

February spotlight 2016



D.Jones Roofing Contractors Ltd

J.J.Brown Memorial Rally

9/10th January 2016

Photos Courtesy of Duncan Littler
e-mail: duncclitz@hotmail.com

www.sd34msg.org.uk

Volume 6 : Issue 2 : February 2016 : Maurice Ellison

Chairman's Chat

When you receive this issue another motorsport season will be about to kick off with the NW Stages Rally and Rali Brynau Clwyd Road Rally then a week later three non race/rally events. So if you have not yet registered for the championships, just £5 covering them all, then now's the time, see the registration form inside. Get involved and enjoy your motorsport but do it safely.

Last years season is not quite done with yet as the **2015 Awards Presentation** will be held on **Friday 12th February and tickets, again only £5**, are going well so don't delay, see details inside.

Best regards,

Les Fragle,

Chairman/Secretary,
SD(34) Motor Sport Group

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SD34MSG : Member Clubs & Contacts

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Website : coming soon



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Warrington & DMC

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WANTED

YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,
Birthdays, Anniversaries.
Forthcoming Club Nights

Send to : Maurice Ellison

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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'

1/4 page (ish - we are very flexible)
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Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details

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



**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



Everyone listening intently to Carl & Leighton at the Clubnight (7th January), before trying on the various devices to see which fitted/worked better for them



**It's that time of year again
our AGM...
15th February 2016.**

Due to North West Stages on 5/6 Feb and Cambrian on 13 Feb which both myself and Dave Thomas are heavily involved in - we have moved the date of our AGM and General Meeting to **15th February 2016**. Nomination Form, AGM Minutes held February 2015, General Meeting Minutes held February 2015, can be downloaded by visiting the ANWCC Website :

www.anwcc.org

If you're unable to make the meeting, please let me have your apologies (with club name you represent!).

Thanks

Mark Wilkinson

General Secretary

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**



**EMAMC Road Rally Champs 2015 best club
Matlock MC**

Accrington Motor Sport Club

**2016,
Accrington Motor Sport Club
will be celebrating
10 years as a club.**

**To celebrate we are offering a
complimentary, commemorative T-shirt
for all entries for our February event
received before Saturday 30th January**

Supplementary Regulations are now available for our anniversary Nat B & Clubmans Autosolo and Autotest and Production Car Autotest to take place at Blackburn Services Services, J5 M65 on Sunday 14 February 2016. The regulations and entry forms can be downloaded at www.sd34msg.org.uk (event regs section) and at www.anwcc.org

The Nat B Autosolo is a round of the ANWCC and SD34 championships. The Nat B Autotest is a round of the ANWCC and SD34 championships. The PCA event is a round of the ANWCC Junior Production Car Autotest championship and SD34 Junior Championship. We look forward to receiving your entry.



It's crazy but a year has flown past since the inaugural meeting of Preston Motorsport Club took place.

The time really has gone in the blinking of an eye and it really seems hard to believe that it is only 12 months since the club was formed.

Thanks to a lot of hard work the club continues to go from strength to strength and a few things certainly warrant a mention this month.

In January members enjoyed a motorsport quiz organised by members Chris Grimes and Richard Steele. Held at the usual meeting place, the Poachers pub, Bamber Bridge, attracted a very healthy turnout of members. See picture.

So what else is coming up? The club is playing a key role in the running of the **North West Stages** early in February, with club secretary Louis Baines acting as stage commander at **Weeton Army Barracks**.

Several stages will be run at Weeton on the Saturday, February 7th.

A small army of members will be present on the Friday Feb 5 to set out the stage, aided and abetted by a number of Garstang and Preston Motor Club stalwarts who are also helping with this particular venue.

The North West Stages should see the inaugural use of **Preston Motorsport Club's new gazebo** – see picture. The snazzy looking Gazebo, complete with Preston Motorsport Club and MSA logos, has been bought using club funds generated by a string of successful autosolos. Gazebos rock, okay pop pickers!

Speaking of the **AutoSolos**, they are in big demand now with experienced autosolo exponents declaring the venue, at Preston docks, to be a fabulous place for their flamboyant driving styles.

Here is a great picture of **Peter Sharples in his highly distinctive yellow Ford Anglia**, giving it the beans around one of the tests.

Such is the popularity of the PMC-organised autosolos that the February autosolo was sold out within a couple of weeks of being announced, with a full-house of 32 starters and one reserve. The January event, which enabled curious spectators to sit in cars and be taken for accompanied drives round the circuit, certainly helped to bolster interest in the club and long may it continue.

Continued on Page 7





Continued from Page 6

Also coming up in February, members keen to get to grips with road rallying are having a **road rally navigation refresher class**. Old geezer **Alan Barnes** will be explaining the basics such as plotting grid references, correct approaches and departures from controls and NAMS, timekeeping.

Alan will also explain about other other navigational techniques used by plot and bash rally organisers, such as tulips, spot heights and grid lines, so that wannabe drivers and navigators have a basic understanding of what lies ahead for them before embarking on their first rally.

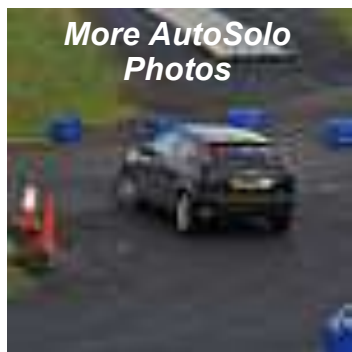
One or two members have been buying road rally cars over the winter so the club hopes to continue its upward curve in terms of people flying the club flag on road rallies in 2016.

And that's about it for this month.

Don't forget, Preston Motorsport Club meets every second Tuesday at The Poachers in Bamber Bridge.

Membership is £15 for the year and the club has the youngest average member age of any club in the North West. For membership enquiries contact Louis Baines on 07792 903166.

More AutoSolo Photos



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.**



Members of **BSSMC** and **Lightning MC** are about to embark on an adventure to take part in the Arctic Lapland Rally in Finland.

Chris Melliing (Driver- Lightning MC) and Dave Riley (Nav - BSSMC) have entered the rally, which is based in Rovaniemi between the 28th - 30th January, in a Peugeot 205 challenge car.

The event consists of 252 competitive Kms on snow/ice covered arctic roads, the majority of which will be in darkness (only 5.5 hours daylight at this time of year).

After a protracted preparation period!!!! Chris eventually set off on the mammoth 2800Km two day trip with Isuzu trooper/car and trailer on Sunday afternoon. Dave is taking the easier route and flying out on Tuesday - only 5:30hrs by plane! The team are hoping to get in two days recce to make the pace notes (no Patterson's notes/video for this rally).

Service /support is being provided by Nick West (BSSMC) and Andy Rhodes (Lightning MC) who will be flying out on Thursday (28/01) to join the team.

The rally starts on Friday lunchtime and finishes on Saturday evening.

Chris plans to leave the car in Finland after this rally - with hopes to compete in another two Finnish winter rallies this year- assuming all goes well on this one!



Airedale & Pennine MCC

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

February 21st,

March 20th.



**Airedale & Pennine Motor Car Club Sponsor
Junior Football Team, See Page 43**



Airedale & Pennine MMC have an invitation from the BTRDA to run a national PCT in 2017 subject to passing their assessment by running one this year that will not apply for championship points but would be representative of the standard that we can put on.

Quite separately the two day event shared with Ilkley could be Saturday 8th October but I just realised that will clash with Mull so that is not a good date for a prestigious event.

I will have to reconsider that. It would have been a good opportunity for an assessment.

We have four other trials before then that are planned but getting competitors to a non-scoring event might be problematic.

More thought is needed.



**BTRDA Exhibiting sporting trials at the
Autosport Show at the NEC.**

Thanks to **Martin Grimwood** for spending hours cleaning his car after the gold star last weekend.

FREE ENTRY
No admission charge

Scan this QR Code to receive a mobile alert for the latest news and updates from the event.

19th

Legendfires 2016

NORTH WEST STAGES

Feb 5/6th • BLACKPOOL • www.nwstages.co.uk

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GPB AND WRC CARS CHAMPAGNE FINISH

Legendfires

Supporting

Derian's house

www.nwstages.co.uk
[facebook.com/northweststages](https://www.facebook.com/northweststages) [#nwstages](https://twitter.com/nwstages)

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 42 for report on January's 12 Car

For more details contact

edgraham01@sky.com

Manx Auto Sport

The Club has taken on the lease of the Mike Hailwood Centre at the TT Grandstand
See more at:

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



It is with regret that the organising committee of the **Mann Construction Chris Kelly Memorial Rally** have to announce it's cancellation this year.

With only a week to go and 30 entries the economics of running the event would mean an unacceptable level of loss to the club. We made this decision now so we could advise competitors from the UK and not leave it until the last moment which would not be good for all parties involved. All entries and travelling costs will be refunded in full. We will be contacting competitors in due course with all the details.

This has been a very, very difficult decision to make and the organising committee would like to thank everyone for their support and encouragement while organising this event. To all the volunteers who have already given up so much time in the run up to the event thank you so so much. We can not run any event without you and your support is invaluable. We can only apologise to competitors and hope you understand the reasons why we have made our early decision.

The organising committee can not wait for the "last minute" entry. We extended the date due to the pay to the weekend in the hope that would cover the numbers we need. As you may, or may not know, under MSA regulations, you can't run an event at a loss. In the coming days the club has a number of financial commitments for the event. Road Closure costs, Road book printing cost etc etc. Yes, there are 30 entries on the board - but please note, not all are fully paid. We can only take into consideration those who have committed to the event in full. From who I spoke to today I could only find 3 further entries of which 2 couldn't commit 100%.

To all competitors who have entered and PAID in full or part. Monies will be returned in full. You will not lose any monies. The entries secretary will be in touch by email in the next 24 hours once we have a full banking report

Garstang & Preston MC

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



Website

<http://gpmc.org.uk/>

Tuesday 9th February
10 Pin Bowling Night

Tuesday 16th February
Play Station Night

Test your Skills. Who is the fastest Virtual Driver ?

Tuesday 23rd of February
Inter-Club Quiz At Pendle & DMC

Friday 26th February
Prize Presentation Night

Norman Jackson Beefeater Restaurant
(Just off J31A of the M6)

Tickets £15 pp : 3 Course Meal

Email Margaret Duckworth at
margaret.duckworth42@btinternet.com



Leaving early on very quiet Christmas holiday roads we made our way up to Carnforth for Morecambe's Autotest Myself (Jason), Paul Smith, Matt, Gav, Andy Jones, Zak, Mick and Dave made the trip up and 3 of us competed in the GPMC Ka, with Zak and Mick in their fully fledged Toyota starlet Road rally car.

A very slippery and exciting test awaited us!

Thanks to Morcambe Car Club we had a fantastic day out. We all carried passengers on the day which certainly helped for me as after the second test I was running second over all only a fraction behind a fully sorted stripped out mini. Very respectable drives from all our GPMC members finishing 4th, 7th and 8th in a standard 1300 Ka, two up and full interior and the Starlet boys finishing 10th. Mick and Zak debuted as their first competitive drives and in a new car. They did exceptionally well getting much faster over the course of the day.

Thanks again Morcambe and everyone involved.

Jason Bleakley GPMC

Bolton-le-Moors CC

**The Club Meets at 9-00pm
every Thursday at
Horwich RMI Club,
Chorley New Rd, Horwich.**



Club membership renewals are now due! This year the club is no longer issuing the old style paper cards! We are rolling out a new style of Bolton le Moors membership card, plastic and similar in size to a credit card. The cards will be numbered and have your name printed on and the year. They must be signed with a fine tipped permanent marker.



2016 #nhstages names new photographer

SMJ Photography have been named the official photographer of the 2016 Neil Howard Stages, as the club seeks to maintain the Neil Howard Stages, now in association with Graham Coffey & Co., Solicitors, the best stage rally as one of the best stage rallies in the North of England.

Owned by Steve McKenna, SMJ Photography is an up-and-coming photography company who has already attended the Neil Howard Stages in an unofficial capacity, capturing many not only the cars but the spirit of the rally from spectator areas.

Darren Spann, Clerk of the Course, said: "We are delighted to welcome Steve to the Neil Howard Stages team – the fantastic quality of the photos he has taken at the Neil Howard Stages over the past four years has been outstanding – I'm sure you will all agree that Steve's photos are excellent and we can't wait to see 2016's."

As official photographer for the event, any requests for digital prints will be processed with SMJ Photography, while a selection of photos will be made available on our social media and websites as soon as possible after the event. More information on SMJ Photography can be found on there Facebook page

Neil Howard Stage Rally & Fireworks Display Oulton Park

Saturday 05 November 2016

Oulton Park's season will end with the now-traditional Neil Howard Stage Rally, the opening round of the 2016-17 Motorsport News Circuit Rally Championship in association with MSVR. This popular end-of-year event will feature an impressive selection of rally cars on track competing into the dark, before eyes turn towards the skies for a bonfire and mega fireworks display.

The rally will feature everything from bespoke World Rally Championship specials such as the Subaru Impreza and Mitsubishi Evo, to cult favourites including the Ford Escort, taking to a series of event-specific stages and circuit configurations. The route will feature sections of the venue's access roads too, creating a different spectacle to everything that has come before during the year.

The rally has become so popular at Oulton Park that it is now one of the circuits nine major events for 2016 - a true spectacle not to be missed. Tickets available at <http://www.oultontpark.co.uk/calendar/2016/november/the-neil-howard-stage-rally.aspx>

Graham Coffey & Co Solicitors Renews Sponsorship of #nhstages for 2016

Bolton-le-Moors Car Club are delighted to announce that Graham Coffey & Co Solicitors have renewed their sponsorship of the #nhstages for the 2016 event! The announcement of the deal marks the continuation of the sponsorship that started in 2014 and has helped to make the event one of the best in the North West! The renewal will allow us to grow the event further and help make the 2016 better than before, retaining the event's popular elements and add new, exciting features for 2016



Well didn't the Jack Frost Rally live up to its name?

with temperatures below freezing all

weekend, I'm still trying to thaw out. A weekend of drama has seen Ashley Field retake the lead of the drivers championship following the retirement of James Sharrock who slips to third in the championship, with Mike Taylor occupying the second place spot.

The co drivers championship is being headed by Martin Haggett from Sarah Alys Edwards with Stuart Faulds in third.

Whilst the Michelin Cup is being headed by Mike Taylor from Ashley Field and James Sharrock, with Paul Sheard being the Round 4 winner of the four free Michelin Tyres .

Its all looking very tight at the top now in all three championships and the next two round at Brands Hatch on 31st Jan and Anglesey on 20th March are sure to add to the drama.

Regular updated can be found on the championship web and social media pages

see www.msnrallychamp.co.uk



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 weekend of motorsport in memory of John.

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

Prize Presentation Night Saturday 16th January



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

Lancashire AC Dinner, Dance, Awards



Friday 5th February 2016 Mitton Hall

To get you all in the swing for 2016, please come and join us at the Annual bash – Dinner, Dance and Awards Evening on Friday 5th February.

Great Food; Excellent Company; Live Jazz & Soul Music
Once again we return to Mitton Hall near Whalley, our superb venue for many events. Accommodation is available if you wish to stay over, for accommodation please contact the hotel direct, stating LAC event, on 01254 826544.

Tickets £35



Lancashire Automobile Club Ltd Classic Tour dates 2016

**WE WOULD LIKE TO INVITE YOU TO
TAKE PART IN OUR ROAD EVENTS**

24TH APRIL

ST GEORGES DAY CLASSIC TOUR
START/FINISH BLACKBURN

21ST MAY

FELLSMAN RALLY
(ONE TO TEST THE NAVIGATORS!)

12TH JUNE

**MANCHESTER TO BLACKPOOL CLASSIC
CAR RUN**

9TH JULY

COAST TO COAST CLASSIC CAR RUN
START MORECAMBE - BROTON

23/25TH SEPTEMBER

HIGHLAND 3 DAY

A CLASSIC MARATHON ROUND SCOTLAND

**CONTACT CHRIS LEE
CHRISLEE1275@AOL.COM**

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

www.liverpoolmotorclub.com

Marshals

are required for the following events at Aintree in 2016

23rd April:

LMC Aintree Spring Sprint – Aintree

28th May:

LMC Trackday 1 – Aintree

25th June:

LMC Aintree Summer Sprint – Aintree

3rd September:

LMC Autumn Sprint – Aintree

4th September:

Sporting Bears Charity

“Dream Rides for kids” day Aintree

21st September: (Thursday)

Greenpower Electric Car Races

1st October:

LMC Trackday 2 – Aintree

And for the Hillclimbs at Barbon Manor, Cumbria on

11th June and 2nd July

Marshals at our Aintree events receive a contribution to their travel expenses, a free buffet lunch, and a guaranteed 40 minute lunch break. Why not come along and get closer to the action at one of our events?

We help other clubs in the North West with their events too. We're helping on the North West Stages at Weeton on 6th February, Tour of Cheshire (Historic Rally)

If you would like to help us on any these events – and you don't have to be an LMC member – have a look at the marshalling page of the LMC website for more info or contact our Rally Marshals' Coordinator, Geoff Maine at

mainspeed@hotmail.co.uk

Previous experience isn't required and we are a friendly bunch, honest!

Liverpool Motor Club Sprint & Hillclimb Championship

Regulations & booking forms are available from February and you can join the Championship at any time before entries close on the 1st July each year.

Sprinting and Hillclimbing are still two of the cheapest and safest forms of competitive motor sport and there continues to be a great variety of cars used, from completely standard road cars to 5 litre single seat racing cars.

These days many UK events are over-subscribed and several are restricted to regular competitors of the organising club, so we see our Championship as a way of helping drivers compete at an exciting range of popular venues that they might not normally get the chance to drive.

Back in 2005 we started the Championship jointly with Chester Motor Club but, as CMC is now concentrating on other areas of its activities, the championship will be run entirely under the Liverpool Motor Club banner in 2016. Chester MC members are still invited to take part – see the regs for more details.

Thanks to its ever increasing popularity, the championship has grown from strength to strength each year and this year competitors can choose from over 20 rounds being held at the most popular venues in the North, North Wales and Midlands. Following venue improvements, Scammonden is back in the Championship once again, and we continue to include rounds at our usual popular hillclimb venues of Barbon Manor, Harewood & Olivers Mount, and sprints at Aintree, Blyton, Curborough, Three Sisters and the ever popular Anglesey Circuit.

What makes the Championship so popular is its two division format. Division 1 competitors compete in at least 7 of the rounds, whilst Division 2 competitors nominate just 6 rounds to count for their championship. There's even a Classic Production and Racing Cars Championship for those cars that were built prior to January 1986.

Many of the events in the LMC Speed Championship are included in the regional championships run by ANCC, ANWCC & SD34. But not everyone enters all the championships so by registering for multiple championships you can easily increase your chances of winning an award this year. But don't forget to tell each championship coordinator that you are a Liverpool MC member – then your results will count towards our success in their Club Championships too!

Considerable interest is being shown again this year in our exciting “Top Ten Challenge” sponsored this year by 27/7 Roller Shutters & Garage Doors – effectively a separate competition within the Championship. All registered contenders for the main Championship will automatically qualify, but only the Liverpool Motor Club rounds at Aintree & Barbon Manor will count for the Challenge.

The season finishes with the Championship Awards Presentation where over 50 trophies are awarded each year. This relaxed, social event is our opportunity to thank everyone who has helped make the Championship such a success by taking part during the year.

We must thank our headline sponsors Cambrian Autospares Ltd & interconnectIT.com for their sponsorship and involvement. We also welcome Plays-Kool Motorsport, Fuel Injection Centre Bolton and SP Autos whose support helps to make the Championship “The Best in the North West”. Incidentally, all our sponsors have significant interests in Club Motorsport and fully understand the requirements of the club competitor, so why not see what they can do for you?

We hope you will join us this year and enjoy a successful season's Motorsport with the Liverpool Motor Club Speed Championship – *The Best in the Northwest!*

Clitheroe & District Motor Club



The Club Meets at 8-30pm
Every Tuesday

at

Waddington Sports & Social Club
Waddington, Nr Clitheroe
BB7 3HW

M/R 103 / 731 437

Website : www.cdmconline.com

What's On at CDMC

February 2016

Tuesday 2nd February **Awards Night**

Come and collect your Trophy
Free Pie & Peas Supper

Tuesday 9th February **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 enjoy it more than you thought you would

Tuesday 16th February **Dan Willan, Martyn Taylor and Simon Frost**

A 'Last Minute' entry on the 2015 LeJog saw Dan & Martyn come home with 2nd O/A in a Volvo PV544 borrowed from Simon Frost
Report from Dan on Page 33



Tuesday 23rd February **Inter-Club Quiz** At P&DMC (see page 29)

Next Scatter Rally Tuesday 15th March

December 2015 Clubnights

Tuesday 5th January

Christmas Sweater Night & Plans for 2016

Michael Judson will be contesting the 2016 SD34MSG Stage Rally Championship in his re-built Astra. First event will be the Legend Fires North West Stages.
Matt Broadbent is going to contest the Manx Championship and is also looking for a regular ride on ANWCC & SD34MSG Road Rally Championship. Might also do the occasional SD34MSG Stage Championship round

Antony Dixon & Ryan Moyler will be contesting the SD34MSG Stage Championship but the car won't be ready in time for the North West Stages Rally

Mark Ewing is still building his Subaru but when finished will be doing the SD34MSG Stage Rally Championship

James Messer will be contesting the SD34MSG Stage Rally Championship. First event will be the Jack Neal at Blyton

Simon Boardman will be doing selected events from the SD34MSG Road Rally Championship. First event will be the John Robson. He is also going to be competing his Volvo Amazon on some of the Nescro rounds with **Paul Buckel** in the Hot Seat

Paul Buckel will be doing the majority of SD34 Road Rally Championship with occasional rides with Simon Boardman (see above)

Steve Butler will be out with Paul Buckel on the SD34 Road Rally Championship with occasional rides on Stage Rallies with **Steve Johnson** and might manage the odd AutoSolo

Maurice Ellison will contest the SD34MSG Road Rally Championship with **Ayrton Harrison**, the NESCR0 Targa Challenge with **Steve Price**, selected ANWCC rounds with **Andy Ritchie**, **Nick Meredith**, and **Ken Quinne** as well as rides with **Dan Hurst** and **Ayrton Harrison** on various 12 Car Rallies in Cumbria



Michael Judson & Maurice Ellison showing off their 2015 Christmas sweaters

Tuesday 19th January **January Scatter**



A full entry (with reserves in waiting for a run) tackled the January Scatter organised by Terry Martin. Two crews tied for 1st place. Nigel Worswick / Mat Kiziuk (Modeo Deisel Estate) & Mark Johnson / Matt Worden (Renault Clio)

Tuesday 26th January **Phil Burton & Mal Capstick**



Phil bought his current car in 1986. It has since been 'slightly' modified and rebuilt once or twice and currently runs an ex Paul Swift Millington Engine. He has only ever had 2 Navigators : Mick Fallows & Mal Capstick

Mal started Navigating in 1966. In 1971 he joined CDMC (Navigated for Trevor Roberts at one point). Currently he is KLMC president.

Watch it all on 'CDMC Catch Up TV' (UTube) at
<https://youtu.be/88czpo-0wh0>



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

The 1st Round of the WMC 2016 Nav Scatter Championship MONDAY FEBRUARY 1st Map 117 Required

Organised by Ste Turner and Neill Cousins.
Start venue will be Map 117 361 793 (Starbucks A41 / J5 M53) @ 19:30. Results will be given out at the Tudor Rose Pub, Two Mills.

**Firstly, as we are now in to the new year,
membership renewals are due**

2015 Championship Results

Results and awards for the various WMC Championships are below. These are based on the result you sent in – if you registered, but didn't sent your results in (as per championship regs) then your results have not been recorded!

Rally Championship

- 1st Overall Driver – Paul Evans
- 2nd Overall Driver – Mike Taylor
- 3rd Overall Driver – Keith Douthwaite
- 1st Overall Co-Driver – Tony King

Circuit Racing Championship

- 1st Overall – Stuart MacMaster

Nav Run Championship

- 1st Overall Driver – Stephen Turner
- 2nd Overall Driver – Stuart Macmaster
- 3rd Overall Driver – Phil Bramhill
- 1st Overall Navigator – Neill Cousins
- 2nd Overall Navigator – Andy Marchbank
- 3rd Overall Navigator – Nigel Harwood

Marshalls Trophy

Neil Evans

Awards will be given out at the Dinner Dance – plans are in progress, but a date is yet to be finalised.

Ian Harwood Quiz

TOFT CRICKET CLUB, KNUITSFORD
MONDAY 25 JANUARY 2016
7.30pm for an 8.00pm start.

Any number of teams of 4 can enter at £10 per team.
(Any supporters, entrance fee will be £2 each to cover the cost of supper).

Supper will be provided for all who attend including supporters.

Please email details of your teams as soon as you can to alang555@talktalk.net

WMC will be entering 2 teams, please contact one of the committee members if you wish to come along to partake or support.

6 Amigos do Rally de Espana 2015

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

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



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

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

Continue on Page 15

Wallasey MC : 6 Amigos

Continued from Page 14

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



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



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

Once back in the car lower down the mountain, we high-tailed it back to Salou to see the ceremonial finish on the sea front before, you guessed it, a few cheeky beers, some food and people watching.



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

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

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

In two words, TOTALLY AWESOME!And finally, would we do it again- Damn right we would! Team WRC Spain signing out.



2016 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2016 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1st January in any year) to compete for the championship in any discipline of motorsport which allows their participation at an age of under 18 as defined in the current MSA Bluebook.

As this will be a multi discipline championship then all Under 18 Championship qualifying competitors wishing to be considered for the championship must register for the Under 18 Championship separately to the normal championships. This will not exclude them from registering for the normal SD34MSG championship as well. (Entry to this championship shall be free and points will be awarded from the date of first registration.)

Scoring

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

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

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

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

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

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

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

2016 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

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

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

C = Saloon cars over 13ft long (Saloons will include estate cars, hatchbacks and commercials as appropriate)

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

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

2015 SD34MSG Inter Club League

Division A

Club		Points	Position	
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	Position	
Club	Points	Div	O/A	
Manx AS	202	1	12	
Wallasey MC	200	2	14	
Accrington MSC	157	3	16	
High Moor MC	65	4	18	
CSMA (NW)	52	5	20	
Lancashire A.C.	17	6	21	
Lightning MSC	14	7	22	
Bury AC	0	8	=24	

Division C

Club		Points	Position	
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	
Knowldale 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 Coombes	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 Wilcockson	10
Lauren Fields	10	John North	10
Jack Mather	10		

Total Club Marshalling Points : 290

Bury AC

Clitheroe & DMC

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

Total Club Marshalling Points : 380

CSMA (NW)

Garstang & Preston MC

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

Total Club Marshalling Points : 410

High Moor MC

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

Hexham & DMC

Knowldale CC

Larne CC

Lightning MSC

Matlock MC

Manx AC

Mull CC

Liverpool MC

John Harden	100	David Hunt	80
Andy Fell	70	Bill Gray	60
Phil Gough	50	Kevin Jessop	40
Ron Hunt	40	Ron Huntriss	40
Geoff Ashworth	30	Ron Hunt	30
Paul Wilkinson	30	Jon Hunter	30
Don Robinson	30	Lee Hayes	20
Phil Howarth	20	Kevin Jessop	20
Mike Cadwallader	20	Geoff Maine	10

Total Club Marshalling Points : 720

Lancashire A.C.

David Bell	20
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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 McCormamack	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 Final Standings (Awards : see page 25)

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)*

Individual Championship

See Tables on Page 18

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

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
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	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,
3 Apr	AutoSolo	Yes	Bolton-le-Moors CC	April AutoSolo PCA	tba
9/10 Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
17-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey circuit,
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	Enville Stages Rally	Anglesey Circuit
3 Jul	AutoSolo	Yes	Bolton-le-Moors CC	September AutoSolo PCA	tba
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
13 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
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

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
3rd Apr	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	Production Car Trial	Airedale & Pennine
19th Jun	AutoSolo/PCA/AT	AMSC/CSMA
3rd July	Production Car Trial	Airedale & Pennine
3rd July	AutoSolo PCA	Bolton-le-Moors CC
17th Jul	AutoSolo/PCA/AT	AMSC/CSMA
7th Aug	Production Car Trial	Airedale & Pennine
21st Aug	AutoSolo/PCA/AT	AMSC/CSMA
4th Sept	Production Car Trial	Airedale & Pennine
25th Sept	AutoSolo PCA	Bolton-le-Moors CC
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
13th Aug	Scammonden Dam Hill Climb	Pendle DMC
3rd Sep	Autumn Aintree Sprint	Liverpool MC

SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
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
17th 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

Pie & Peas Supper included

7:30 for 8:00pm

Available from your clubs SD34 Rep or

Maurice Ellison

07788-723721

sd34news@gmail.com

A Night Not To Be Missed

Only 20 Tickets Left



SD34MSG 2015 Championship Award Winners

Non Race/Non Rally

1st O/A

Steve Kennell **Clitheroe & DMC**

Class 'A'

1st Andy Williams U17MC(NW)
2nd Steve Price Bolton-le-Moors CC

Class 'B'

1st Roger Barfield U17MC(NW)

Class 'C'

1st Steve Lewis Clitheroe & DMC
2nd Daniel Barker Accrington MSC

Class 'D'

1st Duncan Woodcock Liverpool MC

Class 'E'

1st Phil Clegg Bolton-le-Moors CC
2nd Alec Tonbridge Bolton-le-Moors CC

Class 'F'

1st Michael Tomlinson Pendle & DMC

Under 18 Championship

1st O/A

James Williams **U17MC(NW)**

Stage Rally

1st O/A Driver

Brandon Smith **Clitheroe & DMC**

Class 'A' Driver

1st Steve Johnson U17MC(MC)

Class 'B' Driver

1st Gary Jakeman High Moor MC

Class 'C' Driver

1st Antony Dixon Clitheroe & DMC

Class 'D' Driver

1st Keith Dowthwaite Wallasey MC

1st O/A Co-Driver

Terry Martin **Clitheroe & DMC**

Class 'A' Co-Driver

1st Steve Butler Clitheroe & DMC

Class 'B' Co-Driver

1st Matthew Jakeman High Moor MC

Class 'C' Co-Driver

1st Matthew Kendal Garstang & Preston MC

Class 'D' Co-Driver

1st Dave Riley Blackpool South Shore MC

Road Rally

1st O/A Driver

Miles Gleaves **Garstang & Preston MC**

Expert Driver

1st Tony Harrison Clitheroe & DMC
2nd James Taylor Clitheroe & DMC

Semi-Expert Driver

1st Paul Gray Clitheroe & DMC

Novice Driver

1st Louis Baines Preston Motorsport Club

1st O/A Navigator

Garry Evans **Accrington MSC**

Expert Navigator

1st Rob Lloyd Stockport061MC
2nd Alan Barnes Garstang & Preston MC

Semi-Expert Navigator

1st Paul Gray Clitheroe & DMC

Novice Navigator

1st Kris Coombes Preston Motorsport Club

Individual Championship

1st O/A

Andy Williams **U17MC(NW)**
=2nd Steve Kennell Clitheroe & DMC
=2nd Steve Price Bolton-le-Moors CC

Marshals Championship

1st O/A

(A Three way Tie)

Tracy Smith **Accrington MSC**
Robert O'Brian **Warrington & DMC**
William O'Brian **Warrington & DMC**

Inter-Club League

1st O/A

Clitheroe & DMC

Division 'A' Winner

Bolton-le-Moors CC

Division 'B' Winner

Manx AS

Division 'C' Winner

Liverpool MC

Best Road Rally of 2015

Taybridge Clitheronian Rally

Brian Molyneux Award

To be announced on the Night

SD34 MSG Meeting Highlights

Annual General Meeting 20th January 2016



- **The Chairman** reported that 2015 had been a good year with more clubs joining the Group and it was good to see the new clubs scoring well in the Inter-Club League. Liverpool MC finished 4th and Blackpool South Shore MC 7th out of 27 clubs.
- **The Treasurer** reported the finances to be healthy with a small profit thanks to the continued support of Gazzard Accounts although we paid a significant outlay for some new banners. Subscriptions were to remain unchanged.
- **Championship Compilers** gave a summary of the year;
 - ◊ **Inter-Club League:** New clubs scored well as above. The divisions will be 8 clubs in Div A and B with the remainder in Div C (currently 10).
 - ◊ **Individual:** Good to see a new name at the top of the score sheet. 20 out of 73 contenders qualified. Once again had the high scored non-qualified contenders had done and event in another discipline or marshalled they would have been near the top.
 - ◊ **Non Race/Rally:** A closely fought championship. The Sprints and Hillclimbs will have their own championship in 2016 and onwards.
 - ◊ **Stage Rally:** The low number of qualifiers was disappointing and the issue of marshalling points going to qualification was again raised.
 - ◊ **Road Rally:** Very well contested championship with a good spread of events. The Clitheronian Rally was voted the best of the year by the contenders and CDMC receives the Paul Coombes Trophy.
 - ◊ **Marshals:** Over 100 people claimed marshal points with ~50 qualified and there was a three way tie for the top position scoring 120 points.
 - ◊ **Juniors:** There were three contenders and the final positions showed a winner and joint seconds.
 - ◊ The President thanked **Gary Heslop and Gazzard Accounts** for his continue support of the championship ships.
 - ◊ **Election of Officers:** There were no nominations and the existing officers were will to stand again so they were re-elected.
- **Championship Compilers:** There are new compilers for the Non Race/Rally and Sprint and Hillclimb Championships while the remaining existing compiler were will to stand again so they were re-elected.
- **The President** thanked all the Officers and old and new Championship Compilers for their continued contribution to the Group and significantly to David Barratt who has stood down as a compiler after 20 years.
- **Constitution:** There were no changes proposed.
- **Championship Rules:** Specific Rules will be added to cover the Sprint and Hillclimb Championship. Changes to the Marshals Championship Rules were proposed; a) correction to lettering – agreed, b) a change to allow for a resolution of a tie in the championship as had happened last year – after much discussion an amendment was agreed and the revised proposed change agreed and c) a proposal to award points for people who attend MSA Training Events open to all - agreed. The Divisions for the Inter-Club League will be revised based on the final 2015 positions. In future Championship Rule changes will be agreed prior to the end of the year so that Championship permits can be submitted on time.
- **The President** thanked Maurice Ellison for all his excellent work producing the monthly '*spotlight*' newsletter. Clubs need to support it by submitting articles regularly.
- **The next Annual General Meeting** will be on **Wednesday 18th January 2017**.

Bi-monthly Meeting 20th January 2016

- SD34 MSG member club 2016 subs are now due.
- The MAS Chris Kelly Stage Rally will not run on the planned date of 30th January due to a lack of entries. It may run later in February.
- Another plea to clubs to get their route in to Chris Woodcock, the RLO, as soon as possible.
- MSA Marshals Training Days are 30th January in Stockport and 31st January in York.
- CSMA/U17MC will be running an MSA approved Marshals Training Day on 16th July and a Fire Training Day on 20th August both at the Blackburn Service.
- ANCC: The next meeting will be held on Monday 1st February. An RDO has been appointed for Yorkshire.
- ANWCC: The next meeting will be held on Monday 15th February.
- The 2015 Awards Presentation Evening will be held on Friday 12th February 2016 at Blackburn Rugby Club. Tickets at just £5 including supper are available. As usual prizes for the raffle are required.
- There was a plea for marshals, including at Signing-On, for the North West Stages Rally.
- Advance notice of the Myerscough Open Day on 12th June. A great opportunity for clubs to have a stand and promote their club. There will be a free to enter PCA with a £50 prize to the fastest competitor.
- Steve Johnson (U17MC) thanked all those who had helped at the recent Autosport Show.
- The next meeting will be on Wednesday 23rd March 2016 (NB not the 3rd Wednesday this month) at the Hartwood Hotel, Chorley.

SD34MSG 2015

Road Rally

Champion Driver

Myles Gleave

Championship Year

An interesting and varied year of rallying started in February with freezing conditions on the Bryniau Clwyd. A full entry with the rally counting toward ANWCC and SD34 and a very demanding route, meant tough competition for myself and stalwart navigator, Jason Crook. With temperatures dropping well below zero and several crews parked in hedges and walls, it seemed that caution would be better than courage. It also became obvious that 195-section, tarmac tyres were not the best choice for North Wales! After passing the previous year's point of retirement (the ford at World's End), the conditions got even worse, but eventually the finish was reached – all be it in a lowly position overall. Breakfast back at Mold Rugby Club was gratefully received and fourth position on the board seemed a reasonable place to start. With thanks to Phil Martin, Mat Kiziuck and Steve Brocklebank for their marshalling skills.

Back at the Newton Motorsport workshop at Kirkham, a once-over soon revealed a loose subframe and ovaled front hubs – no wonder the car didn't perform at it's best. With 1.9 gti hubs becoming hard to find, the team fitted 306 gti parts and altered camber and castor angles to suit. Re-built rear Bilsteins came next and a trip to Alston in County Durham for the John Robson was on the cards.

Billed as "the friendliest rally" it was also an historic event and an interesting mix of classic and modern road rally cars lined up for an early start. Tyson and Harrison led the field away and although the Peugeot was going well, when we discovered the third third code board that didn't look like the ones we were used to, we realised that we had missed and would have to guess the first two. A small amount of time was dropped on the third section, being baulked on a very narrow lane, but the rest of the night was cleaned. With the remaining code boards collected, it seemed like job-done. Back for an excellent buffet and a couple of pints at the finish with back-up crew Andy Jones and Jeremy Dale, there was even a band on – the rally was living up to its billing.

An early finish of around midnight allowed us to get back to Preston before 2am but meant leaving before results were posted. Shame we ended up with 30 minutes of penalties for 6 – yes SIX – incorrect boards. What the xxxx! With only 3 points and somewhat dismayed, the feeling was that this might be a score to drop.

Continued on Page 28



some of the current projects at Newton Motorsport



Championship Year Continued from Page 27

Back to Kirkham and time to get on with a power steering conversion. The 205 being quite a physical car to drive and longer rallies being especially tough, it seemed the sensible thing to do. With an electric column from a Vauxhall Corsa, a whole load of measuring, cutting and welding later and it's ready for a trial. With a fantastic electronic control unit from Jeremy Dale, it was time for the CDMC Primrose Rally.

With Mr Crook unavailable, Richard Crozier stepped in to navigate and did a fine job all night only blotting his copybook when he asked (after a rather swift ride along Haylotts) if he could be sick in the car! "No, you bloody can't!" What a great night's sport – dry roads, technical and twisty first half, some smooth forest and a mega quick second half with droppers saw us 2nd overall and maximum points. Hopefully this rally will capitalise on its strengths and go on to be a regular event with its navigational content.

Choosing not to compete in May – something about building a house – the car was back to Newton Motorsport for a check over and body work to finish repairs after its "inversion" 12 months before in time for the Garstang and Preston Memorial Rally – cheers Steve!

So looking shiny and newer-ish, it's time for the much anticipated, annual thrash from Myerscough. And what a quality entry this year - with the likes of Steve Retchless and Dennis Quinn in their mighty escorts going head to head; the young Willan and Head in their equally amazing Protons; and even the course car being navigated by the one and only Dave Orrick - it was looking like a challenging night ahead. Starting at car 4 and a finish in fourth it would seem that GPMC got the seeding spot on! Although a little disappointed at being beaten on home turf, second in the points and leading the championship was consolation enough.

Electing to miss the Morecambe, we go marshalling instead and enjoy the night from outside the car, watching the battle between the top crews on the lanes of Cumbria and North Lancs. Time for summer holidays and a road trip to Croatia beckoning, it's a pity to miss the Gogledd, but there's always next year and plenty still to do. With four events down and three more to go, to get seven scores we need to be on our toes for the rest of the season. The first of those being the Clitheronian and with this event's reputation for no nonsense fast and furious rallying the car needs to be ready for a thrashing! So back to Kirkham and Mr Jones' fine establishment for a fettle. I must say at this point that the knowledge and attention to detail at Newton Motor Sport is second to none and our reliability is testament to Lee's preparation! So give him a call for a chat or pop in for a brew and see where it takes you (07827 462892).

Off to Darwen then and looking forward to 150 miles of tarmac terrorism and what a night we had, uphill and down dale and no let-up in the timing making an awesome none-stop event. Thanks to CDMC and long may it continue (if you don't know what I mean, come and have a go if you think you're hard enough!!) Hopefully, Tyco and Neil, last year's champs and the mighty mini, make a full recovery and come back stronger than ever after their dramatic event. Road rallying needs you!

Second in the points and second in the championship to T Harrison means it's all to play for on the final rounds. Now Derbyshire events have a reputation for using as many rough whites as possible, but with the Lonsdale Belt being canned it seems we have got to go for it on the Jackson run by Shelfield and Hallamshire on the South Yorks, Derbyshire border. The regs say 4 miles of smooth whites so what tyres? Tarmac or Nobblies? Well, with a nice dry night in store and not actually possessing any gravel tyres, it's a fairly simple decision – RS2 Nankangs! Cheap, so far so good, 3rd event with these on the front means road rallying on road tyres. As it should be – oh yes and they are Emarked! Good event, really enjoyed the mix of roads and the special test was great, only to have a clerical error on the time card, a difficult discussion at the finish and then a totally spurious penalty applied after that. Events should be encouraging competitors, not turning them away with a shrug. On the plus side, 2nd in the points and now leading the championship with just the DanSport to go.

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Just the Dansport! Well what a weekend! In fact, the whole week was a bit difficult with preparations to cure a problem with starting and a misfire around hairpins. The fuel system was cleaned and tested; tank, pump and filter out and back in again; the ECU hooked up on the laptop and a problem found with the crank sensor at the trigger wheel. With everything back together on the Friday, new nobblies fitted to the front and borrowed ones on the back, it's down the lane for a spin. After the third spin, that's when you think road tyres are definitely what road rallying needs and using 12 miles of whites is maybe a bit much! But hey ho, it's got to be done, just got to get to the finish with everything intact and sorted. We nearly didn't make it, with trailer problems and all, but finally arrived at Bake-well showground. Noise ok; scrutineering ok; signing on – forgot my bloody license! This rally is proving to be quite a challenge already and we haven't even started.



Continued on Page 29

Championship Year
Continued from Page 27

MSA official sorts it out and we sign on to our great relief. A special test around the showground to set us off is great to start – only 2 spins in first 300 yards – but managed to salvage 8th quickest. Must remember to keep a lid on things. But it all comes to nothing a few miles into the event with fuel problems seeing us very slow thereafter, cutting route and retiring before petrol. Title rival, Tony H, is seen setting off on the second half so we very dejectedly leave, thinking what could have been. Tony needed to outscore us by 9 points to take the championship, but late on Sunday afternoon, commiserations turned to celebrations when it seems that Tony and Paul didn't make the finish either. In fact, only half of the entry actually finished. We could have all stayed at home and saved ourselves the bother! You live and learn!

So that was 2015. Many, many thanks to all concerned – the organisers and hardworking club members; the dedicated marshalls, without whom it really wouldn't be possible; fellow competitors (better luck next time); Linda, for bankrolling the operation, funding next year's upgrades and just letting me get on with it; and everyone at Newton Motorsport – Lee, Andy, Phil, Rob, Thomo, Jem and all. Thanks and happy rallying in 2016. See you there...

Myles Gleave : Garstang & Preston MC



**The North West's premier
Rally car preparation and on-event support
Lee Jones 07827 462892**

**Would like to congratulate Myles Gleave
on becoming 2015 SD34 Road Rally
Champion Driver (Peugeot 205 gti).**

Event	Date	Location
Bryniau Clwyd	Feb	North Wales
John Robson	March	Northumberland
Primrose	April	Cumbria/Lancashire
G&P Memorial	June	Lancashire
Clitheronian	September	Lancashire/Yorkshire
Jackson Trophy	October	South Yorkshire
Dansport	November	Derbyshire

I was busy tapping away (two fingers and a thumb) at my computer writing 'Grumpy Old Git, when all of a sudden the computer stopped working. I waited a while and nothing happened so went to my next solution shouting at the bloody thing. My grandson (aged 11) was staying overnight and heard the commotion. 'Whats up Grandad?' he asked "Damn Computers packed up" I said. "Lets have a look" he said. With a click or two and everything was back up and running I asked him what the problem had been – just in case it happened again. He replied " ID ten T at the keyboard" I had not got a clue what that was so asked him "Whats that?" He said "just write it down and you'll see" So I did ID IO T at the keyboard. That him written out of the will then

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Tuesday February 23rd

Inter-Club Quiz Night

all music no written questions

Hosted by Pendle & DMC

Earby Cricket Club..

7:15 for an 8pm start....

Teams of 4 per Club

Pie & Peas Supper provided

Spectators / supporters welcome

Numbers & Teams to Rod Brereton

07952 377880

pdmc@clara.co.uk

Warrington & DMC



Stephen Ellison from Warrington & DMC

Is considering running an

Inter-Club

Scalextric Rally Night

At the moment no date has been set

but he would like to know if there is

interest from other clubs

Drop him an email at

rallyescort@hotmail.co.uk



Glenrothes MC Aquarius Navigational Rally 23/24 January



Reigning Scottish champions Dave MacKintosh/Duncan Cameron claimed an emphatic win on the Aquarius Rally.

Defending event winners & local heroes Drew Barker/Stuart Waite along with Borders crew Des Campbell/Christine Sanderson proved their closest challengers, but thick fog on the section along Abernethy Glen would see MacKintosh/Campbell establish an early lead, which they maintained to refuel at Freuchie, before going on cement the win on the closing sections atop the infamous Path of Condie.

The historic Saab 96 V4 of veteran crew David Heirs/Maurice Millar fended off younger machinery (and competitors!) to win the supporting Clubman event, just pipping first-time competitors Jim Williams/Jean Bruce in their unorthodox Land Rover Discovery.

The event's Welsh-style pre-plot format proved surprisingly popular with crews more accustomed to plot-&-bash navigation, as did the new start/finish venues of Loch Leven Community Campus & Thistle Hotel Milnathort.

Results

- 1 Dave MacKintosh/Duncan Cameron (Ford Fiesta) 6m41s;
- 2 Des Campbell/Christine Sanderson (Peugeot 206) +8m50s;
- 3 Drew Barker/Stuart Waite (Audi A3);
- 4 Harry Merry/Graham Couser (Ford Fiesta);
- 5 Colin Christie/David Law (Suzuki Ignis);
- 6 Michael Davison/Josh Davison (Proton Compact);
- 7 David Heirs/Maurice Millar (Saab 96 V4);
- 8 Jim Williams/Jean Bruce (Land Rover Discovery);
- 9 Stuart Cobb/Stewart Douglas (Toyota Yaris);
- 10 Michael Cruickshank/John Balfour (Mazda MX-5).

Class winners

Experts: Campbell/Sanderson;
Clubman: Heirs/Millar;
Clubman Novices: Williams/Bruce.

Richard Crozier

Podium For Swift On Jack Frost Rally

Following on from his superb fourth place on last month's Swift Signs Christmas Stages Rally, Darlington precision driver Paul Swift was back in action at the weekend at Croft Circuit, where he went one better to claim third place overall on Sunday's Autogas 2000/Cartersport Jack Frost Stages Rally.

Along with wife Jessica in the co-driver's seat, the Jim Bean Motorsport prepared, Millington-engined PSI Global UK, Smith & Allan Classic Oils and Smartifa-backed Ford Escort Mk2 pairing were contesting round four of the Motorsport News Circuit Rally Championship in association with MSVR as well as the SG Petch ANECCC Championship.

With the first frost of winter arriving the night before, conditions were tricky on the opening stage, but Swift set fifth fastest time before climbing to third place overall on SS2. A pair of top five times on the next two stages saw Paul embroiled in a battle with Scotsman Alan Kirkaldy and co driver Garry Muir, also in a Ford Escort, and at the half way point, just five seconds separated them.

Into the second half of the rally, Swift upped his pace to set third fastest time on SS5 to move into third overall, which he held onto following SS6. With dusk starting to fall, the Swifts continued their good pace on SS7 before a stunning performance on the final stage in darkness saw them second fastest to secure a fantastic third place overall.

The result sees Paul add to his fifth place overall on the Neil Howard Stages Rally at Oulton Park last year to move up the championship standings as well as scoring important points in Class D1 although due to work commitments, Paul is unsure as to which remaining rounds he can contest.

Paul Swift: *"That has to be one of the strongest fields we have competed against, certainly at Croft, so I'd class that as one of our best results ever. The conditions were a little tricky early on but we encountered no major problems from start to finish. The improvements we have made to the car recently are paying dividends and having sorted the rear axle out after the previous events and reverting back to our old suspension, it was a lot better. I'd like to pay particular tribute to the marshals who endured the freezing conditions all day and to the organisers, Darlington & DMC for putting on a great event. Work will take priority over the next few months now but I hope to be back out and competing as soon as I possibly can."*

Results

- 1 Guy Smith/Patrick Walsh (Ford Focus WRC) 55m 26s,
- 2 Ashley Field/Fred Field (Darrian T90 GTR+) +25s,
- 3 Paul Swift/Jessica Swift (Ford Escort) +85s,**
- 4 Alan Kirkaldy/Garry Muir (Ford Escort) +98s,
- 5 Peter Stephenson/Ian Windress (Ford Focus WRC) +98s,
- 6 Barry Renwick/Steve Dargan (Proton Millington Satria) +136s,
- 7 John Stone/Tommi Meadows (Ford Fiesta S2000),
- 8 David White/Kurt Doane (Subaru Impreza),
- 9 Steve Quigley/Tom Hutchings (Renault Clio),



A petrol station owner in Ireland was trying to increase his sales, so he put up a sign that read,

'Free Sex with Fill-Up.'

Paddy pulled in, filled his tank and asked for his free sex.

The owner told him to pick a number from 1 to 10. If he guessed correctly, he would get his free sex.

Paddy guessed 8, and the proprietor said, 'You were close. The number was 7. Sorry. No sex this time.'

A week later, Paddy, along with his friend Mick, pulled in for another fill-up. Again he asked for his free sex.

The proprietor again gave him the same story, and asked him to guess the correct number.

Paddy guessed 2. The proprietor said, 'Sorry, it was 3. You were close, but no free sex this time.'

As they were driving away, Mick said to Paddy, 'I think that game is rigged and he doesn't really give away free sex at all.'

Paddy replied, 'No it's genuine enough Mick. My wife won twice last week.'

Jack Frost Stages Rally



I normally drive a Micra in the Junior Championship. However, when I was asked if I would like to sit in with John Stone at the Jack Frost Stages, I jumped at the opportunity

Fast forward a few weeks and there I was - sat in the silly seat of John's new Fiesta S2500 Millington - counting down the time before we could jet off into stage one. As you can imagine, sitting in the Fiesta was a bit of an eye-opener compared to my 50BHP little Micra, but I loved every second of it.

With the temperatures being almost freezing, the conditions in the first few stages were very slippery. Perhaps cold tyres and the already low level of grip available weren't a brilliant mix, as we found ourselves sliding fully sideways through the gravel trap on the first corner of stage one! Nevertheless, we buckled down and some spirited driving from John saw us take fourth fastest stage time. Not bad considering the small amount of testing John had done in the car.

If you had looked at our times from the afternoon, then you might have been thinking we had eased off a little bit. Well it definitely didn't feel that way from inside the car! We had a few minor issues - a stall, catching slower cars etc. - but the new car performed really well.

The aim for this rally was to have a warm up before John does the North West Stages in a couple of weeks. We tried out a some different tyres throughout the day and played a little bit with the suspension settings. I think the car was set up a little bit too soft so that will be adjusted for the North West.

We were very happy to get to the finish in seventh - this is the first time that the car has finished a rally in its current state, and it didn't miss a beat all day. From my point-of-view it was an awesome experience! Great fun and I wouldn't mind doing some more co-driving in the future...

Cheers to John Stone for having me in the car and also to the lads for keeping us running without any issues. Hopefully the team will get a good result on the North West Stages!

Tommi Meadows : Clitheroe & DMC

Jack Frost Stages Rally

Tim and Warren (service crew) had gone up to Croft to set up on the Saturday afternoon, and do scrutineering, which gave us a bit of a lie

in Sunday morning. So I met them up at the Travel

Lodge in Darlington, early evening, for a couple of halves of mild, and a sherry, before retiring for an early night.

The JF was a round of the new circuit championship, we were seeded at 16, but then Tim decided to use the latest addition to the hire car range, a Fiesta ST, so I arranged with the organizers to run at 46 on the road, so as not to balk anyone. The car itself was ok, but not suited to a power venue like Croft Well we had a good laugh on the stages as normal, but I can't remember the last time I ended up lower than my start number, at the finish. Not much to say about the rally really, no mishaps, spins or anything, a bit boring TBH, think we finished 51st Anyway, back out with Tim in the Subaru for the LFNWS, then back with Brandon for the Jack Neal, in the Millington Darrian, then the Tour of Epynt, with Geoff Roberts in a 2.4 Vauxhall engined Darrian, so much for a quiet year then!

Terry Martin : Clitheroe & DMC



Jack Frost Stages Rally

First time pair up for Mike and Chris. First time out for the new engine in Mike's well prepared BMW E30 2.5 turbo Got up to Darlington for scrutiny a little late due to the snowy conditions on the roads. Made a hasty retreat to the bar to warm up as it was bloody freezing. Were we met Terry Martin and Tim Finch, it all went down hill from there, John (Morton) and Terry consuming red wine at an alarming rate, and the two teams service crews disappearing off to Darlington centre for a night out on the town, and not getting in till 04.00

Rally day

First stage didn't go to plan a boost pipe blew off 1 mile in and cost a lot of time decision was made to suffer with it for the stage as we would have lost more time taking a maximum and cutting route. Stage 2 much better and getting our eye in together learning each others ways Stage 3 to 6 much the same slowly increasing the pace Stage 7-8 tried much harder and the stage times showed as such Mike drove superbly listened to directions perfectly A massive plus for the crew as they head into the north west stages got a finish on the car and have learned each others ways with the hope of doing much better on the Legend Fires North West Stages

Mike Figg and Chris Brierley : Clitheroe & DMC



Brean Stages Rally

23/24th January

The 4th weekend of the year saw myself and regular driver Ryan Fagan making the very long trip down to Somerset to start the year on the 2 day Brean Stages.

Having only bought the car, a S1400 Proton Satria forest car, 3 days before the event due to the regular Eurovolks prepped S1600 version still undertaking its winter rebuild the main goal was to go and learn the car and see if we could surprise a few locals. With neither of us having been to the event, never been in the car before and Ryan only entering his 2nd year of competition this would be a tall order.

The stage didn't get off to the greatest of starts due to clipping a rock hidden behind a hedge causing 2 punctures on the left hand side causing interesting handling so we limped the rest of the stage back to service. Stages 2 and 3 went well despite clipping a few chicanes and bales getting used to the limits of the car confidence started growing as we settled in pretty quickly. Unfortunately stage 4 would not be kind to us, coming through a sequence of 90's immediately followed by the next several cars had cut and dragged mud onto the road which by the time we arrived was quite treacherous causing us to have a big enough off to end the day both of us were unharmed but the new car looked rather 2nd hand.....

Once we got the car back to service we found the damage wasn't as bad as first feared, mostly being cosmetic, so after finding a new radiator to replace the ruined one, a new distributor, repairs to the throttle return mechanism and good check over it was ready to be taped up and go again. So after successfully repairing the car and passing the trophy rally scrutineering we proceeded to go out for a 2nd day.

Despite a slow start on the first stage to make sure the car was ok all was good so it was decided to see if we could get a good result in the trophy event. We managed to set respectable times on 2 and 3 and again confidence was starting to rise. Unfortunately stage 4 would ruin that again as a collision with a kerb would bend the drivers side wishbone causing the car to be undrivable in 3rd gear or higher. At this point however we were determined to finish no matter what so carried on for the last 2 stages at a steady pace. Finishing the event was made all the better by finding out we were 3rd overall in the trophy rally to which we were over the moon with and topped off what was despite the off a great weekend.

The task now falls upon getting the car sorted for an as yet undecided event within the next few weeks.....

Jordan Joines : Wallasey MC



LE JOG



They say it's quite an expensive rally to compete on. Let's forget about that for now. Instead let's focus on the important stuff. Five days. 1500 miles. 23 Special Tests. 32 Regularities with over 100 Timing Points. 54 Time controls. And 70 Historic Rally Cars in all shapes and sizes.

Day one sees no competition, but plenty to do. An early start for Scrutineering followed by Documentation in the Land's End Hotel.

With signatures on the dotted line crews receive their personal effects, among which is a beautiful Elysee "Le Jog" Chronograph watch for each competitor, with a serial number to match start numbers. Nice touch. The afternoon is lost through final car checks, trip meter calibration and road book familiarisation. Early evening sees everyone back at Land's End for the competitor briefing followed by a 3-course meal, along with the obligatory pint to settle the nerves.

Day two - the rally commences. Straight into the fire with a Special Test out of Land's End Hotel, then a short road section to the start of the first Regularity. Mid-morning coffee & biscuits, then back on the road till lunchtime where a choice of warm meals awaits. Steak pie is always a favourite. The afternoon brings more Regularities along obscure back lanes and quiet fell roads via Special Tests at varied venues including an airfield, a college and a show ground. It's not all car parks and cones.

Dinner is served, another two courses with hot beverages galore. The energy will be needed. The night section begins with an incredible Regularity section in Caerwent, a WWII Royal Navy Propellant Factory which in recent years has been used as an army training facility. 98 tulip instructions in less than 6.5 miles. Intense! Finally to round it off a challenging night section of Regularities and Time Controls in the intricate Welsh lanes before flopping onto hotel beds at 02:30.

Day three - 5 hours' sleep, raring to go. It's becoming clear that whatever happens you just have to keep on moving. Any dawdling cuts the time you have at rest halts, which is more and more precious as the event goes on. Chez Perez near Chesterfield is a highlight of the day with three Special Tests on a mixture of Tarmac, gravel and mud. Being Sunday the lunch halt is of course a Carvery. Nothing wrong with a bit of tradition. As night closes in the ice arrives to keep drivers on their toes. Two Special Tests in a quarry add a new challenge - darkness. Then looms the impressive site of Slaley Hall, our residence for the evening. Luxury, if you can navigate the myriad corridors to your room.

Day four - the long one. On the road at 08:00. Coffee halt at a roadside cafe with the best Bakewell Tart in memory. A quick visit to the Jim Clark Rooms in Duns. Sorry, did someone say the Forth Road Bridge has been closed? No problem, the organisers just rattle off new road book paperwork for the diversion. For 70 crews. Oh, and to be safe, the entire diversion has been set out with day-glo orange HERO arrows - Even adorning the odd motorway signpost, amazing! A late lunch is taken in an elevated restaurant overlooking the Forth Road Bridge and its partially built sibling.

Still meandering north, no snow but plenty of wind and rain. Aviemore greets us with another lovely hotel, but there aren't any beds for us here. Instead just two hours for a late dinner and a recharge before the final leg.

At 23:00 we head into the night to encounter the Loch Ness Monster - a 74 mile Regularity section with 14 timing points. To keep a high level of concentration for over two and a half hours really tests the stamina.

Throughout the night regular coffee stops are factored in, useful when you've been on the go for nearly 24 hours.

There are also a couple of Special Tests, which help to get the adrenaline back up and running.

The hardest time is as dawn begins to break, but you have to keep pressing on. Finally, magically, John O'Groats is just a Special Test away. No time for Heroics! The last time control after 26 hours on the road. A good day.

Day five - breakfast, pint, bed. Roused early evening for the Awards Presentation and Dinner. Suits donned, tales of derring-do ready, the night passes by in a flash. Are we setting off again tomorrow, Jog Le?

What strikes me about the event is that everything is always under control. Competitors are well looked after, fed & watered, serviced if required (the cars, not the crew members!) and treated to some of the best roads and venues possible. Every scrap of event paperwork is professionally presented, clear, thorough and true. Marshals are abundant in every nook and cranny of England, Scotland and Wales. The service crews who follow the event and pop up at every rest halt are indefatigable. Fellow competitors are friendly, helpful and willing. The two contenders for the HERO Cup assisted each other with spare parts when they encountered car problems. And the competitive side? We spent most of the event in convoy with eventual Gold Medal winners Andy Lane & Iain Tullie. After every Special Test we'd hang on to check each other's times. Andy gave me his spare alternator when mine developed a fault. Even when they had the event sewn up we managed to rile them with a quick time round a kart track early on Monday morning. Never think these events aren't fiercely fought.

I don't think about the money. I just think about how and when I can do it all over again.

Dan Willan : 2nd O/A : Gold Medal Winner : Kirkby Lonsdale MC

AWARDS NIGHT

Saturday 30th January

Under 17 Motor Club North West collected their award, All these member had lots of awards to pick up in their own right and helped the U17MC NW win the ANWCC club championship.

Left to Right

Jake Livesey, Scott Macmahon,
James Williams, Hazel Johnson,
ANWCC Mark Wilkinson Gen Sec, Alex Tait.



Tracey Smith



Tracey Smith from Accrington Motor Sport Club picks up the top marshal in ANWCC from Mark Wilkinson.

Steve Kennel from Clitheroe and DMC was the overall AutoSOLO champion and Senior winner.

Steve Lewis CDMC was Class C AutoSOLO Champion.



Terry Martin and Brandon Smith

(Clitheroe & DMC) picked up the Runners up spot in the ANWCC 2015 Stage Rally Championship (lost by 1 point)

Clitheroe & District Motor Club





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Clitheronian Road Rally

26/27th September 2015

Best ANWCC Road Rally of 2015



Wigan Motor Club's Mike English

came third overall and first in class C in the ANWCC Stage Rally Championship 2015.

AWARDS NIGHT

Saturday 30th January

Continued from Page 35

Under 17 MC members - Father and son team **Mark and Jake Livesey** took the ANWCC K11 rally Championship trophy as well as winning Class F in the Stage championship.

Andy Williams picks up the Champion all-rounder as well as Class A

AutoSOLO Champion. Dave Goodlad also share the top all-rounders both on a maximum score of 10 class wins each,

Dave Goodlad also picked up hill climb and autotest awards.

Hazel Johnson picked up 6 awards on the night, one more than Dad!

Steven and Tracey Smith of Accrington Motor Sport Club collected their trophies for the 2015 ANWCC Marshal Championship, Accrington MSC member

Daniel Barker was Junior AutoSOLO champion.

The Great news of the night was the rally of the year was the **Taybridge Clitheronian Rally**, well done for all the effort and a just reward.



Andy Williams



Hazel Johnson



Mark and Jake Livesey



Memories are made of this . . .

*Photos Courtesy of
Tony North*



Pentti Airikkala & Steve Rider



Arri Vatenen, flying at Abbeylands . . Downhill



Historic Illuminations Rally



Brian Culcheth & Neil Wilson



Illuminations Rally



Devils Own Road Rally



Bowler on the UAE Desert Challenge



Colin McRae : Desert Storm



ACHTUNG! A bold notice at the start of the Jeans Gold Cup Rally advises competitors of changes in the route, necessitated by ice-bound roads. Reading the notice are Les Windsor and Brian Horrocks, members of the winning team.

figure at the finish. There was no finisher in Class B (up to 1,500 c.c. closed) and seven only finished within the time allowance. Fourteen cars completed the course and it is pleasing to note that, in spite of the tough nature of the rally, no accidents were recorded. Ralph Waitley (Sunbeam-Talbot) deserves congratulation as the only saloon car driver to finish within the time allowed.

WILSON ROGERS.

THE JEANS GOLD CUP RALLY

Tough Going, but No Accidents in 340-Mile Liverpool

M.C. Rally—Eric Vanner (Dellow) Wins by 4 Marks

THE Liverpool Motor Club brought the Jeans Gold Cup back to prominence by offering it as the principal award for their rally held on 27th/28th February. This tough, 340-mile event attracted 65 entrants, of whom Eric Vanner (Dellow) emerged as a worthy winner.

Seven drivers failed to bring their cars to the starting point, the Gateacre Hall Country Club, at 8 p.m. on Saturday. These included M. O. Kaplan (Volkswagen) and, oddly enough, three Jaguar XK 120 owners. Cyril Bold was an interested spectator.

Les Windsor took his M.G. away as number one in cold, clear weather, followed by Dr. Charlie Hardman, who was running his Dellow blown. Amongst the seven teams competing was one of Triumph TR2s driven by Gillie Tyrer, A. C. L. Mills and Denis Done. Also worthy of mention was the team of "Jimmy" Caprara, Brian Wolfson and E. Levinson in Ford, Morgan and Austin A40 Sports, known delightfully as "Companions of the Dark Hours".

The route lay through Dunsop Bridge, Silverdale and Oxen Park to Eskdale Green, with a 10-minute time allowance for refuelling at Loweswater. Soon the going was found hard, and the set 30 m.p.h. average proved too much for many drivers. Peter Reece and Barry Davies (in the latter's blown Morris Minor) were out ahead of the rally by 15-20 minutes, ensuring good marshalling, and they found that the ice-bound roads on higher ground called for some adjustment to the route. Hardknott and Wrynose Passes were impassable, so the Dungeon Ghyll control was scrubbed by moving the Boot control to Eskdale Green. This meant that two controls were running simultaneously at Eskdale, but no trouble was experienced. Honister was still in the route and Gillie Tyrer (with passenger Colin Edge) was not alone in fitting chains for this section. R. Keeley did well to get his Ford Zephyr through. Honister was so

bad that several drivers called it off there, while a certain amount of mechanical trouble was also being experienced, two gearboxes at least packing up. The time allowance was adjusted from the "standard" to the "maximum", but even this was not enough, as John Butterworth found to his cost when his H.R.G. slid gently off the road. The combined efforts of driver and passenger were not sufficient to move the rear wheels from the ditch into which they had rested.

Other incidents were numerous, but the most ironic was surely Harry Eynge's experience. Buttertubs Pass was in very bad condition when he arrived with his Vauxhall; a blizzard had started soon after the early numbers had gone through, and later arrivals found the surface very tricky. Harry, not to be put off, found a pile of gravel and with one shovel and a lot of hard work succeeded in laying two beautiful gravel tracks over the worst of the hill—some considerable length. Imagine his horror when Newsham came tearing around the corner in a bright red Morgan, and went whistling up Buttertubs with the help of the gravel tracks, to the sore misuse of the latter!

When organizer Cyril Rankin came to Hawes to lay out the one special test of the event, he found the concrete patch chosen covered with hard-packed snow. This surface called for fine judgment if fantastic slides were to be avoided. The first entrant to arrive was Dr. Hardman, and his 29½ secs. was never bettered. In fact, the special test figures were not used as a decider, for the results worked themselves out as each control debit was added to the route books, with a final

Results

Jeans Gold Cup: E. G. Vanner (Dellow), 3 marks lost; 2, D. G. Scott (Palm Beach Allard), 7; 3, Dr. C. R. Hardman (Dellow), 9; 4, R. Waitley (Sunbeam-Talbot), 25; 5, D. Done (Triumph TR2), 27; 6, G. Tyrer (Triumph TR2), 41; 7, L. C. Windsor (M.G.).

Team Prize: Vanner, Scott and Windsor.

Pinched from Liverpool MCs Face Book page

I know this is a little difficult to read but that because it's only a scanned copy but I just loved reading about how it used to be (Even before my time : I was only 8 back then)

340 mile route

Silverdale ! (not a chance of using that these days)

And get those 'Simon Cowell trousers (must a get a pair of those for when I do Classics!)

Moz

D.Jones Roofing Contractors Ltd J.J.Brown Memorial Rally

9/10th January 2016

The JJBrown Memorial Rally organised by Caernarvonshire and Anglesey Motor Club Ltd was originally scheduled to run back in December 2015 but Storm Desmond saw an end to that with a torrential down-pour of water leaving the lanes flooded and impassable. I was going to be sat in with Andie Ritchie in his BMW Compact which had been re-built following the off on the Primrose Trophy back in April. We had our Marshals, Jez Turner and Paul Buckel, all arranged. We had just got the car onto the trailer and we were going to grab an hour or so sleep when the call came saying it was all off but the organisers were hoping to run the event in January 2016.

With nothing else planned for January we decided to leave our entry in and have a go then. Most of January was free for us. There were, of course, some dates that were better than others. Jez & Paul couldn't make some of the dates so we would be without a marshal for those. My youngest daughter was moving house on the 9th, so that might prove awkward too as I had agreed to help. The new date was announced. Bet you got it straight away. The one date in January when our marshals had other plans and I was committed to something else was the new date (9/10th Jan) for the JJBrown. I contacted the Clerk of Course and he generously found a marshal for me. Only daughter to appease now. I offered my services from early Saturday morning until noon. Accepted (grudgingly).

Up at 7am to start the removal duties and knocked off as agreed at noon. Make sure I have everything I need and arrive at Andies at 2:30 to find him still working on the car. Only a few last minute checks thankfully. We load the Beemer onto the trailer and wait for our Chase car man, Mr. Denis Quinn. Not really a chase car, Denis is coming down with us just in case we stuff it off and then he will go and bring the trailer to us then bring us home.

You might just have noticed that up to now there has not been much said about the event. I have been putting it off hoping that you will get fed up and go and read something else. I cocked up big style not once but four times in all. If you are going to do it - do it big time!

The rally started in Caernarvon and the whole route was on map 115. There were three pages of closely typed references to plot. I went and got the route instructions from MTC0 at the appointed minute. Went back to the car and it was locked and Andy was nowhere to be found. Turns up 15minutes later after spending a very large penny. Manage to get the route on to the map but we only had 3 minutes to spare before our due time at MTC1. Away on time and it's a leisurely run out to TC1a. Would love to tell you which roads we used but I left my maps in Andies car when we got back and so I cant even guess at them. What I can tell you is that it was probably the most convoluted and complex route I have done in many a long year. There were very few quiet zones and very few blackspots, but innumerable passage checks, route checks, Stop Give Ways but only 7 NAMs. All the NAMs had marshals to check the correct way round them and there were DSOs at a high percentage of SGWs. Whilst the weather was not up to Storm Desmond standard it was still very wet and at one point we had horizontal snow. The roads were tight, narrow, slippery, flooded and rarely read as map

Eventually I can hold off no longer and must get on to telling you all about our night. As I said earlier I cocked up four times. I got my rights and lefts mixed up at T Junctions and we disappeared into the wilderness each time for many minutes dropping shedfulls of time until I worked out what I had done wrong and the figured where we were and how to get back. Doing it once is bad enough but four times is disgraceful and I hold my head in shame. Andy has threatened to tattoo the back of my hands with a large L and R. (cant really blame him)

There were 58 starters but only 31 finishers. When we were on the correct road we passed many a stricken car on the roadside and knew there were going to be plenty who wouldn't get to the finish.

After we decided to retire, Andy tells me that he enjoyed the run out. What a liar! All the way to Caernarvon to be going well but on the wrong roads for a lot of the night. Pull the other one!

Next event for me is the Rali Bryniau Clwyd starting in Mold on the 7/8th of Feb with Nick Meredith. Not sure that a tattoo is right for me but might consider using a marker pen though!



Photos Courtesy of Duncan Littler

Maurice Ellison : Clitheroe & DMC

Still lost somewhere in Wales (but not sure where! Is it on the right or on the left of the map?)

PASSENGER RIDE EXPERIENCE Autosport Show NEC Birmingham

An event organised under the "GO Motorsport" banner running over the 4 days of the show based at the NEC Birmingham.

I was down to run on the Saturday & Sunday sessions. Got an early start and a smooth run down on Saturday morning arriving at 8.

The whole purpose of the event was to promote local club Motorsport at the lowest cost level to invite members of the public to experience a ride around a "typical" layout of an Autosolo course.

Got the tyres changed and the Micra Super S, Backed by S.P. Autos (Bolton) was ready to go!!

An early queue started and punters of all ages were eager to try out the various machinery available- ranging from MX5s to Mk1 Escorts and a GTM kit car.

Hourly sessions were set and over the day with all the cars covering around 500 runs.

A 100% result as after their runs, all the passengers were Overjoyed and eager to find information on how to get started.

The whole 4 days were also filmed live by AMG TV which was streamed onto internet tv.

Steve Price.



Tony Lynch pictured at the end of another very successful Autosport International Show. Thanks to LUCAS OIL and all the sponsors for their support. It was great meeting a lot of friends and fans of British Rallycross Championship and fans of **LUCAS OIL TEAM GERIATRIC.**

Here's to hopefully another successful season in 2016.

Special Travel Package for Businessmen

An Airline introduced a special package for business men. Buy your ticket, get your wife's ticket free! After great success, the company sent letters to all the wives asking how the trip was.

72% of them gave the same reply..."What trip?"

New SIM to Surprise Her Husband

Woman buys a new Sim Card. Puts it in her phone and decides to surprise her husband who is seated on the couch in the living room.

She goes to the kitchen, calls her husband with the new number: "Hello Darling."

The husband responds in a low tone: "Let me call you back later Honey, my wife is in the kitchen."

Throwing Knives at Wife's Picture

Husband was throwing knives at his wife's picture.

All the knives were missing the target!

Suddenly he received a call from her "Hi, what are you doing?" His honest reply, "MISSING YOU."

Your Husband Needs Rest

Doctor: Madam, your husband needs rest and peace, so here are some sleeping pills.

Wife: Doc, when should I give them to him?

Doctor: They are for you !

TRAINING DATES

Steve Johnson (NW RDO)
is planning to run
**2 Training days at the
M65 Darwen Services**

16th July

Introduction to Marshalling
Do's & Don'ts, Timing and much more

20th August
Fire Training

**Nothing Confirmed yet but
Watch this space for details**

Airedale & Pennine MCC

Rock & Heifer PCAs 3rd & 17th January

Sunday 3rd Jan the New Year and Christmas celebrations done it was time for some motorsport. We had 15 entries despite the rain and cold (one of the best number of entries since we started the series).

Mark Broadbent set out 2 tests run 6 times each.

The first was a bit tight which we thought would favour Rupert North in his mini but Russ Coppin in his nova gave him a good run with only 1.08 sec separating them at the end of the day.

Elsewhere in the field Darryl Dobson on his 1st pca was enjoying himself in his 1.6 BMW despite scratching his front spoiler that he had just had repainted!!

Sam Oddy and Dave Toft had to retire after the mini blew its diff again!

14 year old Amy Toft struggled at first but just got on with enjoying herself and she did not come last fast.

Go forward 2 weeks to 17th Jan and 9 brave competitors came out in the snow to do battle. Rupert North had the task of setting up since he had won the last event. Everyone was a bit careful to start with but soon the handbrakes were helping slide the cars around (some more than others).

Rupert ended up the winner again with 212.69 2nd Aiden Reynard with 225.22 and 3rd Oliver Blair 248.94

Thanks to Keighley motor club for their continued support and Brian and Stacey for the use of the car park and food

Gary Ross A&PMCC



Results PCA#3 3rd Jan 2016:

1st	Rupert North	175.84
2nd	Russ Coppin	176.92
3rd	Malcolm Davey	179.35
4th	Aiden Reynard	181.01
5th	Mark Broadbent	183.13
6th	Gary Ross	196.51
7th	John Greenwood	205.23
8th	Craig Lofts	212.12
9th	Darryl Dobson	221.83
10th	Lee Peasey	231.12
11th	Mark Baker	234.08
12th	Amy Toft	238.39
13th	Yvonne Coppin	252.30

Results from PCA#4

1st	Rupert North	212.69
2nd	Aiden Reynard	225.22
3rd	Oliver Blair	248.94
4th	John Greenwood	249.10
5th	Lee Peasey	256.49
6th	David Toft	263.33
7th	Gary Ross	267.87
8th	Sam Oddy	270.17



Airedale & Pennine MCC

Skipton Trophy Scatter

13th January 2016 – Mark Broadbent and Mike Fox

After navigating for the Airedale and Pennine Motor Car Club Chairman John Rhodes on the previous round of the Skipton Trophy Scatter Championship I thought it was fantastic and decided I would have a go on the other side of the car, but this time in my own Suzuki! I somehow managed to get Mike Fox to navigate for me and I put an entry in as soon as I could.

We met at the Hunters Inn, just north of Pool and got our map coordinates at 7.30pm. Mike was very organised and together we plotted the forty points within around fifteen minutes, then out to the car and a sprint to Bramhope just south of where we started.

The plan was to go clockwise around the pub and catch as many points as we could, however when we got to Ilkley our plan became useless! Although we were told the A59 was shut, we were not told North Moor Road leading off the A59 was shut which would of seen us collect another four points along that route alone! So we had to back track anti clockwise picking up scores which we originally thought were too far away.

Along the way we came across a startled deer which ran with the direction of the car clocking an impressive thirty five miles per hour! Perhaps deer power might be better than horse power in the future! Some great roads and very enjoyable driving meant that the two hours soon passed by and we were back at the starting point with ten check-points in total.

Nine crews started and nine crews finished meaning we slotted in... ninth! But a top ten position and a first in class (we were the only ones in semi expert!) I don't think is bad for a first time outside of an autotest! I am not sure if I will do more scatter rallies however if the opportunity arose I could very easily be tempted! There are two events in the season run by Ikley Motor Club so I could be out there soon.

I would like to say a big thanks to Mike Fox for navigating with me... it cannot of been easy but he was excellent in calling the corners as well as directing me round places I did not know at all!

Mark Broadbent : A&PMMC

Eden Valley MC 12 Car Rally 23rd January

Dan had sold the old Mk 1 Fiesta and invested his hard earned cash in a Ford Focus . The Focus came complete with proper Rally seats and a Roll Cage but minus a clock or a Flexi light. The pre event blurb said this 12 car was going to be an easy start to the Eden Valley 12 Car series with pre-plot.

Yes it was pre-plot but only for the novices. Bugger.

Starting from the Crown at Eamont Bridge we made our way to TC1 at Carleton to be given the first set of Clues. A relatively simple set of Tulips, except it wasn't simple. The 14th tulip didn't seem correct (see GS 49 33). It took me ages (or so it seemed) to work this one out. Eventually get it sorted and I start to suffer from the old 'Mal de Nav' having had my head stuck down in the map for far too long. Get to TC 2 and we have dropped 5 mins. Another set of instructions' Crossing Grid Lines. Of course as you go further East these numbers are the same Easting and Northings. Bugger again. 'Mal de Nav' getting worse. Get to TC 3 and collect a further 8 minutes and another set of Clues. These clues start with

● X 64. No matter how many time I count the various options of green dots I don't seem to be able to rustle up more than 63 of them. So we go with the 63 (I have checked them at home without the additional problem of being bounced around inside a car and still cant get more than 63). This takes us from Hesket Newmarket To Fellside, Branthwaite, Green Head, Longlands and into Bassenthwaite. Very soon after TC3 we get stuck behind an 'Old Dear' toddling along at a sedate 15mph and there is no way to get past. And she wont pull over. Eventually at Fell Side she reaches home and we are now trying to catch up a bit of lost time. The 'Mal de Nav' returns as we drop

down to Green Head and I tell Dan to drive on sight but to be careful as its all 90Rs & 90Ls. Needless to say he ignores me and we come over a blind crest to find the road does a 90L with the road doing a steep downhill. We are sideways in the air and on landing if we had been anymore sideways we would have been going backwards down the hill. Fortunately Dan corrects the car on landing and on the next bend find another competitor stuck backwards in a ditch. We push (or to be truthful Dan pushes) him out. And continue until my stomach is calling enough again. We retire and call it a day at the next control and gently make our way back to the finish missing just the last section out. Other than time dropped we were still clean Cracking good roads that I have never used before.

Maurice Ellison



Results

1, Paul and Toddy,	Exp, 23min	0fail
2, Barrie and Jerry,	Exp, 28min	0fail
3, Dan and Pete,	Exp, 30min	0fail
4, Tom and Andrew,	Exp, 24min	1fail
5, Dak and Richard,	Exp, 33min	1fail
6, Phil and Paul,	Nov, 20min	2fail
7, Evan and Alex,	Nov, 8min	5fail
8, Paul and Joe,	Nov, 30min	11fail
9, Andrew and Woody	Nov 31min	11fail
10, Dan and Maurice,	DNF	

Airedale & Pennine MCC



The Airedale & Pennine MCC decided that some of it's hard earned cash should be spent on sponsoring the foot-ball kit for a local primary school.

We held a presentation ceremony where the team showed off their new clothes to the rest of the pupils. Two club members brought along a pair of competition cars and displayed them in the playground so that everyone could get a close look at the exotic machinery.

The star of the show was undoubtedly the white and orange Mini, (not to be confused with a Jaffa Cake), owned by Sam Oddy and driven today by Dave Toft. After being amazed that a steering wheel could be clipped on and off, a dozen or more pupils took their first turn in a bucket seat. We were told many stories of interesting cars owned by adult relations or neighbours so some knew a little about motorsport already. It was a great relief to be able to take a photo of the red Suzuki being surrounded by people who were not there just to help push it out of a ditch for a change, although I must admit that leaving a packet of biscuits on the passenger seat was also probably part of the attraction.

Sam's Mini held together for long enough to cover the three mile round trip and much attention was paid to the big orange roll cage, particularly the part where the back seat should be. Some were very concerned about where they would sit if they were to be given a ride. Neither David nor I could think of a polite way of telling them that it wouldn't happen so we smiled and told them to ask their teacher.

We hope the new kit, with a prominent APMCC logo, brings good fortune to all who wear it.

John Rhodes
(Chairman APMCC).



- If walking is good for your health, then postmen should be immortal...
- A whale swims all day, only eats fish, drinks nothing but water, but is still FAT
- A rabbit runs around, hops & jumps, and only lives 15 years, while a tortoise doesn't run & does mostly nothing yet it lives for 150 years...
- And they tell me to EXERCISE ?
- I don't think so....just grant me the senility to forget the people I never liked, the good fortune to remember the ones I do, and the EYESIGHT to tell the difference....



Photos Courtesy of Andy Glossop



2016

AUTOSPORT
INTERNATIONAL

The Racing Car Show
16th & 17th January

To everybody who helped out with making this happen, a massive “thank you” from me and through me the MSA’s appreciation.

We pretty much ticked every box I could have hoped for:

- 1) 1229 signed on passengers.
- 2) You have to estimate this is over 2000 passenger rides.
- 3) We ran uninterrupted from before 9.00 to after 5.00 for 4 days so probably 2500 laps maybe more.
- 4) I have already had emails asking about coming out to play.
- 5) The MSA have a number of new senior officials taking up their new posts, I gather they were mightily impressed.
- 6) 94 people signed on to make it work.

- Including Club members from
- **Accrington MSC**
 - **Bolton Le Moors CC**
 - **Clitheroe DMC**
 - **CSMA NW MSG**
 - **U17MC NW**

The really nice part of organising this event is everybody just gets stuck in and helps, I was forever having people saying “what wants doing next?”

So I would like to repeat my thanks to everybody.

Hmm where do we go next?

Firstly if you hear of anybody turning up at clubs or events can you let me know. Just a simple email as it all helps.

Secondly within you own club ask “what can we do?” this doesn’t need to be massive. A simple activity at a local college, show whatever works for you. And contact your local Regional Development officer for help, ideas, advice and resources. To be honest if every club did a little bit of marketing the effect would be awesome.

Richard Egger

Regional Development Officer
& Club Development Officer

Hexham & DMC

STORMY START TO SERIES ON JANUARY JAUNT

The famous Hexham 12 Car Series got off to a flying start, an oversubscribed entry being received for the first round, the January Jaunt and full house turned to the former Lanchester Cattle Mart, eager for the off, despite the night being rainswept and stormy. The event turned out to be yet another triumph for the Peugeot 205 mounted Dodds/ Davison duo who put in another virtuoso performance and were the class of the field although there were some excellent performances from some of the other crews on the entry list.

The January Jaunt opened with a regularity section which saw the winners drop just 9 seconds with Harrison/ Crosby (Proton) next best on 27, these two well ahead of the rest of the field at this point. Everyone managed to find the deviously situated passage check on the triangle at Hurbuck Cottages en route to TC.3 at Knitsley where the first penalties of the night started to appear, Hewitt/Lewis (Mini) and Harwood/ Wall (Puma) dropping a minute while Bennison/ Edwards (Proton) dropped 8. The fast road down to Broadwood saw everybody clean but the tricky loop round the yellows near Partridge Close, complete with two "Not As Map" triangles saw Jennings/ White and the Elands (Proton) drop 3 apiece and Bennison/ Edwards drop 4.

The route made good use of the twisty yellows round Knitsley and Butsfield and it was one of these that caught out the Elands, the deceptive right hander at Middles Farm seeing the Proton firmly embedded in a rather soggy ditch. Bennison/ Edwards sportingly stopped to try and extract them but the damage, sadly, proved terminal. Crossing the A68 the route looped round the yellows past Salters Gate where a route board on a fast stretch of road was missed by the Ross's (Peugeot 205) and Harrison / Crosby. This was followed by a run down the A68 to TC9 which was as far as the Hewitt/ Lewis Mini got, the navigator lacking the required map 92.

The loop onto map 92 brought crews to some rarely used and unfamiliar roads, with a couple of "Not As Map" triangles thrown in for good measure. The twisty yellow along past Thornley village was extremely challenging, as was the last section through Billy Row and Stanley Crook which saw only the winners, Zamfir/ Webb (Subaru) and Cardale/ Hewitt (Corsa) manage to clean this last sting in the tail.

Results were quickly calculated while the crews enjoyed a pie and pea supper in the homely surroundings of the Black Horse Inn in Waterhouses village and showed a clear win for the Dodds/ Davison combo while two very encouraging performances from Cardale/ Hewitt and Zamfir/ Webb saw them take the other podium place. There was wide praise for the January jaunt, with all agreed it was an excellent opener to the rallying year and with crews already clamouring for regs for next months February Fling, the Hexham 12 Car Series looks set for another successful year.

RESULTS.

1.	Chris Dodds / Josh Davison	Peugeot 205	0 : 09
2.	Nigel Cardale / Roy Hewitt	Vauxhall Corsa	1 : 26
3.	Georgiana Zafir / Jonathon Webb	Subaru	2 : 33
4.	Roger Broom / Andy Brown	Ford Puma	3 : 09
5.	Barry Pinkerton / Andy Magee	Suzuki Baleno	5 : 33
6.	Joe Harwood / Jai Wall	Ford Puma	10 : 08
7.	Dave Ross / Sheila Ross	Peugeot 205	19 : 12
8.	Simon Jennings / Clive White	Peugeot 106	28 : 25
9.	George Harrison / Stephen Crosby	Proton	37 : 27
10.	Alan Bennison / Alan Edwards	Proton	331 : 16
11.	Sally Ann Hewitt / Mark Lewis	Mini Clubman	Retired

Ed Graham : Hexham & DMC

I was flying to Boston and as I settled into my seat I glanced up and saw the most beautiful woman boarding the plane. I soon realized she was heading straight towards me.

As fate would have it, she took the seat right beside me. Eager to strike up a conversation I blurted out, "Business trip or pleasure?"

She turned, smiled and said, "Business. I'm going to the Annual Nymphomaniacs of America Convention in Boston."

I swallowed hard. Here was the most gorgeous woman I had ever seen sitting next to me, and she was going to a meeting of nymphomaniacs!

Struggling to maintain my composure, I calmly asked, "What's your Business at this convention?"

"Lecturer," she responded. "I use information that I have learned from my Personal experiences to debunk some of the popular myths about sexuality."

"Really?" I said. "And what kind of myths are there?"

"Well," she explained, "one popular myth is that African-American men are the most well-endowed of all men, when in fact it is the Native American Indian who is most likely to possess that trait. Another popular myth is That Frenchmen are the best lovers, when actually it is Scotsmen who are the best. I have also discovered that the lover with absolutely the best stamina is the Irish

Suddenly the woman became a little uncomfortable and blushed.. "I'm Sorry," she said, "I shouldn't really be discussing all of this with you. I don't even know your name."

"Tonto," I said, "Tonto McTavish but my friends call me Paddy".



Airedale & Pennine MCC

Winter Scatter Rally

*Snatched from the jaws of failure
in an X90, of all things.*

Results in the local Ilkley closed to club championship were ticking over nicely with only one finish down in the middle of the points ranking and plenty of events left to rectify the situation this year. I carefully arranged the planned date of a short spell in hospital to coincide with a quiet month, free of competition but then complications set in and I was out of action for over three months. I was dismayed to have to miss several events, robbing me of the chance to battle it out with my friend who, after three trials, was on equal points. We retain our best four scores from each discipline and I became two points behind after the fourth event.

I was just not in shape to tackle any other competitions until the rally in November and that one did not appeal so I waited until the very last event and entered a Scatter rally on December 9th 2015.

My A&P clubmate, Mark Broadbent, had his first taste of motorsport competition in the same scatter with me some two years ago and has not wasted his time since then. He has risen through the ranks to gain expert status on national events so I somewhat anxiously asked if he would navigate for me again. Fortunately he accepted the invitation and dusted off his Ordinance Survey maps.

As the format of this sort of rally requires some pretty fast driving around narrow country lanes in pitch black night, the tall and wobbly, low geared trials car was not really a suitable vehicle but it is all I have so armed with torches and pencils, we trundled into the countryside. I drove as fast as was reasonably safe, sometimes almost approaching a true forty miles per hour and I even got it into top gear on two occasions. The spotlights were a blessing as the headlights on my Suzuki leave plenty to be desired. Note to self for next time will be to fit a large and powerful reversing light as we often reached a clue then the route required a turn around and all I could see out of the rear window was inky blackness, possibly hiding a wall or a ditch.

We zoomed around the countryside for the required two hours, recording the answers to clues as we went and I felt fairly satisfied that we had done rather well so our mood as we sat in the bar awaiting the other finishers was buoyant. When the results were calculated it was something of a shock to hear we were tenth out of twelve finishers so the others must have been going like rockets. Maybe I should invest in a car more suitable to zipping about instead of something that prefers to clamber up muddy, rocky and grassy hills.

A finish earned us three points in the championship and that regained my place at the top of the points table with one to spare. No more events left this year so I hope that is how it will end. Oh joy!

Many thanks to my deservedly expert navigator and to the enthusiasts who put in so much effort in organising this complicated evening's fun. For the technically inclined eagle-eyed viewer who may notice the speedometer reading 34mph in a built up area, with the low ratio diff fitted that is only 28mph.

John Rhodes : A&PMCC



An Italian is drinking in a New York bar when he gets a call on his cell phone. He hangs up, grinning from ear to ear, and orders a round of drinks for everybody in the bar, announcing his wife had a typical Italian baby boy weighing 20 pounds.

Nobody can believe that any newborn can weigh in at 20 pounds, but the Italian guy just shrugs, "Dat'sa about average backa home, like I said, my boy, isa typical Italian bambino." Congratulations shower him, and many exclaim, "WOW" at the baby's size...one woman faints due to sympathy pains.

Two weeks later he returns to the bar.

The bartender says, "Hey! You're the father of the baby that weighed 20 pounds at birth. Everybody's been making bets about how much he'd weigh in two weeks. So tell us what does he weigh now?"

The proud father answers, "He's weighsa fifteen pound."

The bartender's puzzled, and a little suspicious. "How's that possible when he weighed 20 pounds at birth?"

The Italian father takes a long swig of Sambuca, wipes his lips on his shirt sleeve, leans into the bartender and proudly says, "We had him circumcised!"

NORTH WEST RACERS

With Dave Williams & Rachel Bourne

FOLLOWING IN HIS FATHER'S WHEEL-TRACKS

Saturday, 3rd October 2015 was a day of celebration for Joe Spencer. Not only did he win at his favourite circuit of Oulton Park for the first time but he was crowned the CNC Heads BARC(NW) Sports/Saloon Champion. By doing so he was following in the wheel-tracks of his Dad, Rob, who took the title in 2009.

Father and son work together very closely – with plenty of knowledge being handed down from one generation to the next. Joe told us, “We have a great relationship and are racing mad! We constantly talk about the improvements we can make to the car and our driving styles to go quicker – always looking to gain as much lap time as we can to stay at the sharp end of the grid.” Analysis of on-board footage is a key tool in the never ending quest for more speed.

There is no family rivalry between the pair because the CNC grid is far too competitive to allow any such distractions. It is vital that the duo work together to maximize both their driving abilities and the mechanical performance of their vehicles. When sponsor – BG Developments’ braking guru Dave Fuller – was driving as a team-mate to Joe last season in one of the 3 Locosakis that Rob Spencer has built, the goal was always to finish 1 - 2.

Through competing in races and taking part in track-days, Rob has some 15 years’ experience of developing the Stuart Taylor Locosaki kit car. Stuart Taylor has since switched his attention to producing replicas of 1960s F1 cars leaving the Spencers to extensively develop the Locosakis themselves – this has been done by a process that involved plenty of experimentation with every aspect of the design.

Numerous parts have been purchased and modified to meet Rob’s precise needs for the trio of cars that have been constructed. One of the things he enjoys about the BARC(NW) Sports/Saloon’s regulations is their openness enables just about every aspect of the car to be modified so long as the silhouette remains unchanged. The only limitation is the imaginations of him and his son. Joe, who turned 20 last June. Growing up in such an environment, the latter must have been provided with a superb hands-on education in race-car engineering! He admits to feeling a huge sense of satisfaction each time he and his Dad complete the construction of a chassis.

Their racers have a stock Kawasaki ZZR1400 motorcycle engine under the bonnet for which the only alteration required is the fitment of a modified billet wet sump. The cars are a very cost effective tool for club level motorsport and also great fun to drive especially with the power units being able reach a heady 10,000 rpm. Joe reports that they never stop pulling causing him to quip that he feels safer having a motor like that attached to a four-wheeled vehicle rather than two!

With a capacity of just 1,400 cc on their spec sheet, the Spencers are eligible to compete in Class C of the diverse CNC series but nonetheless they now have the pace to run with the high powered machinery at the front of the field. The ongoing development over the past decade and a half has seen their lap time on Oulton Park’s International Layout reduce from 1 minute 50 to 1:43.3 which is as quick as Colin Turkington recorded in his West Surrey Racing BMW 125i when the British Touring Car Championship used the Cheshire Circuit’s longest configuration in 2014.



CNC Champion Joe Spencer



1st Win for Joe Spencer



Joe Spencer in the winning habit

Continued on Page 48

NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 47

This underlines how much value the Locosaki provides as the Spencers could build a replica of their cars for much less than a tenth of the price of the tin-tops which compete in the BTCC.

Joe's achievement in clinching the 2015 CNC Championship should not be under-estimated. The burgeoning, ever-green series is packed a full of drivers – many of whom have a great deal of experience.

With no karting background, his career began with 4 Winter races at the end of 2011 before he made his CNC debut the following Spring. He was no stranger to the club scene having accompanied his father since Rob began competing in 2008.

Before long, Joe proved he had the pace to be a front-runner and took his first victory at Anglesey in the Summer of 2014. This meant, at the start of last season his main focus was battling against the fastest of the fast in the CNC ranks – the title was far from his mind. "I go racing to take poles and wins on the day... and have some fun," he explains, "My Dad and I firmly believe if you're too focused on the championship it can take the enjoyment out of racing."

However, after many Class C wins with enough class entrants to ensure he took maximum points, the fact that Joe was in such a good position to take the title couldn't be ignored as the season drew to a close.

During one of the regular coaching sessions at home with his father it was decided that the opportunity which had presented itself needed to be grasped at the final two meetings of the year.

The final push got off to the worst possible start when a collision with another competitor on the first lap of qualifying at Anglesey on the last weekend of September put Joe at the back of the maximum capacity grid for a race in which double points were on offer as he had designated it as his Joker round. Worse was to follow when the red lights went out and he discovered that the car had a handling imbalance which made negotiation right handers quite difficult. Despite these problems, Spencer managed to battle up the order to take that all important class victory.

A week later at Oulton Park, it was time for the final pair of rounds of the 2015 series and Spencer was one of three drivers who could be crowned Champion later in the day. This was reduced to two when Steven Hibbert withdrew his Lotus Elise from the meeting due to a shortage of tyres.

With Paul Rose being relegated to one of his Fun Cup cars due to a head gasket problem on his ultra-rapid Saker, Spencer was able to take pole by some margin and, once the first race got underway, dash away to establish a commanding advantage. But now Joe had a dilemma! Should he ease off to ensure he made it home as the Class C victor or should he keep driving to the max to hold off Garry Watson who was closing in and threatening to deprive him of his first Oulton win. He decided to keep pressing and was delighted to be the first to see the chequered flag.

As Stuart Pearson had also won Class E in his Ginetta G20, Spencer needed to match his result in Class C in the final race of the year for which double points were available. Pearson did all he could by taking the honours in Class E once more but Spencer drove conservatively to take third on the road and, most importantly, first in class.

"I was so proud to win the championship," Joe told us, "not just for me but for my dad who put so much effort into making it happen! The only regret I have is that my grandad wasn't around to see me win the title as he passed away late in 2013. He absolutely loved his racing! He was at times more competitive than me and my dad!! But I know he would be proud of me and that's the next best thing."

Joe plans to return in 2016 to defend his crown. He says, "I am looking forward to more of the same – close, clean competitive racing!"

Dave Williams



Joe using ALL of the track



Kawasaki ZZR 1400



Two of the Tree Car that the Spencers have built

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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
Cloceanog & Penmachno
BTRDA Round

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
Ty Groes, Anglesey
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 27th Aug
Gareth Hall Memorial Stages
Traesfynydd 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

Sun. 20th November
Cadwell Stage Rally
Cadwell Park
North Humberside MC

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

11th or 25th September
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 18th Sept
Leeds Big Wheel
50 & 100 Miles : Fig 8

20th August
FIRE TRAINING
Darwen Services



www.geminicommunications.org.uk

UK clubs and volunteers recognised with national awards



The Motor Sports Association (MSA) is delighted to announce the winners of the 2015 JLT MSA Club and Volunteer of the Year Awards.

JLT MSA Club of the Year

The JLT MSA Club of the Year 2015 is South Hams Motor Club, winning £1,500 and a trophy, which will be presented at the MSA Night of Champions on 30 January at the Royal Automobile Club in London. South Hams Motor Club was nominated by the Association of South Western Motor Clubs. Celebrating its 50th Anniversary in 2015 and led by a new young Chairman, the club is very active in growing its membership and sees its primary role as organising events that members would like to compete in.

63 Car Club was judged second overall, winning £1,000 and a silver MSA flag trophy. In third was Anglia Motor Sport Club, winning £500 and a bronze MSA flag trophy.

Four other clubs were awarded Certificates of Merit:

- a. Dunkeswell Kart Racing Club
- b. Trent Valley Kart Club
- c. British Motorsport Marshals Club
- d. Peak Performance Club (N Ireland)

JLT MSA Volunteer of the Year

David Barlow, nominated by the Scottish Association of Car Clubs, has been named the JLT MSA Volunteer of the Year for his dogged determination to improve the sport for all. A stalwart of Scottish Motorsport for five decades, having been a marshal, Clerk of the Course, a co-ordinator, commentator and competitor, he will receive a trophy and £1,000 at the MSA Night of Champions ceremony.

Barlow originated the Ecosse Challenge and the Junior 1000 Championship for 14- to-17-year-olds. The Ecosse Challenge has had over 180 registered competitors since inception, many of them junior drivers. Now approaching his 70th birthday, his astonishing enthusiasm in getting this age group started in rallying shows no sign of tailing off, and his positive contribution to Scottish motor sport and beyond is immense.

Also receiving a prize cheque and trophy at the Night of Champions is Godfrey Evans, winner of the Marshal category. Involved in the sport for almost 40 years, Godfrey's dedication is renowned across his multiple roles including chief marshal, trainer, and rescue crew member.

As winner of the Clerks & Stewards category, Graham Battersby from Lancashire also collects a prize cheque and trophy at the Night of Champions. After starting in the sport as a rally man, Graham's later role as Club Steward at Race and Speed events is highly valued by clubs and competitors alike, with his wise words and sensible guidance having set many on the right path.

A number of other volunteers were Highly Commended for their efforts throughout 2015:

- Timekeeper: Derek Smyth, from Dungannon
- Safety/Recovery: John Graham, from Carlisle
- **Safety/Radio: Bill Wilmer, from Preston**
- Marshals: Alistair Reid, from Glasgow, and Alan & Fay Crook, from Towcester

Continued on next page

To The Gemini Team:

For the first time in many a year I'm truly speechless. This news came from completely out of the blue, I have been Highly Commended for efforts throughout 2015 by the MSA in their national JLT awards for 2015 for Safety & Radio Communications.

As you can imagine I'm so pleased and proud to have been selected, but I personally believe this was truly a team effort for which we should all be proud.

This surprising award couldn't have come at a better time as it rounds up my 50 continuous years in Motor-sport. Starting in 1965 as a Road Rally Driver then as a Co-driver it wasn't long before I was running my first event as a Clerk of the Course in 1968, with Auto Test's & Cross's and then taking on Stage Rallying with events at Flookburgh and the multi tarmac Knowsley Safari Rally with stages at the Safari Park, Aintree, Burtonwood, Haydock Park and Oulton Park, this still would be an excellent set of stages if it was run today. In the late 1970's and 80's I tried my hand at Speed events again as Clerk and ran many Scammodon Hill Climbs and the Sprint's along the Prom at Blackpool, the latter with some 30,000 spectators was very spectacular.

It was in the mid '70s whilst marshalling on a Hill Climb on the Isle of Man that I first saw the need for effective radio communications as a way of enhancing the safety of the sport and I got what was then the local civil defence service to come along and lend us their radio equipment.

From that very small beginning things began to rapidly evolve and we acquired from the then RACMSA a frequency that we now know as the Safety and Medical frequency and over the following year the Gemini Communications team was founded. In those days radios were not the compact 'high tech' units we see today but huge great things that had strange things like 'valves' and which consumed huge amounts of power, but at least kept your feet warm in the car !. One memorable moment was when I was Clerking the Mayfield Safari Rally with Longton & District and Liverpool Motor Clubs and I had Dick Taylor the founder of the MSA Freq. assisting on the radios, he brought a new probationary radio controller along, it was a very young Chrys Worboys who I'm sure you will all know. Over the subsequent years the Gemini Team has grown from strength to strength, with members supporting events the length and breadth of the country and in all weathers !.

From those somewhat humble beginnings it has been my privilege to lead the Gemini Team and I have seen several new generations of radio operators and controllers join the team, with some of that same passion for the sport that still drives me forward and the role that effective radio communications can play in supporting safety in motorsport.

Anyway that's enough from me...BREAK....I know it's a bit trite but I was genuinely 'lost for words' when I received notice of the award (and before you all say it I know that's not something regular 'viewers' are used to...but simply

THANK YOU . . . Gemini 1 OUT.

Bill Wilmer

Jack Neal Memorial Rally

**Saturday 20th February,
Blyton Airfield**

Map Ref. 112/ 877 953 – DN21 3PE

May I advise and invite you to help with Safety Radio cover on this year's event.

This event offers some 40 miles good Tarmac and will definitely be running as they now have enough entries,

Regulars to this event will remember that this club gives out probably the best free **breakfast and lunch** than any other to all Marshals / Radio Crews so don't miss yours.

If you can come and help please let me know and I'll add you to my list, the first car will become competitive at 09:30.

For more details and [when it's compiled] the Entry List will be on the Clitheroe web page: -

<http://cdmconline.com/>

The Gemini Team Congratulates and Welcomes it's New Probationary Radio Controller:

Yes, **Tony Jones Gemini 56** and just been accepted by the MSA and have issued him with his Probationary Controllers Licence.

Tony has been helping in our controls now for the last few year and has shown great promise, I'm sure he will make a fine controller.

He also has been on his own running the radio control on our Bike Rides and I can say his after event logs and reports have, by far, been the best I ever have received.

Full List of our Gemini Team MSA Licensed Radio Controllers:

Gemini 1	Bill Wilmer
Gemini 2	Graham Cookson
Gemini 3	Les Fragle
Gemini 4	Ian Winterburn
Gemini 6	David Crosby
Gemini 7	Tony Lee
Gemini 11	Mark Wilkinson
Gemini 13	Stuart Dickenson
Gemini 21	Derek Bedson
Gemini 25	Chris Woodcock
Gemini 56	Tony Jones



Adrian Lloyd (*Gemini 14*) Moves From Microphone to Maps & Notes

Steve Ellison has prepared the car himself, all credit to him with a little help from myself, he's done a fantastic job

He bought the bare RS 2000 shell, it was in need of shot blasting.

Not many panels needed repair due to it being in quite good condition.

The engine is a 2.0 Sherwood BDA, sounds lovely!! It has taken 18 months from start to finish to be ready for our first event on the North West Stages in February. Steve competed in grass tracking 30 years ago in a mk1 escort, myself the same time in rallying driving, returning to the sport to navigate for Steve.

Sponsorship is from Steve's work place

Buildbase, Northwich, where he's a HGV driver of whom we would like to thank for doing so.

We may possibly contend the ANWCC championship but haven't decided on this yet.

Testing of the car was the week before Christmas at Three Sisters circuit, which went extremely well without any problems at all, again down to the superb build quality by Steve plus Hans device (new safety reg for this year) helmet and intercom.

Hopefully we shouldn't be too rusty after a long break from competeing, we are both quite excited and looking forward to our first event.

There is a facebook page Buildbase rally escort and twitter [#@rallyescort](#).

*Adrian Lloyd
Warrington & DMC + Gemini*



Stephen started auto grass track racing in 1982 with his friend Colin Cresswell. They were both in the banger class smashing all who come before them. Then Stephen started to race in class 3 with his mk1 2ltr Escort with lots of success. In 1986 he started to build a mk1 RS Escort rally car but could not finish it, so that was the end of that. Now, some thirty years later he is back with a mk2 Escort Bdg. Having built the car for Stage Rallying Stephen needed to take his BARs test. So it was off too Higgins rally school where he had a great day in the escort. Back to old times! Stephen is now looking forward to his first proper rally, the North West Stages and he can't wait. I has had a lot of great support from the lads and girls at WDMC and would like to thank them all. So if any of you are out on the Legend Fires North West Stages make sure to go and say hello.

Some of you in the motorsport world will already know of Bill Honeywell, son of Roy Honeywell, and a previous competitor in motorsport having competed from 1971 to 1994 as driver and navigator and (unusually) won rallies as both, including the KLMC Devil's Own Rally (navigating) and SHCC Ribble Rally (driving). He has been 6th overall on Mull Rally twice, 9th overall 1983 Motoring News Championship. He co-drove twice on Lombard RAC Rally, also did Manx International, Circuit of Ulster and Circuit of Ireland. SD(34) champion driver at least once.

Bill survived cancer in 1976 and 1999, and although no longer involved in motorsport he is very involved in cycling (including organising events) and has done several challenges including walking all 214 'Wainwrights' peaks in 2009 and cycling 4,500 miles around entire GB coast in 2011. He has raised over £70,000 for cancer charities and awarded British Empire Medal in 2014 New Years Honours List.

Well, what has Bill decided to do for his latest Charity Raising event for Cancer Charities??

Let Bill explain.

OK. When you've ten minutes to spare, find a darkened room and read this very long post... Thanks to the MANY people who have shown support for my 2016 Challenge. There have been a few guesses, some wider of the mark than others. As you may know, I climbed all 214 Lakeland 'Wainwrights' in 55 days in 2009. I was recently looking at a classic - the 'Complete Lakeland Fells' by Bill Birkett, in which he describes 541 separate hills and mountains over 1,000 ft high - all the Wainwrights except one (Castle Crag, 951'), plus another 327, many of which I haven't climbed. Whilst on Wansfell and Wansfell Pike on New Years' Eve I decided to DO THEM ALL - that's 542 fell tops - not in two months (I'm getting older you know, plus I've got several other commitments this year) but starting and finishing in 2016, donating all the funds raised to Cancer Research UK (read my earlier posts to learn what progress CRUK is helping to make). Now here's the different bit. I'm not asking for money up front, or the usual kind of donations from friends and family. Instead, I'm asking supporters to pledge 10 pence per summit. I'll keep everyone up-to-date of progress, and I'll ask you to put the money to one side - in an old-fashioned tin for instance. The maximum number of hills in one day is likely to be around ten, the most in a week maybe 40. So you won't have to find more than £1 a day, £4 a week or so max. But the challenge will take much of the year between start and finish, and at the end your tin will hopefully contain £54.10.

If this is too much then you can share with a friend or pledge less per hill. Of course, if you want to pledge more than 10p per hill that will definitely be OK too!

What's REALLY important - and I can't stress this enough - is that as many people as possible, from as big an area as possible, engage with this challenge, pledge support, and get their friends and colleagues to commit too. So I'm asking you, seriously and earnestly, to spread the word, by using your email contacts or social media as much as possible. I'll be suggesting useful tips along the way on how to make this effective. The target is £25,000 (already in under 24 hours I've had pledges of over £2,500, so think what we can achieve with most of the year to go at!

By the way, the first request/tip is this: PLEASE SHARE all posts on the challenge on your FB page, and when sharing PLEASE WRITE AN INTRODUCTION - this way your friends are much more likely to read it.

Please comment, or message me, to sign up (those already IN are already noted thank you! - that way I can keep track of progress and make sure you're updated.

Thank you all once again. Now I'm off to plan the routes, sort out all kinds of logistics, and get a blog started.

Well, what can I say. A remarkable man who deserves support.

Can you help? As he says it would be nice to pledge 10 pence per summit achieved, Janet and I have already pledged 10p each for every summit, and you possibly have all year to save it. 10 pence per summit is £54.10p over the year. If you commit to help out/donate Bill will keep you updated on his progress and you just need to get a jar or tin and put the equivalent number of 10 pence's away as the summits are completed and it's done. £54 over the year if he completes all summits. As Bill says in his piece if you do not want to commit to 10p per summit then how about you and a friend doing so? I would think he will even accept straight lump sum donations as well if pushed.

Have a look at Bills Facebook page that has been set up, Just search for "Bill Honeywell". If you commit then you will be included in the "542 in 2016" Group and kept up to date with his progress with Newsletters/Bulletins. If you have any problems contact me and I will get in touch with you or Bill as necessary.

Latest update from Bill. 27/1/16

Almost 300 good people now pledged support, that means 300 collecting tins which will hopefully at the end of the year have £54.20 in each one. Together with corporate sponsorship that's close to £19K pledged so far to help us fight the horrible disease that's cancer. I've been up to the Lakes once so far - 10 summits done in some pretty tough winter conditions so that's £1 in each tin, and for all the people who might want to join in now it's obviously not too late if they can afford to chuck in £1 to start! I'd love motorsport enthusiasts to pledge support - over the year it'll cost about the same as ONE tiny litre of petrol per week or a gallon a month.

Or why not pledge support on a club basis? If five or ten members of a club join together or just the club as a whole, it will certainly help.

More information on the website below, or for those on Facebook, follow this link

<https://www.facebook.com/groups/1717070978523696/>

and ask to join if you want to be 'in'.

BTW great help with the website and social media from Tour of Mull stalwarts Mark Goossens and Kath Molyneux, to whom I'm extremely grateful. And thanks to you too!

Grumpy Old Git



A Bit More Grumpy Old Git



When it was all quiet after the New Year and I was a little bored I decided that I should update my PC to Windows 10 from Windows 7.

A couple of hours later and everything was done. At first I thought it was the right thing to have done. Then I logged on to the internet. Where had my favourites bar gone to? Completely disappeared! Instead of a 'favourites bar running down the side of my browser I now had to install an 'App'. The 'App' allows you to add favourites but it does not appear as a side bar on the browser page. The favourites are now on a separate tab and instead of being able to quickly move between sites that I frequently use I have to go back and forth to this tab. Very frustrating and not a step forward in my opinion. To make matters worse I have had to reinstall all these favourites again and remember the log in details. Progress - I think not.

I then access the Newsletter File and find that all the past newsletters have been modified. Either A4 paper is now bigger than it used to be or Ariel 11pt is smaller or the spacing has been modified because there are now huge gaps at the end of each article. How does that happen? The pdfs are all OK, so if any one wants an old copy its not a problem but the original looks a bigger mess than I originally set out. I then start on this issue and transfer things across. Stuff (like championship positions) that had tabs now have to be re-done. Why? Now not at all sure that the move to Windows 10 was a good idea. Got to learn it all again. On the plus side I am no longer bored but very frustrated as I am now having to tinker with all the set ups.

There is an old saying 'If it aint broke dont fix it'

I have put the ANWCC championship rounds on Pages 71 to 73.

If you are entering any of the SD34MSG Championships it might be worth your while to also register for ANWCC at the same time because a lot of them are the same and you could be scoring in both championships. (Cost of registering for ANWCC £18)

Last month (January) I also included the **HRCR Premier Championship** rounds. I noted that 10 of this Championship are also SD34MSG Road Rally Rounds. You could be scoring in three championships if you wanted to (ten rounds to count + you can claim Marshalling/Organiser points too) However, you have to be a member of HRCR and also register with them as a competitor. Costs £41:50 for membership and another £20 for registration per person.

SD34MSG Championship Registration is only £5 and as long as you are a member of an SD34MSG club that all its going to cost you Personally I think the HRCR Premier Championship is a little on the expensive side (OK it's a lot). Its not so much the Championship Registration Fee of £20 but its then £41:50 to join HRCR which adds up to more than half a road rally entry fee. They may argue that the prizes up for grabs are better but they would have to be at least 12 times better Think I will stick to doing SD34MSG Road Rally Championship & ANWCC

MSA Accredited Marshal

At one of U17MC(NW)s AutoSolos in 2015 I got collared by Steve Johnson and was quickly signed up to apply to be a 'MSA Accredited Marshal'

At the end of November my 'Accredited Marshal' card arrived but it was dated for 2015. I needed to apply for it all over again for 2016 and I would have to do some training I had hoped to attend the Training day on the 15th of December at Accrington Cricket Club but it clashed with the JJBrown. As luck would have it the JJBrown was cancelled because of Storm Desmond and I could have gone to that Training session.

On Saturday the 16th of January I spotted that I could apply via the msa website for my 2016 'Accredited Marshal' ticket but would have to undertake an on-line training and assessment. So I logged onto my account and had a go.

The Accredited Marshals training page tells you that to complete all three modules it will take about 45minutes. Do not be put off. I completed all three modules in less than 15 minutes. In all honesty it took me longer to find them, log in to my account and then go back into my account and verify the acknowledgement email than it did to do the training and tests. All the questions are multiple choice and the answers are just common sense. (not much of that around me but still managed to complete it OK) (see pages 60 & 61)

Now all set to take up my duties if I can find the time in-between competing and family commitments

Congratulations!

You have now completed the on-line training requirements for you to apply to become an MSA Accredited Marshal.

If you are registering with the MSA for the first time or have undertaken the training as part of your 2016 renewal you will now need to complete the process by going to:

<https://members.msauk.org/imissite/login/default.asp> and log in as an existing customer.

Neil Mashiter



It is with great sadness that I find myself reporting the passing of Neil Mashiter.

Neil was diagnosed with Lymph Node Cancer back in November 2015 and was undergoing Chemotherapy. On Friday the 1st of January Neil succumbed to complications of the cancer.

A celebration of his life was held at Lancaster & Morecambe Crematorium on Tuesday the 19th of January My, and all our thoughts to Katy and family.

Record UK Car Sales (?) For 2015

It was no great surprise that a very strong December (over 8% up on last December) brought total UK new car registrations for 2015 to a record of over 2.6M. Of course a lot of the December activity was the registration of cars that were not actually sold as manufacturers and dealers strove to achieve those all important sales targets.

As predicted last month (law of averages, even I'm right occasionally!) BMW pulled all the stops out to beat Audi to be top German prestige manufacturer in the UK. At the end of September Audi were about 9000 registrations or over 6% ahead of BMW. Just take a look at these numbers of registrations for the last 3 months of the year:

October Audi 13,182 – BMW 13,938

November Audi 11,083 – BMW 11,963

December Audi 9,144 – BMW 17,181

So BMW ended up about 700 cars or 0.5% ahead for the year. Finely judged! And of course BMW dealers are entering the new year awash with pre registered unsold cars, bargains for the discerning buyer.

Behind these two Mercedes continued their steady progress, almost 17% up on 2014 and I wouldn't bet against them catching at least one of their German rivals this year. They didn't seem to pre register a lot in December, and have started January with some very aggressive pricing, as have Audi. BMW meanwhile have to clear all those unsold cars registered in December so will inevitably start the year behind.

Other winners were Jaguar (30% up due to the new XE), and their twin Land Rover (18% up, new Discovery Sport). Several manufacturers whose sales had dropped badly in recent years started to come back from the intensive care ward, like Renault up 14%, Mazda + 20%, Mitsubishi + 44%, and Subaru +24%. Impressive numbers but from very low bases in all these cases. New starter Ssangyoung more than doubled sales and with more new products arriving looks likely to continue in that vein.

Big losers were most from the VW Group, particularly SEAT down 11%, Skoda down 1% and VW up only 4%, all in a market up by over 6%. FIAT Group fared badly to with Fiat themselves down 4% and Alfa down 8%. Abarth was up by 67%, but tiny numbers, and Maserati + 20%, which shows what a diesel engine can do for an executive car. Alfa is down to registering about 50 cars per dealer for the year, which once you deduct demonstrators, courtesy cars, the inevitable per registrations, and the cars registered by Alfa UK for staff and demonstrators leaves precious few actual sales for each of around 100 dealers. The promised wave of new Alfa products can't come a moment too soon for their troubled dealers.

Exciting New Cars For 2016

There are two drugs in the motor industry, new products and money.

Although given some of the new cars that have been signed off by various chief executives over the years, you'd be forgiven for assuming that certain other drugs circulate in manufacturers' boardrooms.

Returning to the first two drugs, they are of course inextricably linked. New products cost fortunes to develop, but if successful make even larger fortunes in profits. And 2016 looks like being a bumper year. Here is my choice of ten of the prominent new kids on the block:

1. **Focus RS.** 345 bhp, 4WD, 0-62 in 4.7 seconds, 165 mph (in a Focus!), £29000. Handles like a RWD apparently and can allegedly out drift a BMW M2. One rag describes it as being like the result of a one night stand involving a Mark One RS1600 and an Escort Cosworth. What's not to like? Initial allocations already sold for deliveries starting March.
2. **BMW M2.** See above about Focus RS. Slightly more power, slightly quicker to 62 (0.4 secs). £15000 more at £44000 though.
3. **Jaguar F Type SVR.** SVR is Jaguar's equivalent of BMW's Alpina or Mercedes AMG. They've turned their attention to the F Type Coupe and at the Geneva show in March Jag will launch a 575 bhp version that will pull 200 mph and put all that power down to the tarmac with 4WD. £100,000 + sadly.



Continued on Page 56

4. **Tesla Model X** continues the dramatic progress of the US electric car maker. 7 seats, up to 750 bhp, 0-60 in 3.2 seconds, 250 miles on a charge, £65000 but big tax advantages and obviously low fuel costs.
5. **Bugatti Chiron.** Those members who haven't recently won the Lottery can look away now. For those who have this is the successor to the fabled Veyron. Luckily it's escaped the expense cuts VW is being forced to make after "Dieselgate", presumably because it's just about ready for sale so the vast development costs have been spent, may as well get on with it and claw some money back from the obscenely rich. Power goes up from the Veyron which was initially introduced with 1000 bhp and developed to 1200. The Chiron has 1500bhp! 0-60 takes 2.3 seconds (that Focus seems VERY slow now), and top speed is 275mph, which has required unique tyres to be developed. Costs about 2M somethings. I'm not sure if that's pounds or euros, or indeed if you have to add VAT as such matters are hardly the stuff of chat at Gilligan Towers. Carefully selected existing Veyron customers have already been quietly shown the car and apparently the first year is sold out. Which will annoy me if the numbers come up tonight!
6. **Land Rover Discovery.** The much loved "square" Disco is being replaced at last with a new model that will pick up an aluminium monocoque to replace the ancient chassis frame with separate body design. Hundreds of kilos of weight will disappear as a result making a 4 cylinder turbo a very sensible choice.
7. **Bentley Bentayga.** Fails spell check every time that one! This is of course Bentley's big SUV, competes with Range Rover although about twice the price. Easy to spend £200k if you get stuck into the options list after a decent bottle of red. However what else weighs two tons and does 200mph while you sit in a drawing room that about half a dozen cows have made the ultimate sacrifice to furnish. Doubtful if even M Sport could make this into a racer.
8. **Maserati Levante.** Another very expensive SUV. Not 2 tons, this one is tiny compared to the Bentley. Based on the Ghibli chassis and powertrains, should be a fine drive.
9. **Alfa Romeo Giulia.** This is the start of Alfa's desperately needed resurgence. RWD, lightweight, great engine range. However it comes up against new or very fresh Audi A4, BMW 3 Series, Jaguar XE, and Mercedes C Class. Some opposition! And with a UK dealer network weakened by years of losses, and with manufacturer and dealers lacking expertise in corporate sales this will be a struggle however good the car is.
10. **Jaguar F-Pace.** This is the one I simply don't understand, but then WDIK? As we all know Jaguar and Land Rover are one company (JLR), owned by Indian conglomerate TATA. Land Rover produces a great range of SUVs from Evoque through to Range Rover. Jaguar produces sports saloons and estate cars and the F-Type sports car in coupe and convertible versions. Both have a great history in producing these types of cars. Largely these two brands are now sold by the same dealer, so the customer walks into a showroom offering both. Makes sense, as they offer very different cars. However soon with F-Pace Jaguar will offer a sporting SUV. More sporting it is said than anything LR offer. Designed to compete with the Porsche Macan. So OK Jaguar aim to take a few sales off Porsche. But my guess is that about 90% of the people who buy an F-Pace will do that instead of buying an Evoque, Discovery Sport, or bottom end Range Rover Sport. Partly because that is the showroom they've walked into. So I'm saying for every 10 F-Pace Jag sell, Land Rover will lose 9 sales. Any way it sounds a fine car, and as I said WDIK?



11. I know I said 10! But I can't leave out the **Ford GT.**

Grandson of GT40 it will race at Le Mans in June.

Carbonfibre tub, carbonfibre panels, twin turbo 3.5 V8,
Brembo brakes, active suspension etc etc.

Rumoured to have "close to" 700 bhp, about 1200 kg, 0-62 "
definitely below 3 seconds". UK price maybe around £250k,
so you can have about ten for the price of a Chiron.

Or you could have 8 Focus RSs instead of the one GT.

Decisions, decisions.



The Elephant In The Room – Driverless Cars

I know I keep coming back to this, but with good reason. This one WON'T go away, and will be upon us well before we currently imagine. And the consequences will be very far reaching for the industry. Recently the Worldwide boss of Ford said the "Driving with a steering wheel is as antiquated as riding a horse". So OK (steering wheel bit) for a small minority to do for pleasure, but not what the vast majority do, or will do, on a daily basis.

Rumour has it that Ford is soon to announce a joint venture with Google to develop driverless cars. Google is currently the leader in this field, and said to be poaching top engineers from Tesla to speed this development.

At the same time car sharing of conventional cars in cities has become more popular. Ford Credit, Ford's finance arm has recently launched a pilot programme in the US where a small "syndicate" can pool their resources to pay the deposit and monthly payments on a car they will share the use of.

Putting these two developments, driverless cars and car sharing, together is an ENORMOUS threat to the industry, both to manufacturers and dealers. Google's driverless test fleet has already covered 1.8m miles on public roads in the US, and the average of most sensible predictions is that we will see these cars generally available in 3-5 years. One major bank has forecast that putting together driverless and car sharing will reduce the average car ownership per household in the US from 2.1 vehicles to 1.2 in time. How long is the open question? Apart from car sharing even if the car is reserved for the family it can "multi task". So it takes the main breadwinner to work, then drives itself back to the house to take the kids to school, then takes the house wife or husband to the gym, supermarket etc, repeating the process later in the day. So only one car needed where there may currently be two or more.

The result, the same forecaster believes, is that US new car sales will fall from about 11M new cars a year to less than 4M. If the same happens in the UK we go from about 2.5m to under 1M. And these new electric driverless cars will need far less maintenance than current petrols or diesels. So most dealerships will close. The multimillion pound showrooms they have been forced to build by the manufacturers they represent will be empty white elephants. Of course not all those manufacturers will survive either.

All of this won't happen overnight, or maybe even soon. But I'm really confident most of it will happen, and sooner rather than later. Classic cars will of course survive, and even increase above today's stratospheric values as I don't see Google driverless cars becoming collectors' pieces somehow?

Controversial? Well I don't want to bore you!

Paul Gilligan

pg@gvcontracts.co.uk

GVC

I am a Seenager. (Senior teenager)

I have everything that I wanted as a teenager, only 60 years later. I don't have to go to school or work. I get an allowance every month. I have my own pad. I don't have a curfew. I have a driver's licence and my own car. The people I hang around with are not scared of getting pregnant. And I don't have acne. Life is great.

Three sisters, ages 92, 94 and 96, live in a house together. One night the 96-year-old draws a bath. She puts her foot in and pauses. She yells to the other sisters, 'Was I getting in or out of the bath?' The 94-year-old yells back, 'I don't know. I'll come Up and see.' She starts up the stairs and pauses 'Was I going up the stairs or down? The 92-year-old is sitting at the kitchen table having tea listening to her Sisters, she shakes her head and says, 'I sure hope I never get that forgetful, knock on wood...' She then yells, 'I'll come up and help both of you as soon as I see who's at the door.'

An elderly Floridian called 911 on her cell phone to report that her car has been broken into. She is hysterical as she explains her situation to the dispatcher: 'They've stolen the stereo, the steering wheel, the brake pedal and even the accelerator!' she cried. The dispatcher said, 'Stay calm. An officer is on the way.' A few minutes later, the officer radios in 'Disregard.' He says. 'She got in the back-seat by mistake.'

A little old lady was running up and down the halls in a Nursing home. As she walked, she would flip up the hem of her nightgown and say 'Supersex...' She walked up to an elderly man in a wheelchair. Flipping her gown at him, She said, 'Supersex.' He sat silently for a moment or two and finally answered, 'I'll take the Soup.'



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World rally star Elfyn Evans and Finnish sensation Max Vatanen will spearhead

DMACK's challenge on the revitalised 2016 MSA British Rally Championship. The two drivers are hoping to follow in the footsteps of their fathers, both former British rally champions, when they tackle the UK's premier rally series for the DMACK British Rally Team.

Welshman Evans, 27 from Dolgellau in mid-Wales, comes from a full World Rally Championship season with the M-Sport team. He scored two podiums last year, with a career-best second on the Tour de Corse in October, and will certainly be a contender for the coveted British title.

His father Gwyndaf was crowned British champion 20 years ago in 1996 and finished runner-up four times. Elfyn will dovetail his title challenge at the wheel of the team's Ford Fiesta R5 with a WRC 2 campaign for M-Sport and will be co-driven by Craig Parry.

The iconic Vatanen name also returns to the UK. Forty years after rally legend, former world champion and current DMACK brand ambassador Ari Vatanen claimed the British title, his 25-year-old son Max will tackle the series. Max has competed in the Drive DMACK Fiesta Trophy for the past two seasons but makes the step up to four-wheel-drive for the first time this year.

Both Ford Fiesta R5s will be equipped with the latest generation DMACK tyres. The tyre manufacturer has used the world series to develop its products and will have a new and upgraded range of gravel and asphalt products available for competitors in all classes of the BRC this year.

DMACK is also providing a huge prize for the sport's up-and-coming young stars. The winner of the DMACK Junior BRC will receive a helping hand into the WRC with a scholarship to the Drive DMACK Fiesta Trophy worth £60,000.

This year's invigorated BRC is set to be one of the most exciting championships in recent years with the UK's top events across England, Isle of Man, Northern Ireland, Scotland and Wales promising a fierce challenge. The series kicks into action with the Mid Wales Stages on 5-6 March.



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Gemini Communications
Website

www.geminicommunications.org.uk



Chateau Impney 2016

9 - 10 July 2016

Known as the Owen Jaguar, the car was built in 1958 by Freddie Owen, a traditional coach builder whose family firm was forced out of its London Oxford Street base due to the blitz in 1940

With his company ceasing to trade and war raging across Europe, Owen took his skills to Handley Page, a leading British aircraft manufacturer noted for its pioneering role in aviation history and for producing heavy bombers and large aircraft. It was here he honed his aerodynamic knowledge in relation to body shape and weight saving, two facets that would go on to be synonymous with the cars he went on to design.

Following the war, Owen worked closely with the racing departments at BRM and Jaguar and in 1959 he developed and built the Owen Jaguar – an individual car that saw a 3.4 litre Jaguar engine mounted on his own space frame chassis and housed under an aluminium body that he also designed himself.

Preceding the world famous E-Type Jaguar by two years, the Owen Jaguar went on to be campaigned throughout the 1960s and 70s by a host of leading racers, including the legendary driver and motorsport historian Alec Francis Rivers-Fletcher.

The car was then absorbed into two private collections for the next thirty years. It was first held by a collector in Belgium, who raced it a couple of times, before it was purchased by renowned record producer Pete Waterman, who is famous for being the musical talent behind a huge amount of number one acts, including Kylie Minogue, Rick Astley and Donna Summer.

The car remained in Waterman's extensive collection of Jaguars and Ferraris for two decades and despite only driving it for approximately 100 miles in 20 years, he not only restored the car fully, but also ensured it was fully serviced every year. Waterman then sold it on to former Le Mans driver Neil Cunningham who drove it in two one-hour races at Silverstone, before current owner Peter Newman bought it from him the day after the second race. A seasoned competitor, Newman has raced a huge number of cars and motorcycles over the years and jumped at the chance to buy the Owen Jaguar when the chance arose seven years ago. "It hasn't done a lot of racing but it's got a good pedigree," said Peter who was one of the lucky 200 drivers who competed in the inaugural Chateau Impney Hill Climb in July. "It's a terrific course, but quite challenging," he continued. "I over-shot the first corner. The third run was wet and then on my fourth run I ran out of petrol halfway up the hill! That was keeping the weight of the car down a bit too far!" Peter and the Owen Jaguar competed in Class 12, Pre-1961 Sports and Sports Racing Cars over 2200cc, at 2015's event, against formidable opponents including the Farralac Mk 2, HWM Jaguar and Chapman Mercury Mk III.

However, Peter now has a great advantage against any newcomers, and we hope to see Peter rising through the ranks in 2016.

See more at:

www.chateauimpneyhillclimb.com/blog/owen-jaguar-returns-to-hill-climb/#sthash.v2vxaUF2.dpuf

Keith Thomas



The 'Owen' Jaguar



Unique Mini DART to compete at Chateau Impney in 2016

Dare to be Different:

Driving Female Talent Susie Wolff and the



MSA have joined forces to launch Dare To Be Different, a high-profile new initiative that will inspire, connect and celebrate women who work in every aspect of motor sport. Launched last Thursday (14 January) at Autosport International, Dare To Be Different is about increasing female participation, not just on the track but in all aspects of the sport and other perceived male-dominated industries. It will achieve this in two key areas – creating an expansive online community, and bringing young girls (aged 8-14) together with some of the sport's most inspiring women in a series of special events. More information can be found at www.daretobedifferent.org

Dare To Be Different is not preoccupied with finding the next female F1 driver – it is about inspiring women of all ages and backgrounds to break the mould and shatter perceptions. In the coming months, a fully integrated online community will be formed across an all-new website and social channels, bringing together girls and women from all over the UK who share a passion and desire to get involved in motor racing. Susie Wolff said: "This is an ambitious and long-term project that will build an online community of women from all over the world. It will connect them through a shared passion and empower them to become the next wave of role models, whilst also providing access to some of the most successful female names in the sport. "Our UK events for young girls will boost awareness and demonstrate the varied and exciting areas of the sport – showing that they too can dare to be different." Our Community The Dare To Be Different network will bring women in motor sport together in an unprecedented way, with members benefitting from direct access to their peers, colleagues and even their idols for information, advice and inspiration.



There will be networking events exclusively for Dare To Be Different Community members, bringing aspiring girls and women face to face with our Ambassadors. In addition there will be giveaways, competitions and other benefits. Set up as a non-profit organisation and access to the community is £25 per year. As the initiative grows, so too will the benefits to its members. For more information on the community, visit www.daretobedifferent.org/sign-up Our Events In its first year, Dare To Be Different will aim to inspire the next generation with five free special events across the UK: 13 April, Daytona Sandown Park, Surrey 5 May, Nutts Corner, Crumlin, Northern Ireland 24-26 June,

The Sports Show at the NEC, Birmingham 25 August, Knockhill Circuit, Fife, Scotland 15 September, Daytona Manchester, Manchester (All dates are provisional and subject to change) These events will offer a money-can't-buy experience to girls, and will be open to school groups as well as passionate individuals. Girls aged 8-14 will be getting tips from some of the top female racers in the world – Susie will be at every event along with an incredible team of ambassadors including current racer Alice Powell to inspire the racing spirit. The Williams F1 show car will be there for the girls to get up close and snap a selfie with, but it's not just the driving that Dare To Be Different is here to promote.

The girls will be checking out life on the other side of the camera, as Sky Sports will be bringing a crew to showcase the opportunities in the media that come with a life in racing, plus renowned presenter Rachel Brookes will attend several events to give insider tips from the F1 media centre. In partnership with STEM, there will be activities that focus on the engineering side of racing, while the girls will also get to hear about the nutrition and fitness regimes needed to get racers to the top of their game. The events are going to be special, and start some of the next generation down the path to a career in motor sport. Our Ambassadors Dare To Be Different Ambassadors will play a crucial role in Driving Female Talent. Claire Williams, Deputy Team Principal of Williams Martini Racing, Sky Sports' Rachel Brookes and racer Alice Powell are all on board already and will be appearing at future events.

Claire Williams said: "I am constantly inspired by the women I work with within Williams and I hope that my participation can help to spread that message. Sometimes it takes courage to pursue your dreams, Dare To Be Different will provide that encouragement and support." Rachel Brookes said: "I always dared to be different. I am proud that I became the first woman to present live cricket updates from the boundary edge, and to host the Post Race FIA Formula One Press Conference." Alice Powell said: "Motor sport is a male dominated sport and I have witnessed girls turn away from it because of this. I would not have had the most incredible experiences if I did not dare to be different. I always believe that you should aim high and try and better yourself. Sometimes to do that, you need to be different." There is much more to be revealed in the coming weeks.

Watch this space!

Ever wondered about the Fines Fund?

The MSA is often asked what happens to fines collected from competitors who fall foul of the regulations. Well in 2015, the governing body was pleased to donate a total of £75,685 to a range of UK charities:

- **Toyota GB (charitable dinner) £500**
- **Association of Air Ambulances £2,000**
- **Lincs & Notts Air Ambulance Trust £2,000**
- **London's Air Ambulance £2,000**
- **Midlands Air Ambulance £2,000**
- **Scotland Charity Air Ambulance £2,000**
- **Wales Air Ambulance £2,000**
- **Derbyshire, Leicester & Rutland AA Trust £2,000**
- **Hampshire & Isle of Wight Air Ambulance £2,000**
- **Thames Valley Air Ambulance £2,000**
- **Great West Air Ambulance £2,000**
- **Dorset & Somerset Air Ambulance £2,000**
- **Great North Air Ambulance £2,000**
- **Devon Air Ambulance £2,000**
- **BEN £5,000**
- **Roadsafe £5,000**
- **Henry Surtees Foundation £5,000**
- **UK Youth £5,000**
- **Torch Trophy £5,000**
- **Motor Sport Safety Fund £10,000**
- **FIA (Nepal Solidarity Fund) €20,000 £14,185**

Total £75,685

Rob Jones, MSA Chief Executive, said: "We're extremely pleased to direct these funds to some very important charities, including vital air ambulance services across the UK."

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**

Technical / Sporting Regulations

Helmet Modifications

A scrutineer found an interesting helmet modification at a recent, whereby HANS posts were fitted to a helmet in completely the wrong location.

The competitor said he also used the helmet in short oval racing, and that he uses the HANS post to attach a 'bib' to protect himself from stones.

However this is not acceptable as a modification to the structure of the helmet – please see K10.3.3(d).

Tyre List 1B Clarification

The MSA has previously highlighted an error in Tyre List 1B, whereby the specific OE fitment was missed from the Avon ZZR.

That correction still stands, however in consultation with the tyre manufacturers and the Production Tyre Advisory Panel, it has been agreed to open up the use of tyres on 1B listed as 'OE fitment only' to all vehicles, not just those models for which the tyre is the OE fitment.

Therefore for List 1B, the following tyres with the specific OE markings may be used by any vehicle where a List 1B tyre is permitted.

- Avon ZZR - OE Fitments marked 15156 & 15157 only
- Kumho Ecsta V700 (including V70A) - OE Fitments 215/40/17 only
- Yokohama A048-R - OE Fitments marked LTS in sizes 195/50/15 & 225/45/17 only

Other models of these tyres without the specific OE markings will be considered as 1C tyres.

MSA launch a new online training and accreditation scheme

Legendary co-driver Nicky Grist helped the Motor Sports Association (MSA) launch a new online training and accreditation scheme for rally and cross country marshals today at Autosport International.

The scheme is part of the RallyFuture campaign to further enhance safety on UK stage rallies. Its purpose is to ensure that all Rally marshals have a common understanding of their roles and responsibilities, the management of spectators and how to handle an incident.

The online training takes less than an hour to complete, and has been designed as a supplement to – not a replacement for – the high quality face-to-face training sessions currently being delivered across the UK.

Nicky Grist said: "Safety has become a highly contentious issue. This new scheme will dramatically speed up and improve the quality of new marshals, and it's exciting that they can now do it online and so quickly." Jon Binns, Marshals' Representative on the Motor Sports Council, said: "I wholeheartedly support what the MSA is striving to deliver with the new online marshals' training and accreditation scheme. It will help to ensure that everyone who marshals on a rally stage will have received a common level of training relating to their personal safety, managing spectators and what to do if an incident occurs. This not only better equips them to do their roles but also demonstrates to external third parties that we take safety very seriously."

Existing and prospective Marshals can undertake online training and accreditation by logging in or registering at members.msauk.org. RallyFuture "Safety has become a highly contentious issue."

This new scheme will dramatically speed up and improve the quality of new marshals, and it's exciting that they can now do it online and so quickly"

RallyFuture

Safety Delegate report form available online

The Safety Delegate report form has been made available on the MSA website via the following link: <https://www.msauk.org/assets/2016msasafetydelegatereport.docx> This has been added so that it is readily accessible to Safety Delegates, and also to help give clubs a better understanding of what the Safety Delegate will be doing on their events. The role of Safety Delegate was created last year, giving appointed individuals overriding authority on matters of safety on all UK multi-venue stage rallies. Media Accreditation A list of the first journalists, photographers and broadcasters to achieve MSA Rally Media Accreditation is available on the MSA website: <https://www.msauk.org/assets/msaaccREDIT-edmediav2.pdf> This reference document allows event organisers to confirm the validity of those presenting MSA credentials, such as a Media Pass and/or Tabard. Any queries regarding MSA accreditation should be sent to media@msauk.org

FAQ

Why do experienced marshals have to do this?

All marshals should have a common set of basic skills to protect themselves and others on the stages. This includes first-on-scene training. The MSA aims to ensure that the training is useful and relevant to everyone.

What are the contents and how long does it take to do?

There are three modules: Roles & Responsibilities of the Marshal; Spectator Management; and Incident Management. It should take a maximum of one hour to complete, including the online assessment. What is the process? Simply register online via the MSA's members' site at members.msauk.org. Then follow the links to the learning management system and proceed.

What will happen if you do not pass?

You can simply retake once you have re-read the sections you didn't quite manage first time.

When do all Marshals have to be registered by?

From now on, online training and accreditation will be compulsory for new/first-time rally and cross country marshals. Existing registered marshals are encouraged to complete the accreditation as soon as possible and will need to do so before renewing their 2017 registration.

Do all Marshals have to complete the online scheme, regardless of status?

From 2017, yes, but you can apply to register at the grade for which you are most experienced. If you wish to apply for a grade higher than trainee you will need to supply the MSA with an application form endorsed by your club and a CV covering your motor-sport history.

Do you have to complete the online scheme every year?

No – it is a one-off for everyone. If a Marshal chooses not to register will he/she still be able to marshal? There will continue to be a buddying system, which will allow non-accredited marshals to join accredited volunteers on events. This will also help to ensure we don't lose opportunities to recruit new volunteers. For 2017, all marshals will need to have completed the online scheme before marshalling unsupervised – a non-accredited marshal will not be able to man a junction on his or her own, for example. In 2016, during the transition, only existing MSA-registered marshals may marshal unsupervised.

Will marshals still require a club endorsement on the application form?

For 2016, new marshals will not require club endorsement. However, they will need endorsement if they choose to upgrade to become a registered marshal.

How will the grade be decided for existing marshals?

It will be decided by a small committee upon submission of a CV and an application form endorsed by the club. Any further questions from volunteers should be directed to training@msauk.org



PIRELLI COMMITTEE CONFIRM COMMIT- MENT TO CARLISLE

The committee of the Cumberland Sporting Car Club, the organising team behind Cumbria's biggest motor sport event, The Pirelli Carlisle Rally, have confirmed that the annual event, which this year celebrates its 40th anniversary, will again be based in Carlisle, despite the historic Border city having been ravaged by the recent appalling flood damage for the second time in a decade.

A spokesman for the team declared, "Carlisle is, historically, the rally's base and we share the resolve and resilience now being shown by the population and local authorities in Carlisle and we will be putting all our efforts into making the rally a really high profile event for the city. We are very much aware that the Pirelli Carlisle Rally attracts not only a large number of competing crews but also a huge following of service and back up personnel and a horde of enthusiastic spectators and, as such, brings considerable economic benefit to Carlisle and we hope this will continue, now when the city needs it most".

Although the current roadworks and resulting congestion may make the rally's traditional city centre start unviable, the organisers are extremely grateful to H & H for allowing the use of the giant Borderway Mart complex to be used as rally headquarters and to Pirelli Limited, long time backers of the event, not only for their ongoing support but also for welcoming the competitors to the start venue at their Carlisle manufacturing facility.

With the Pirelli Carlisle Rally, which runs over the weekend of 30th April/ 1st May, a round of both the MSA British Rally Championship and the Mintex MSA British Historic Rally Championship, plus a number of supporting series, the organisers are confident that "Motorsport Mania" will again return to Carlisle, creating a buzz around the city and bringing a welcome influx of customers to the city's hotels and guest houses.

Organised by the
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Highly successful Proton Satria Rally Car **FOR SALE**



- Logbooked lightweight shell with professionally fitted Safety Devices bolt-in roll cage
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- Sparco Pro2000 seats on alloy side mounts with-Sparco 6-point 3" aircraft belts (both out of date)
- Lifeline extinguishers & cut offs
- Window film
- Front & rear strut braces
- HHMS sump & tank guards
- Fuel & brake lines inside the car
- 1600 Mivec engine running on Omex management-Magnecor leads
- 4 branch manifold, fully skidded exhaust system
- HHMS 5 speed dog box
- HHMS uprated bell housing
- Paddle clutch
- HHMS gravel spec Bilsteins all round
- Evo 3 hubs
- Evo 3 bottom arms, rear links and dog bones (all poly-bushed)
- Evo 3 brakes with Mintex 1166 front pads & 1144 rears
- HHMS hydraulic handbrake
- 130W KC Daylighters with proper wiring loom
- Headlights independently relayed
- Currently sat on 15" Compomotive MO's with nearly new Toyo R1R's
- Private plate negotiable
- Masses of spares including 16+ wheels & tyres (including OZ's & Compomotives)
- 100% reliable in 2015 resulting in 4 overall wins from 6 rallies
- Desperately sad to see it go, but new business venture forces sale

£7495

Dan Willan - 07834 275102
DTWillan@btconnect.com

FORD CORTINA MK1 1500 DELUXE AUTOMATIC 1964 PRE AIRFLOW.

Only done 58 miles

£25,000



This 1500 deluxe automatic 4 door rolled off the production line in May 1964 then delivered to a dealership in ST Albans Herts. Purchased for a customer who never took delivery it then was stored until now when I purchased the car.

This must be the only unregistered NEW FORD CORTINA MK1 surely a museum piece or for the serious collector of this fine motor vehicle. Finished in Ambassador blue with contrasting blue cloth interior. This car has some very minor storage marks but nothing that takes the newness away from this vehicle.

<http://www.cambridgeclassiccars.co.uk/>

The Liverpool manager flies to Kabul to watch a young Afghan play football. He is suitably impressed and arranges for the player to come over. Two weeks later Liverpool are 2-0 down to Newcastle with only 20 minutes left.

The manager gives the young Afghani striker the nod, and on he goes. The lad is a sensation. He scores 3 goals in 20 minutes and wins the game for Liverpool. The fans are delighted, the players and the coach are delighted and the media love the new star.

When the player comes off the pitch he phones his mum to tell her about his first day in English football.

'Hello mum, guess what?' he says 'I played for 20 minutes today, we were 2 - 0 down but I scored 3, they call it a hat-trick, and we won. Everybody loves me, the fans, the press, they all love me.'

'Just wonderful,' says his mum, 'Let me tell you about my day. Your father got shot in the street, your sister and I were ambushed and assaulted, she would have been raped but for a passing police vehicle. Your brother has joined a local gang of looters and set fire to some buildings and all while you tell me that you were having a great time!!' The young lad is very upset. 'What can I say mum, but I'm really sorry.'

Sorry?!!! Sorry?!!!!' says his mum. 'It's your bloody fault we came to Liverpool in the first place!'



Dan Willan Promoting Kirkby Lonsdale MCs Devils Own Rally (8th October 2016)

The HRCR Open Day's MINI ADVENTURE



Paddy Hopkirk congratulates Steve Entwistle



Photos (all of these except the top left) Courtesy of Tony North



F1 : 2016

It is not all that long until the lights go out in Melbourne's Albert Park for the start of the Australian Grand Prix and behind the scenes in factories across Europe the 22 cars from 11 teams that will contest the season are already coming together.

As the clock ticks down to the start of the shortest period of pre-season testing in F1 history - just eight on-track days in Spain starting on 22 February - we look at the five key issues that could shape the 2016 grand prix season.



Can Mercedes handle driver rivalry?

Mercedes team boss Toto Wolff has clearly spent his Christmas break pondering how to handle the rivalry between his drivers, Lewis Hamilton and Nico Rosberg, in 2016.

The tensions between the two were largely buried through last year as Hamilton cruised to the title, but they re-emerged in the final six races as Rosberg finally found his form.

This may well have been caused by Hamilton easing off having tied up the title with three races to go. But if the German can continue the performances that led to a run of six poles and three wins with which he ended the season, the fight could be much closer in 2016.

The likelihood of Mercedes remaining the team to beat has left Wolff pondering his duty to the wider sport and he has raised the possibility of letting the drivers race more freely in 2016. Hamilton and Rosberg have been allowed to compete on track for the last two years, but within specific guidelines operated by the team.

Key among these has been that the lead driver always gets first choice on pit-stop timing. This is to prevent the driver behind gaining what has been deemed an unfair advantage by stopping first and using the extra grip of new tyres to take the lead. But it reduces the possibility of the two swapping positions and restricts racing to on the track, where passing is difficult between two evenly matched cars.

Wolff's suggestion - which is only an idea for now - would undoubtedly make life more entertaining for those watching. But it would effectively force the two drivers' engineering teams to work in opposition to each other.

And it would increase the risk of one of the drivers being beaten by a rival from another team as it could risk them ending up on an unfavourable strategy. The background to this is that Wolff has said he will consider changing his driver line-up if the disharmony between the drivers starts to affect the team. And that remark is made in the context of Rosberg's contract being up for renewal at the end of the season.

For everyone at Mercedes, there could be quite a tightrope to walk in 2016.

Will the Ferrari revival continue?

Ferrari were a team to a large extent re-born in 2015, the pain of a winless 2014 behind them and three excellent victories by four-time world champion Sebastian Vettel raising optimism for the future. But can they keep it up?

Last year's progress was based on a very specific issue. The new hybrid engine had a design flaw in 2014 - its energy recovery system was under-par - and Ferrari rectified it for 2015.

But, despite being not far off engine parity with Mercedes, they remained on average 0.6 seconds a lap slower than the champions in qualifying. In Formula 1, that's an awfully large gap to close in one winter.

The 2016 car will be the first to be produced fully by the re-shaped team under highly regarded technical director James Allison, following a Ferrari staff cull at the end of the aforementioned disastrous 2014. Its performance relative to Mercedes will be a good indication of whether the Italian team really are on the road back to success. And the comparison between the Ferrari chassis and that produced by Red Bull will be interesting, despite the fact their engine will likely not allow them to compete at the front.



Can McLaren avoid another horrifying year?

Fernando Alonso left Ferrari for McLaren-Honda at the end of 2014 because he felt the English team would provide him a quicker route to a third drivers' title than Maranello, where he had suffered five years of disappointments.

It did not look that way in 2015, as McLaren laboured at the back of the grid largely as a result of the dire performance and reliability of the Honda engine in the Japanese company's first year back in the sport.

But, like Ferrari in 2014, there was a very specific reason for Honda's lack of performance. As Red Bull technical chief Adrian Newey has pointed out, the internal combustion part of the Honda engine was actually pretty decent - not a Mercedes beater, but not a million miles off. The problem was the hybrid aspect, particularly energy recovery from the turbo.



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Honda were well aware of this and had by last summer laid specific plans to resolve the issue. McLaren could, then - at least in theory - make the 2.5-second a lap leap in performance that Alonso was saying was possible in the last three or four races of last year. But what if they don't? Honda insists the new engine will be ready for the start of the season, but what happens if it is still catastrophically off the pace?

Alonso and team-mate Jenson Button generally kept their emotions in check in 2015, their frustration only occasionally bubbling to the surface.

But, if it continues into 2016, it is hard to imagine Alonso resigning himself to it and laughing it off in the way he did with his now-famous 'deckchair moment' in qualifying in Brazil last November.

One of the sport's greatest talents is 35 this summer. He may have a contract until the end of 2017, but time is running out for him to win the extra championship his status in the sport merits, and which he craves. If Honda and McLaren don't dramatically up their game, there could be trouble in store.

Difficult second year syndrome

Toro Rosso drivers Max Verstappen and Carlos Sainz were two of the stars of 2015. Verstappen, who turned 18 on 30 September, caught the eye with a series of brave, aggressive and brilliantly improvisational overtaking manoeuvres - and put himself on the radar of Mercedes and Ferrari - but Sainz was in his own way equally impressive. Just as the fact that Button beat Alonso in the championship in 2015 was not reflective of the Spaniard's general superiority in races, so the 31-point gap between Verstappen and Sainz was not a fair representation of the relative performance of the Toro Rosso drivers.

Sainz, who celebrated his 21st birthday on 1 September, had the worst of the reliability at the team and actually out-qualified Verstappen 10-9 over the season. While Verstappen grabbed all the headlines, Sainz's more measured approach also won its admirers. And there were times when the son of the eponymous rally legend made the Dutchman

look ordinary - notably in the wet in Japan and the USA. Both men appear to have bright futures, but to get to them they have to navigate a second season that always tends to be more difficult than a driver's first. In a driver's debut year, expectations are low and everything tends to be new, shiny and wonderful. But just as the demands of an F1 season become more mundane - and therefore more difficult to deal with - expectations and pressures rise and drivers can find themselves struggling.

It will be fascinating to see how Verstappen and Sainz deal with this - especially as they are, in a very real and immediate way, driving for their careers.

Ruthless Red Bull tends to give its drivers two seasons in Toro Rosso before deciding whether to promote them or dump them. Can they both survive?

Will politics overshadow the racing again?

Last season was an especially bad-tempered one off-track, with political arguments - many of them revolving around engines - poisoning the atmosphere in the paddock and between the sport's heavy-hitters.

And the new year starts with two important deadlines.

On 18 January, the engine manufacturers will deliver to the strategy group of the sport's bosses their proposals for making power-units cheaper, simpler, noisier and more freely available.

And 31 January is the date governing body the FIA set for its president Jean Todt and F1 commercial boss Bernie Ecclestone to come up with proposals to solve pressing issues - specifically on governance, power units and cost reduction.

The two dates are inter-related. If what the engine manufacturers propose does not meet with the satisfaction of Todt and Ecclestone, they may seek to act under a "mandate" given to them by the FIA to make changes.

But Ferrari have already said the FIA has no right to grant them that power - and made threatening noises about it. Red Bull's engine crisis is partly the cause of all this, even if it was partially self-inflicted last year. But that story will rumble on - the former champions, who are close to Ecclestone, have a stop-gap solution with a re-badged Renault in 2016 but no supply sorted for 2017.

Add in a potential European Union investigation into the governance and prize-money structures of F1, and there is a severe danger politics will overshadow the racing again.

WRC Swop About

Each season gives us the chance to see new drivers in new cars. And this year is no exception. Like in 2015, the most significant change concerns the line-up at M-Sport, where new boy Eric Camilli and the returning Mads Østberg take the seats vacated by Ott Tänak and Elfyn Evans. To spice things up further, each will have a new co-driver. Andreas Mikkelsen's former navigator Ola Fløene joins Østberg, following the shock departure of Jonas Andersson, while Nicolas Klinger replaces his best friend Benjamin Veillas at Camilli's side.

The big news at title-holders Volkswagen was Mikkelsen's new partnership with co-driver Anders Jaeger. Jaeger has started only nine WRC rounds alongside Junior WRC driver Ole Christian Veiby and was due to replace Fløene in 2017, but his promotion was brought forward 12 months when Fløene jumped ship to join Østberg.

The new Citroën-backed Abu Dhabi Total World Rally Team has a line-up led by Kris Meeke. He'll be joined by Stéphane Lefebvre on the Monte, the Frenchman accompanied by new co-driver Gabin Moreau in place of Stéphane Prévot. On the next round in Sweden, Meeke will lead a three-car team with DS 3 World Rally Cars for Khalid Al Qassimi and Irish rising star, WRC 2 graduate Craig Breen.

There is a sense of relative calm at Hyundai, which retains its 2015 trio of Thierry Neuville, Dani Sordo and Hayden Paddon. But with a return to allocating its two lead seats by rotation, you can expect each driver to be eager to impress. After some uncertainty late last season, we will also welcome back some familiar faces this month. Robert Kubica will make his return at the wheel of a Ford Fiesta RS, as will Lorenzo Bertelli, who will compete in 2016 with new co-driver Simone Scattolin. There are graduates too in WRC2, which features several of the front-runners from last year's Junior championship: title winner Quentin Gilbert (DS 3 R5) fourth-placed Simone Tempestini (Ford Fiesta R5) and sixth-placed Pierre-Louis Loubet (Peugeot 207 S2000). Joining them in Monte will be former WRC Academy winner and M-Sport factory driver Elfyn Evans.

Sebastien Ogier won the four-day event on snow, ice and clear asphalt roads in the French Alps by 1min 54.5sec from team-mate Andreas Mikkelsen completing a hat trick of Rallye Monte Carlo Victories

Sebastian Ogier, who grew up in the mountains around Gap, got the defence of his WRC Championship title off to a perfect start and was predictably the fastest through the 21.25km stage at Entrevaux-Rouaine to carve out an early 4.1s advantage.

If any of the Frenchman's rivals thought his haul of three drivers' titles in as many years would dampen his enthusiasm for more success, they were sadly mistaken. Ogier's closest challenger was Britain's Kris Meeke driving an Abu Dhabi World Rally Team DS3. With a limited programme of events in 2016 and no real pressure on his shoulders, Meeke seemed to be enjoying his new-found freedom behind the wheel. And he would have been faster than Ogier if he hadn't lost some time. Andreas Mikkelsen completed the top three, a further 5.3s down, while VW team-mate Jari-Matti Latvala was just behind in fourth as he adopted a safety-first approach. Hyundai's Thierry Neuville gave the new i20 WRC a steady competitive debut in fifth place, while M-Sport World Rally Team Ford returnee Mads Østberg completed the top six in his Fiesta RS WRC. Meeke was in determined mood and hit back on SS2. He eclipsed his VW-driving rival by a staggering 11s through the 20.38km test and that was enough to give him his first stage win of the season and a welcome overnight lead. Ogier meanwhile, rued his cautious approach on the last five kilometres of SS2 where the road was covered in snow and ice. VW team-mate Andreas Mikkelsen kept out of trouble and was happy to fill third place at the end of the second stage, while

There were two big name casualties in the 2nd day opener. Robert Kubica retired after crashing his Ford Fiesta RS 6.1km after the start, while Hayden Paddon was also out. The Kiwi slid on ice, clipped a tree and ripped the rear left wheel from his Hyundai i20. Stéphane Lefebvre lost time with a spin while Lorenzo Bertelli stopped briefly in his Ford Fiesta RS. After sharing the honours through the opening two tests, Ogier was 8.2sec faster than his rival through Les Costes - Chaillol, despite his Volkswagen Polo R handling far from perfectly after he clipped a bridge in the previous test and bent the rear left suspension. Meeke was third in the stage in Citroën's DS 3 but denied any problems. The top two are well clear, with Andreas Mikkelsen now 37.8sec behind in his Polo R. Jari-Matti Latvala climbed ahead of a frustrated Thierry Neuville into fourth after going second fastest in the stage. The two were separated by just 3.4sec. Ogier the triple world champion was 9.5sec clear of the Meeke after gaining the upper hand in the last of six special stages on mountain and valley roads in the French Alps near Gap on day two. After trailing Meeke by 6.9sec overnight, Ogier regained the initiative in this morning's final stage. However, the Citroën DS 3 pilot was back ahead after the penultimate test only to succumb to a super finale from Ogier, who claimed the last win by more than nine seconds. Andreas Mikkelsen was third until a high-speed spin in the penultimate stage cost a place and knocked his confidence.

Sebastian Ogier was fastest on Saturdays opening Stage (the longest stage of the event) which contains a bit of everything – long fast straights, twisty and narrow sections and climbs and descents. It is quite technical and crosses three passes, Espréaux (1160 metres), La Croix (838 metres) and Faye (930 metres). If the snow that covered the roads during the recce remains, then it will be a tricky challenge. Opening the road in his Volkswagen Polo R, Ogier was 10.6sec faster than closest rival Kris Meeke in the 51.55km stage from Lardier et Valença to Faye. Jari-Matti Latvala was third, albeit 31.3sec off Ogier's pace, with a happier Thierry Neuville fourth. The Belgian modified the suspension settings on his Hyundai i20 to provide a better feeling on the slippery and bumpy sections. Neuville climbed to fourth ahead of Andreas Mikkelsen, who dropped 1min 13.5sec after a bad tyre choice. The Norwegian opted for two Michelin studded tyres on roads that were essentially clear with patchy ice.



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Rallye Monte Carlo

On Stage 12 second-placed Meeke, who was the only driver to mount a challenge to leader Sébastien Ogier, went off the road briefly in the second pass through the St Leger les Melezes - La Batie Neuve speed test. The Briton jumped out of the car at the stage finish to examine underneath the front of Citroën's DS 3. He left without talking to journalists and retired with a damaged gearbox at the entrance to the tyre fitting zone at Tallard, ahead of the days final stage. Latvala yielded third after dropping 1min 50sec in SS11 when he slid into a water-filled ditch and broke his Volkswagen Polo R's front left suspension arm. He fitted a replacement after the finish and set off for SS12, but retired after realising he would be too late to start the test. Both Meeke and Latvala would not restart as there is no Rally 2 service facility ahead of the final leg.

Hyundai completed a clean sweep of the top three times in SS12. Thierry Neuville's clever tyre strategy, which meant he had two studded winter tyres and two unstudded units fitted to his i20, were perfect for the slushy conditions and he was fastest by 13.4sec from Hayden Paddon with Dani Sordo third. Although the Frenchman won only one of the second days five speed tests near Gap, he journeyed south to Monaco with a 1min 59.7sec advantage over Volkswagen team-mate Andreas Mikkelsen. Thierry Neuville was 12.5sec back in third.

Kris Meeke, who twice demoted Ogier from the lead in an exciting opening two legs, retired from second. The Briton hit debris in the penultimate test, holding the sump guard on his DS 3 and damaging the gearbox.

Sunday's final leg contained three stages covering 45.50km. Two passes over the 12.07km Col de L'Orme - St Laurent sandwich the 21.35km test from La Bollene Vesubie to Peira Cava. The latter included the famous Col de Turini, one of the highlights of the WRC season, where huge crowds gather to watch competitors cross the famous mountain.

Sébastien Ogier might have started the Final Leg with a two minute lead but he still continued to top the timesheets through the opening Stage in the mountains above Monaco. The Frenchman even shocked himself by setting fastest time in his Volkswagen Polo R through the 12.60km test, 0.7sec clear of Dani Sordo's Hyundai i20.

Honours were pretty much even in the fight for second between Andreas Mikkelsen and Thierry Neuville. The Belgian was faster by 0.9sec in his i20 to leave his deficit at 11.6sec with two stages remaining.

The Frenchman joined an exclusive club of drivers to have won the legendary event, the opening round of the 2016 FIA World Rally Championship, three times in a row. Only Sandro Munari, Walter Röhrl, Tommi Mäkinen and Sébastien Loeb have done likewise.

Ogier, who was born in the rally base of Gap, was greeted by his parents at the finish of the final speed test in the mountains above Monaco to celebrate a 1min 54.5sec victory in his Volkswagen Polo R.

Team-mate Andreas Mikkelsen finished second with Thierry Neuville overcoming transmission troubles to secure a debut podium for Hyundai's new-specification i20, a further 1min 23.4sec back.

Ogier eased through the final leg, which included the famous Col de Turini, one of the highlights of the WRC season, and ensured maximum points from the first of the 14 rounds by also winning the final live TV Power Stage.

Norwegian Mikkelsen survived a high-speed spin on Friday to start the final leg 12.5sec ahead of Neuville. But a broken propshaft bearing troubled the Belgian all day and he limped through the final stage with only two-wheel drive. Mads Østberg finished fourth in a Ford Fiesta RS on his return to the M-Sport squad, ahead of Stéphane Lefebvre, for whom fifth was a career-best result. Dani Sordo overcame handling and suspension problems to complete the top six in another i20.

Ott Tänak finished seventh, despite rolling on Friday, with WRC 2 winner Elfyn Evans, Esapekka Lappi and Armin Kremer completing the top 10.



Team Legacy UK

Well it's time to request something from those that follow our page on Face Book

On Wednesday 20th January Parcelforce World-wide collected our suspension on a next day service to TEIN UK Limited. The suspension didn't make it. Parcelforce are now saying it is "lost". The parcel was collected and scanned in at 14:20 on 20/01/16, "on route to hub" 16:32 and "sorted" 0:33 on 21/01/16.

I guess the suspension will appear on a well known auction site at some point. What we are asking is that people share this and keep a look out for it appearing on for sale forums/Facebook or eBay.

It is quite rare being the Ultimate Spec Super Racing Circuit Master for an Impreza GC8. It's all in great condition and there are some markings that are only known to us.

With this suspension gone the Legacy is currently sitting on axel stands looking sorry for itself. The new gearbox has been ordered, seats on the way, test day and mapping sessions were all getting sorted but without suspension we won't be going very far. We will find a solution although it will really stretch us. Fingers crossed the suspension turns up and we can crack on with the 2016 season.



Legend Fires NORTH WEST STAGES MARSHALS NEEDED

If you're not competing and want to get a closer view of the action then why not Register as a Rally Marshal.

All Marshals are eligible for the superb end of rally prize draw. Marshals are required Friday afternoon/evening for scrutineering and all day Saturday for the rally itself. Previous marshalling experience is not required.

Guide to Marshalling

Marshalling is the term given to the job done by people on the ground who operate rally controls such as starts and finishes as well as controlling spectators on stages to ensure the stage is safe to run. Marshals are often responsible for a particular section of stage and often work under the supervision of a sector official. It is the Marshal's job to look out for the safety of the spectators and to maintain the stage furniture at all times for the safety of the competitors.

Equipment Needed

Warm clothing is essential, a good waterproof jacket, waterproof trousers plus appropriate footwear (metal toe capped type is recommended) with thermal socks (in winter). Gloves are also advisable for both warmth and protection.

A Ski hat or similar headwear to provide warmth.

A whistle, to be blown when cars are approaching.

A flask with something warm inside to keep you going.

Energy food, anything with glucose or as from personal experience Flapjacks.

Contact

Please contact our Joint Chief Marshals to Register:

Chief Marshal

Dan Orme - 07792 475 868

Email: marshals@nwstages.co.uk



Confirmation in mid January that Channel 5 will broadcast television coverage of the FIA World Rally Championship has been enthusiastically welcomed by International Motor Sports Limited, organiser of Wales Rally GB (27-30 October), Britain's round of the globe-trotting WRC.

"This is really great news for both Wales Rally GB and the vast number of dedicated rally fans here in the UK," enthused Ben Taylor, Managing Director of Wales Rally GB. "Top class rallying is one of the world's most dramatic sports and Channel 5's commitment will allow UK viewers to follow more of the action as the WRC builds towards the legendary Welsh forests at the end of October. What's more, the extended coverage confirmed for Wales Rally GB is another big boost for an event that continues to build on recent successes."

27-30 OCTOBER 2016
WALES RALLY GB RALLY OF LEGENDS



WALES RALLY GB
27-30 October 2016

WALES RALLY GB.COM

DEVILS OWN RALLY

In association with motorsportmugs.co.uk

- Event start and finish near junction 36 of the M6.
- Late morning scrutineering.
- Early afternoon start, with a packed leg of private land tests and a couple of regularities to get the navigators warmed up.
- Pre-plot evening section of regularity sections on Q5 sheet 96.
- All cars finished by 10pm for an evening meal and awards.

Route designed by Kevin Savage and Martyn Taylor who both have their roots in night rallying. We aim to get back to basics; no tricks, minimal speed changes and the majority of the route preplot, designed to test the driver's skills behind the wheel and the navigator's ability to read a map.

For enquiries or to register for regulations please email m.r.taylor@talk21.com



ASSOCIATION OF NORTH-WESTERN CAR CLUBS CHAMPIONSHIP CALENDAR 2016

Events shown in black have been registered.

Events shown in **red** have not been registered but could be!

STAGE RALLY CHAMPIONSHIP

Jan 30	Chris Kelly	Manx AS
Feb 5/6	North-West Stages	Motor Sport NW
Feb 20	Jack Neal Memorial	Clitheroe & DMC
Mar 13	Roskirk	Blackpool SS MC
Mar 13	Tour of Epynt	Port Talbot MC
Mar 20	Lee Holland Memorial	Pendle DMC
Apr 3	Lookout Stages	Trackrod MC
Apr 17	SMC Stages	Stockport 061 MC
Apr 23	Horiba D'Isis	Harlech & DMC
May 1	Harlech Stages	Harlech & DMC
May 1	Stage Rally	Sheff & Hallam MC
May 6/7	Manx National	Manx AS
May 8	Cetus Rally Stages	Wigan & DMC
May 15	John Overened	North Humber MC
Jun 12	Keith Frecker	Blackpool SS MC
Jul 3	Envile	Warrington & DMC
Jul 17	Twyford Stages	Mid-Derbyshire MC
Aug 21	Centenary	Sheff & Hallam MC
Aug 27	Gareth Hall Memorial	Bala & DMC
Aug 28	Mewla	Epynt MC
Sep 2/3	Promenade	Wallasey MC
Sep 11	Pendragon	Kirkby Lonsdale MC
Sep 11	Vale of York	Lind' & Sl'waite MCs
Sep 25	Heroes Stages	Pendle DMC
Oct 9	Adgespeed Stages	Wigan & DMC
Oct 14/16	Mull Rally	Mull Rally
Nov 5	Glyn Memorial	Caerns & Angl'y MC
Nov 11/12	Pokerstars Rally	Manx AS
Nov 20	Cadwell Stages	North Humber MC
Nov 26	Hall Trophy	Hall Trophy

FOREST STAGE CHAMPIONSHIP

Feb 13	Cambrian Rally	North Wales CC
Feb 28	Riponian Rally	Ripon MSC
Mar 5/6	Mid-Wales Stages	Newtown & DAC
Mar 12	Malcolm Wilson	KLMC/WC/M'cambe
Apr 2	Rally North Wales	Wolv & S Staffs
May 14	Plains Rally	Knutsford & DMC
Jul 9	Nicky Grist Stages	Quinton MC
Jul 10	Greystoke	West Cumbria MSC
Aug 20	Red Dragon	Port Talbot
Sep 3	Woodpecker	60 & Worcs MC
Sep30/ Oct 1	Trackrod Rally	Trackrod MC
Nov 12	Wyedean	Forest of Dean MC

HISTORIC STAGE CHAMPIONSHIP

Feb 13	Cambrian Rally	North Wales CC
Feb 28	Riponian Rally	Ripon MSC
Mar 5/6	Mid-Wales Stages	Newtown & DAC
Mar 12	Malcolm Wilson	KLMC/WC/M'cambe
Apr 2	Rally North Wales	Wolv & S Staffs
May 16	Plains Rally	Knutsford & DMC
Jul 9	Nicky Grist Stages	Quinton MC
Aug 20	Red Dragon	Port Talbot
Sep 3	Woodpecker	60 & Worcs MC
Sep 30/ Oct 1	Trackrod Rally	Trackrod MC

TRAWSFYNYDD RALLY CHALLENGE

May 1	Harlech Stages	Harlech & DMC
Aug 27	Gareth Hall Mem	Bala & DMC

ANGLESEY RALLY CHALLENGE

Mar 20	Lee Holland Memorial	Pendle DMC
Jul 3	Envile	Warrington & DMC
Nov 5	Glyn Memorial	Caerns & Angl'y MC

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ROAD RALLY CHAMPIONSHIP

Jan 30/31	Mike Darowen	Dovey Valley MC
Feb 6/7	Rali Bryniau Clwyd	B&B MC
Mar 12/13	Moonbeam Rally	Telford AC
Mar 19/20	Rali Llyn	Harlech & DMC
Mar 19/20	John Robson	Hexham & DMC
Apr 9/10	Kick Derbyshire	Matlock MC
Apr 16/17	Night Owl	Aberystwyth & DMC
Apr 23/24	Primrose Rally	Clitheroe & DMC
Apr30/M1	Tour of Anglesey	Caerns & Ang MC
May 7/8	Border 100	Welsh Border CC
May21/22	Altratech Rally	Stockport 061 MC
Jun 4/5	Eagle Rally	Newtown & DAC
Jun 11/12	GP Memorial Rally	G'tang & Preston MC
Jun 25/26	PK Memorial Rally	Bala & DMC
Jul 23/24	Morecambe Rally	Morecambe CC
Aug 13/14	Barcud Rally	Barcud MC
Aug 20/21	Rali Gogledd Cymru	Rhyl & DMC
Aug 27/28	Colman Tyres	Ilkley & DMC
Sep 10/11	Rali Meirion	Harlech & DMC
Sep 17/18	Rali Môn	Caerns & Ang MC
Sep 24/25	Clitheronian	Clitheroe & DMC
Oct 1/2	Jackson	Sheff & Hallam MC
Oct 15/16	Winter Challenge	N Wales CC
Nov 19/20	Dansport Rally	Matlock MC
Nov 26/27	Cilwendeg Rally	Teifi V MC
Nov 26/27	Automark Farrington	Clwyd Vale MC
TBA	Breidden Rally	Border CC

NORTH WALES ROAD RALLY CHALLENGE

Jan 30/31	Mike Darowen	Dovey Valley MC
Feb 6/7	Rali Bryniau Clwyd	B&B MC
Mar 19/20	Rali Llyn	Harlech & DMC
May 7/8	Border 100	Welsh Border CC
Jun 4/5	Eagle Rally	Newtown & DAC
Jun 25/26	PK Memorial Rally	Bala & DMC
Aug 20/21	Rali Gogledd Cymru	Rhyl & DMC
Sep 10/11	Rali Meirion	Harlech & DMC
Sep 17/18	Rali Môn	Caerns & Ang MC
Oct 15/16	Winter Challenge	N Wales CC
Nov 26/27	Automark Farrington	Clwyd Vale MC
TBA	Breidden Rally	Border CC

HISTORIC ROAD CHAMPIONSHIP

Mar 5	Tour of Cheshire	Knutsford & DMC
Apr 10	Jubilee Rally	Ilkley & DMC
Apr30/M1	Tour of Anglesey	Caerns & Ang MC
Jun 13/14	GP Memorial	G & P MC
Aug 7/8	St Wilfrid's Rally	Ripon MSC
Sep 3	Vale of Clwyd Rally	Clwyd Vale MC
Sep 24/25	Clitheronian Rally	Clitheroe & DMC
Oct 8	Devil's Own	Kirkby Lonsdale MC

AUTOTEST CHAMPIONSHIP

Jan 16	January Autotest	Caerns & Ang MC
Feb 14	Autotest	Accrington MSC
Mar 13	John MacKenzie	Hagley & DLCC
Apr 17	Firefly	Whitchurch MC
May 15	Autotest	CSMA NW
May 22	Staffs Knot	Wolv & S Staffs CC
Jun 19	Autotest	CSMA NW
Jun 26	Tim Sargeant	Knutsford & DMC
Jul 17	Autotest	Under 17 Club NW
Aug 21	Autotest	Under 17 Club NW
Oct 16	Knutsford A'test	Knutsford & DMC
Dec 4	Autotest	Accrington MSC
TBA	Fern Furnishing	Alwoodley MC
TBA	Kennings	Caerns & Ang MC

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ASSOCIATION OF NORTH-WESTERN CAR CLUBS CHAMPIONSHIP CALENDAR 2016

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JUNIOR PCA CHAMPIONSHIP

Jan 16	January PCA	Caerns & Ang MC
Jan 31	Knutsford PCA	Knutsford & DMC
Feb 13	February PCA	Under 17 Club NW
Feb 14	February PCA	Accrington MSC
May 15	April PCA	CSMA NW
May 15	Happy Landings PCA	Owen MC
Jun 12	Aberconwy	North Wales CC
Jun 19	Lymm PCA	CSMA NW
Jul 16	July PCA	Under 17 MC NW
Jul 17	July PCA	Under 17 MC NW
Aug 20	August PCA	Under 17 MC NW
Aug 21	August PCA	Under 17 MC NW
Aug 28	Ormskirk PCA	Under 17 MC NW
Sep 17	Event City PCA	Under 17 MC NW
Sep 18	Event City PCA	Under 17 MC NW
Oct 16	Knutsford PCA	Knutsford & DMC
Oct 16	Bright Sparks PCA	Owen MC
Dec 3	December PCA 1	Under 17 MC NW
Dec 4	December PCA 2	Accrington MSC
TBA	Aintree Autosolo	Aintree CC

AUTOSOLO CHAMPIONSHIP

Jan 31	Knutsford A'solo	Knutsford & DMC
Feb 14	February A'solo	Accrington MSC
Mar 13	Autosolo	Bolton-le-Moors CC
May 15	King Brothers	Ilkley & DMC
May 15	Autosolo	CSMA NW
Jun 18	Autosolo	Bolton-le-Moors CC
Jun 19	Lymm Autosolo	CSMA NW
Jul 17	Autosolo	Under 17 NW
Aug 21	August Autosolo	Under 17 NW
Aug 28	Autosolo	Bolton-le-Moors CC
Aug 29	Autosolo	Bolton-le-Moors CC
Sep 25	Autosolo	Bolton-le-Moors CC
Oct 16	Knutsford A'solo	Knutsford & DMC
Dec 4	December Autosolo	Accrington MSC
TBA	Aintree Autosolo	Aintree CC

SPRINT CHAMPIONSHIP

Apr 10	Three Sisters	Longton & DMC
Apr 23	Aintree Spring Sprint	Liverpool MC
Apr30/M1	Ty Croes	MGCC
May 30	Blyton	Huddersfield MC
Jun 4	Basil Davenport	Chester MC
Jun 5	Stowe Sprint	MGCC
Jun 5	Dave Moore	Chester MC
Jun18	Three Sisters	Longton & DMC
Jun 19	Graham Hill	Owen MC
Jun 25	Jack Neal	Liverpool MC
Jul 30	Three Sisters	Longton & DMC
Jul 30/31	Jurby Sprint	Manx AS
Aug 14	Curborough	Mid-Cheshire MRC
Sep 3	Aintree Autumn	Liverpool MC
Sep 3/4	Ty Croes	MGCC
Oct 1/2	Anglesey Sprint	Longton & DMC
Oct 8	Curborough	H & S Assoc

HILLCLIMB CHAMPIONSHIP

Apr 16	Loton Hillclimb	Hagley & DLCC
Apr 17	Loton Hillclimb	Hagley & DLCC
May 15	Scammonden	MGCC North-West
Jun 11	Barbon	KLMC/Liverpool MC
Jul 2	Barbon	KLMC/Liverpool MC
Jul 17	Scammonden	Mid-Cheshire MRC
Aug 6	Loton Hillclimb	Hagley & DLCC
Aug 7	Loton Hillclimb	Hagley & DLCC
Aug 14	Scammonden	Pendle DMC

CAR TRIALS CHAMPIONSHIP

Apr 3	Ernest Owen	Owen MC
Apr 10	MAS Trial	Caerns & Ang MC
May 29	Disgarth Trial	Bala & DMC
Jun 5	Wyre Forest	Kidderminster MCC
Jul 16	Cymru Trial	North Wales CC
Jul 17	HCC Wales Trial	Clwyd Vale MC
Jul 24	Filtrate Trial	Ilkley & DMC
Sep 11	Gabby Mohr	Wolv & S Staffs CC
Sep 24	H W Roberts Trial	Caerns & Ang MC
Sep 25	Derwydd Trial	Bala & DMC
Oct 12	Yorkshire Post	Ilkley & DMC

All above and other National B events organised by ANWCC member clubs will count for Allrounders Championship.

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Manchester. M44 6BP



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



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

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www.northernforestchallenge.co.uk



**I am looking for some help at signing on for
the Legend Fires North West Stages
Friday 5th February 2016**

**At the Norbreck Castle Hotel Blackpool
from 12.30 to 6.30pm approx**

The duties are checking competitors details eg licences, Insurance etc
please contact

Ann McCormack

Entries Secretary

annmccormack13@yahoo.com or 07961086280



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 (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 (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

SOCCTarga 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

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

4th September : 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 (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.caledonianmsc.com

HEXHAM & DMC John Robson Rally & Hexham Historic Rally 19th March 2016

ROUTE INTACT & READY TO RALLY

Despite the recent horrendous weather and widespread flooding, the route for the John Robson Rally has survived intact and it's all systems go for the ANWCC and SD34 Championship event which brings competing crews to the lesser known roads of Northumberland on the evening of Saturday March 19th with the event kicking off from the famous Dr. Syntax Inn, the scene of many a good after rally party.

This year John Robson will feature 100 miles of competitive motoring on maps 80 & 87 and the organisers have been holding their breath that the route wouldn't be unduly affected by the atrocious weather which caused so much disruption in Cumbria and Lancashire. Although there was some flooding when the River Tyne burst it's banks, the worst of it occurred well away from the John Robson route, the majority of which takes in the higher, moorland roads of Northumberland.

Currently the only night road event in the North East, the John Robson will again feature a number of roads that haven't been rallied for many, many years plus a number of old favourites, all combining to give a great night's entertainment. Almost all of the event is on asphalt, with only one short white included plus one or two gravel "Not As Map" triangles.

New for this year are larger, easy to spot code boards and a new format time card which the organisers hope will contribute to a faster results service.

Regulations for the John Robson Rally can be downloaded from the organising club's website at www.hexhammotorclub.co.uk or by contacting Ed Graham at edgraham01@sky.com

As ever, marshals will be very warmly welcomed, any offers will be gratefully received by Ed at the e-mail address above.

Malton Motor Club Malton Laser Ryemoor Trophy Rally 12th/13th March

Malton Motor Club will be running the Malton Laser Ryemoor Trophy Rally on 12th/13th March. This year's event will start and finish at Stillington Sports Club and will offer a 160 mile route on maps 99 & 100. As well as a qualifying round for the ANCC, SD34, ANEMMC, EMAMC & KLMC Road Rally Championships this year's event is also the 2016 Inter Association Road Rally.

Regulations and online entries can be found at www.maltonmc.co.uk

Malcolm Wilson Rally March 12th

March 12th will see the event run in the Lake District Forests. After wrangling over available forests we are pleased to let you know that Wythop is back - so for all Big Dipper fans - yippee!

The next thing that happened - the floods, which swamped Cockermouth again but not bad as last time. Cockermouth Main Street is back in our plans due to the support of the Town Council and the Borough Council. The A591 has been devastated as you are all probably aware, so we have found a way around from the North Lakes to the South Lakes - another issue overcome! Add to this the new requirements for spectator safety this event has already caused us many headaches but we have a plan! Regs are being written as we speak but we don't as yet have the Forestry Fee. As soon as we can finalise everything the website will be up and running with regs attached.

RIPONIAN RALLY SUNDAY 28TH FEBRUARY

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. This year the Riponian is the final event of the Northern Forrest Challenge.

Regulations and online entry available on the club website www.riponian.co.uk.

Once again the event will need plenty of marshals, all offers of help to Mark Williams by email atmarshals@riponian.co.uk



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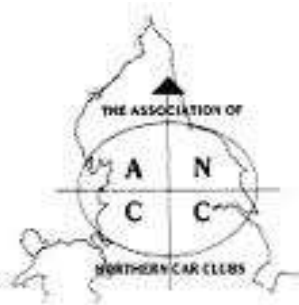
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RAC Rally of the Tests 2016

3rd - 6th November

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.

www.heroevents.eu

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.ecomplanet.com/LIND7459/Ja ... %20SRs.pdf](http://www.myweb.ecomplanet.com/LIND7459/Ja...%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
Wilton Road, Blyton, Lincolnshire

On the B1205, Near Blyton Lincolnshire



SD34MSG

**Prize Presentation Night
Friday February 12th 2016**

Raffle Prizes Wanted



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21ST MAY

FELLSMAN RALLY

(ONE TO TEST THE NAVIGATORS!)

12TH JUNE

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CLASSIC CAR RUN**

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**COAST TO COAST
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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

e-mail: dunclitz@hotmail.com



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MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

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

A round of the **ANWCC & SD34 SERIES**,
we will be offering a 165 mile route
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 : www.bbmc.org.uk

Legend Fires North West Stages Friday 5th & Saturday 6th Feb.

We would like to request the pleasure of your company in Sunny Blackpool for the weekend please.

We have all roles available and we are looking for Timing crews, Stage Marshals and sector marshals to name but a few.

This year's event will see 4 Stages ran on the Saturday night split over two venues followed by a full day's action on Saturday comprising of 20 stages over 5 venues. If you would like to come along and enjoy the sights and sounds of Blackpool please either drop an email to marshals@nwstages.co.uk or fill out the marshals registration form on the website. **www.nwstages.co.uk**



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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
Steve Price	Sprint & Hillclimb
Les Fragle	Individual
Tracy Smith	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,
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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

Wednesday 23rd March

(Usually the 3rd Wednesday of every other month)

NB This meeting is on the 4th Wednesday of the Month)

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX

ANCC



Monday 1st February

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout
Junc 26 of the M62

www.ancc.co.uk



AGM

Monday February 15th 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 **March** edition is

Friday the 26th February

which is due out on

Monday 29th of February

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