilst much of the stage mileage will be familiar to regulars on the Riponian, one stage uses some never before rallied mileage, coupled with mileage not used for more than 10 years. Whilst another stage uses some mileage never before used on the Riponian.

Another change this year is that whilst Thirsk Auction Mart will once again form the hub of the event, with Rally HQ, scrutineering, documentation, main service, and finish all contained within the one site, this year the event will start from Ripon Market Square, raising its profile and giving competitors and their sponsors increased exposure.

The organising team are once again grateful to the event main sponsor, Peter Stephenson of ABLE UK, together with a significant contribution from Matthew Robinson of Robinson Road Planing Services without whose continued support the event couldn't run.

Once again the event will need plenty of marshals, all offers of help to Mark Williams by email at marshals@riponian.co.uk This e-mail address is being protected from spambots. You need JavaScript enabled to view it.

Spectator information and Media registration forms will be available shortly

2016

AUTOSPORT INTERNATIONAL

The Racing Car Show

16th & 17th January

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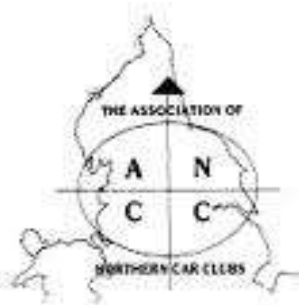
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HECK SAUSAGES ANCC Stage Rally Championship 2016

ANCC Tarmacadam Challenge

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ANCC Multi-Use Challenge

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Rallytech Lee Holland Trophy and Kick Start Junior Rally

Pendle District MC and Garstang & Preston MC, Anglesey Circuit, 20th March 2016

Part of the Motorsport News Circuit Rally Championship

In association with Motorsport Vision Racing (MSVR), Coronado Controls Ltd and Michelin Tyres (Michelin Cup)



The Lee Holland Trophy is proud to be the 6th round of the new Motorsport News Circuit Rally championship in association with Motorsport Vision Racing (MSVR), Coronado Controls Ltd and Michelin Tyres (Michelin Cup) as well as its continued Kick Start Junior Championship association.

The event, which is in its 23rd year of running, will take place at Anglesey Circuit on the 20th March 2016. This event has seen many changes at the Anglesey venue since its first running when it was still an army camp up until today's present day circuit.

The event is also a round of the following Championships:

2016 ANWCC Stage Rally Championship

2016 ANWCC Allrounders Stage Rally Championships

2016 ANWCC Ladies Stage Rally Championships

2016 ANCC Stage Rally Championship

2016 SD34 MSG Stage, Individual & League Championships

2016 Formula 1000, & Kick Start Junior Formula 1000 Rally Challenge

2016 Anglesey Rally Challenge.

We therefore expect that entries will be filled very quickly.

Further information, regulations etc. can be obtained (when available) from the Meeting Secretary:

Mr Rod Brereton, Rest Harrow, Manchester Rd, Barnoldswick, BB18 5HQ

Tel No 01282 814381. Mob 07952 377880 email - pdmc@clara.co.uk

Should you wish to help out by marshalling or being part of the timing crews then please contact

Chief marshal: Mr Peter Wright

Home 01706 223671

Mobile 07831 740452

p.n.wright@btinternet.com

leehollandmarshals@btinternet.com

Information will also be available (when issued) on the club(s) websites and Facebook pages





ASSOCIATION OF NORTH-WESTERN CAR CLUBS

www.anwcc.org

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Kirkby Lonsdale MC

A Night with

'Fred Gallagher'

Wednesday 20th January

Heaves Hotel,

Levens, LA8 8EF

8pm for 8:15pm



Fred Gallagher's first WRC rally was the 1975 RAC Rally alongside Norwegian driver John Haugland in a Škoda 120.

From the 1977 season until the end of 1980 he partnered Tony Pond in the Triumph TR7 with varying success, mostly in British Rally Championship events. 1981 saw the start of a highly successful pairing with legendary Finnish driver, Henri Toivonen first in the Talbot Sunbeam before they switched to the Opel Ascona 400. The two parted company in 1984 when Toivonen signed for Lancia and Gallagher joined the Toyota team with another Finn, Juha Kankkunen. At the start of the 1986 season they parted company, with Kankkunen going to Peugeot.

It was at this time that Gallagher embarked on a long and successful partnership with Björn Waldegård, mainly specialising in the Safari Rally for Toyota Team Europe. Their last rally together was the 1992 Safari during which they retired from the event due to an engine fire. Gallagher was absent from the WRC until 1998 when he started competing sporadically and without a steady driver. During this period he sat alongside Ari Vatanen, Thomas Rådström and Petter Solberg among others.

After retiring from co-driving, Gallagher became involved as a consultant or *clerk of the course* on various events including the WRC rallies in Corsica and Cyprus but also in events like Race of Champions. He worked with the FIA Rally Safety Group in 2001-2005. Gallagher is still active today as a consultant within the WRC. In 2008 he was awarded the Finnish Automobile Sport Federation's Gold Medal for his services to the nation.

KIRKBY LONSDALE MOTOR CLUB

DEVILS OWN RALLY

8th October 2016

78



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DEFINITIONS

ADULT : A person who has stopped growing at both ends And is now growing in the middle.

BEAUTY PARLOUR : A place where women curl up and dye.

CHICKENS : The only animals you eat before they are born and after they are dead.

COMMITTEE : A body that keeps minutes and wastes hours.

DUST : Mud with the juice squeezed out.

EGOTIST : Someone who is usually me-deep in conversation.

HANDKERCHIEF : Cold Storage.

INFLATION : Cutting money in half without damaging the paper.

MOSQUITO : An insect that makes you like flies better.

RAISIN : A grape with a sunburn.

SECRET : Something you tell to one person at a time.

SKELETON : A bunch of bones with the person scraped off.

TOOTHACHE : The pain that drives you to extraction.

TOMORROW : One of the greatest Labour saving devices of today.

YAWN : An honest opinion openly expressed.

WRINKLES : Something other people have, Similar to my character lines.

ACCRINGTON MSC

10th Anniversary AutoSolo February 14th 2016

Regulations for the AMSC 10th anniversary event on 14th February 2016 are now available

To receive your celebratory event t-shirt, please return your entries before Saturday 30th January, 2016.

Event entry final closing date is Monday 8th February 2016.

Accrington MSC members will receive a polo shirt if they are a subscribed member on 30th January 2016.

A copy of the regulations will be available at

sd34msg.org.uk/ and www.anwcc.org/

You can also download registration forms for the 2016 championships form these sites.

There is a list of 2016 club events below FYI.

DATE	EVENT	VENUE (TOWN)	CLUB
Jan-30	MSA training	Stockport	ANWCC
Jan-30	ANWCC Awards Night	Manchester	ANWCC
Feb-12	SD34 Awards Night	Blackburn	SD34
Feb-13	Production Car Autotest	Blackburn	Under 17 Club
Feb-14	Autosolo & PCA	Blackburn	Accrington MSC
Mar-18	AMSC/U17/CSMA AGM	Accrington	U17, Accrington & CSMA
May-15	Autosolo & PCA	Lymm	CSMA North-West
Jun-19	Autosolo & PCA	Lymm	CSMA North-West
Jul-16	Production Car Autotest	Blackburn	Under 17 Club
Jul-17	Autosolo & PCA	Blackburn	Under 17 Club
Aug-12	Fire Training	Accrington	U17, Accrington & CSMA
Aug-20	Production Car Autotest	Blackburn	Under 17 Club
Aug-21	Autosolo & PCA	Blackburn	Under 17 Club
Aug-28	Production Car Autotest	Ormskirk	Under 17 Club
Sep-17	Production Car Autotest	Manchester	Under 17 Club
Sep-18	Production Car Autotest	Manchester	Under 17 Club
Dec-03	Production Car Autotest	Blackburn	Under 17 Club
Dec-04	Autosolo & PCA	Blackburn	Accrington MSC

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
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2016 HRCR Hagerty Insurance Clubmans Road Rally Championship Qualifying Rounds 2016



1	Sat 5 March	Tour of Cheshire, Cheshire, Knutsford & DMC
2	Sun 20 March	North Yorkshire Classic, N. Yorkshire, York Motor Club
3	Sun 10 April	Ilkley Jubilee Historic Rally, Yorkshire, Ilkley & DMC
4	Sat 14 May	Leukaemia Historic Rally, Monmouthshire, Ecurie Cymraeg
5	Sun 5 June	Hughes Historic Rally, Kent, Blackpalfrey MC of Kent
6	Sun 19 June	East Anglian Classic, Essex/Suffolk, Chelmsford MC
7	Sun 3 July	White Rose Classic, North & East Yorkshire, Malton MC
8	Sat 23 July	Ross Traders Historic Rally, Welsh Marches, Ross & DMSC
9	Sun 7 Aug	St Wilfrids Classic Rally, North Yorkshire, Ripon MSC
10	Sat 3 Sept	Vale of Clwyd Classic, North Wales, Clwyd Vale MC
11	Sat 24 Sept	Hero Challenge, Worcestershire, HERO
12	Sat 8 October	Devils Own, South Lakeland, Kirkby Lonsdale MC
13	Sun 23 October	Palladwr Rally, Wiltshire, S & S CC

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>



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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.

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

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



Forest of Dean MC

Wydean Forest Rally

12th November 2016

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

This was the traditional time for the Wydean 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

Hexham & DMC The John Robson Rally 19th March

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Watch this space for Regs details

Or for more information email :

edgraham01@sky.com

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

Duncan Littler

2 Pendref, Dwyran,

Anglesey,

Gwynedd. LL61 6YL

Tel: 01248 430015, Mob: 07740 179619

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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.



RETRO-SPEED

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Daily updates and images from the world of historic motorsport, classic rally news, motor racing, hill climbs, car trials, classic car shows and major classic car and automobilia auctions.

Acknowledgements

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

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

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

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

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Ian Mitchell	Tony Vart
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Dan Hurst	Henry Richardson
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Bob Hargreaves	Tony North
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Songasport	Ed Bookless
Mark & Dale Carter	Matt Broadbent
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Paul Gilligan	'Inside the Industry'
Paul Commons : Paul Commons Motor Sport	
Duncan Littler	Speed Sports Photography
Arron + Stuart + Lynn Newby of TEGSport,	

and last but not least, Chairman / Secretary/
League Compiler / Individual Championship
Compiler (& my complaints manager) Les Fragle

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

SD34MSG 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



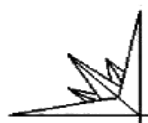
Monday 25th January 2016

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout

Junc 26 of the M62

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ANWCC

Association of North Western Car Clubs

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 **February** edition is
Thursday the 28th January
which is due out on

Thursday 31st of January

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