

March spotlight 2016



Broughton-Bretton Motor Club
Rali Bryniau Clwyd
6/7th February

**Photo Courtesy of
Jez Turner**

www.sd34msg.org.uk

Chairman's Chat

What a great night it was - the SD34 MSG 2015 Awards Presentation Evening on 12th February.

Sincere thanks to the organisers at Clitheroe & District MC, our excellent guest speakers, two of whom, Simon Bowen and Nigel Worswick joined Aaron Newby at very short notice, Ian Grindrod who ran an interesting and often funny forum, everyone who not only attended but also brought a stack of raffle prizes, all those who bought raffle tickets which generated almost £200 towards the costs and to Gary Heslop who once again organised all the trophies. Again congratulations to the award winners and I was pleased to see that most of the winners were in attendance to collect their trophies.

The 2016 season is now under way and the first scores are included inside. There is still plenty of time to register for the championships at just a £5 for everything (free for the Marshals Championship) so get a form completed and sent in and you could be picking up a trophy at the 2016 Presentation Evening.

Best regards,

Les Fragle,

Chairman/Secretary,
SD(34) Motor Sport Group

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SD34MSG : Member Clubs & Contacts

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Bolton-le-Moors MC

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Hexham & DMC

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Knowl Dale CC

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2300 Club

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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)
advert for a full 12 issues (1 year)
costs just £50

Readership in Excess of 10,000

Sent to all **26 member clubs** and then
forwarded to club members + another 7000+ on
the distribution list (26 X 100 + 7000 = 10,000+ readers)

All advertising revenue helps to fund SD34MSG
Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details

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



It has been a very busy start to the year for the hard-working and hard-playing members of Preston Motorsport Club.

Trophies Galore!

Club members Kris Coombes, Louis Baines and Alan Barnes scooped awards at the SD34 MSG presentation evening. Kris won the novice road rally navigator award, Louis the novice road rally driver trophy and Alan placed third overall and second expert road rally navigator. The club also picked up an award for Matt Kendall for first novice stage rally navigator.

Alan has had a busy time of it in February as he also won Garstang and Preston Motor Club's champion road rally navigator and stage rally co-driver awards, won the Kirkby Lonsdale Motor Club A.I. Harrison Road Rally Championship first overall road rally navigator trophies and has also placed third overall in the ANCC Road Rally Championship for 2015.

Calling All Road Rally Newcomers!

Alan also presented an Introduction to Road Rallying evening for young and not so young members (see picture pg. 6)) who, having had a taste of motorsport through the club's very successful autosolos, have decided they want more and fancy having a go at road rallying.

It was a successful and informative night with 30 members joining the session where explanations were given about basic map reading, basic reference plotting, route delineation, NAMS, blackspots, quiet zones and what they mean, the equipment you need to avail yourself of for your first event, and the importance of working as a team with the driver (drivers please note!).

Several similar sessions are planned to enable enthusiastic members to get to the stage where by the time they go to do their first event, they are not fazed by what will be facing them.

On to other matters: Firstly the club committee would like to thank all those who came along and helped at Weeton on the Friday or Saturday Feb 5 and 6, when Louis Baines was Stage Commander for the North West Stages Rally at Weeton Barracks. Louis said: "You all did a fantastic job and should be very proud of yourselves."

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He added: "The MSA safety delegate was very impressed at how we had set the stage up, with the debut appearance for the smart new club gazebo, and has promised us that the MSA will be in touch to offer us some custom training just for our club.

"A few things have been mentioned at how we can improve for next year so we will take these ideas along to the next Motorsport North West meeting and raise the points."

Meanwhile, on the subject of the striking gazebo, Louis added: "Grant Smith, who was chief marshal at Weeton, used it to sign all the marshals on in the morning, and many made comments on how good it is. We are dead chuffed with it. Money well spent."

Autosolo Sell-out!

The popularity of the club's monthly autosolos strengthens month by month, so much so that February's, held on Sunday Feb 21, was a 33-entry sell-out, with reserves. In fact, all the places were taken within one week of the entry being opened. People competing earn points towards the club's newly devised club championships and Preston Motorsport Club's committee has decided that those who didn't manage to get a spot on the event would receive 10 points towards the championship if they attended to marshal on the day.

Another first was the fact that the Clerk of the Course and all other top official jobs were taken by members of the fairer sex - see picture. This is in all probability a first by any club anywhere in the country. So well done to Clerk of the Course Gemma Smith, Su Lester, Kim Bentham, Emma Riley and Jo Ring!

To help out with the marshalling side of things at the autosolos, the club has purchased four hand-held radios. They are a mid-range set and should work fine up to a distance of 5km. They are not only ideal for the autosolos but also for when we run our next stage rally.

Meanwhile, members are starting to turn heads in smart new club clothing. Chairman Kris Coombes explained: "Club clothing is available from Smart Image Workwear in Walton-Le- Dale. Quite a number of members have started to get some clothing from them and it all looks really good."

The club is also buying a car trailer. The idea of getting one is so that members can use it when needed, for a small rental fee, but we can also use it to set rallies up with.

Meanwhile, new member Mark Livesey has generously donated a Nissan Micra to the club for use on autosolos and other fun events. PMC chairman Kris Coombes said: "We were knocked out by Mark's generous offer. We will be reserving the car for newcomers into motorsport who fancy a go but don't have a car. There will be a small fee for the use of the car but it won't be a lot."

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Wheel Deal!

And finally...the club has been given a little garden trailer that can be used for various club events. It needs a little bit of TLC, which Louis Baines plans to take care of. The club is funding the project but once finished it will be available for anybody to borrow.

Two more club banners are also being ordered plus stickers, to help promote the club wherever members are competing...watch this space...

Louis Baines added: "The message to anyone in the City of Preston area is that we are a young, motivated motor club with a growing membership thanks to the events we put on regularly and club nights designed to help people get into this fantastic sport that we all love.

"We meet every other Tuesday night at The Poachers pub in Bamber Bridge and anybody new who fancies coming along is assured of a friendly welcome from all the members. Subs are just £15 a year with plenty of opportunities to get involved with us in motorsport."

And that's about it for this month. Tune in next month for more updates on Preston Motorsport Club...the place to be if you are young or not so young, have a sense of humour and want to get more out of your grass roots motorsport.



Preston Motorsport Club Club Night Calendar

Meetings starts at 8pm
The Poachers Pub, Cuerden Way,
Bamber Bridge, Preston PR5 6BA

March 1st
Table Top Rally
devised by Alan Barnes.
Map 102 required.

March 15th
Members' catch-up night
Plus future events information night

March 29th
Quiz night
quizmaster Kris Coombes

April 12th
Scatter Rally
organised by Louis Baines

**Grant Smith (chief marshal) making
use of the Gazebo at Weeton
On the Legend Fires North West Stages**



Pendle & DMC



Pendle & DMC organised an Inter-Club Quiz.
Rod Brereton was the Quiz Master (pictured above)
All the questions were about music.

Results

- 1st Pendle & DMC
- 2nd Clitheroe & DMC
- 3rd Garstang & Preston MC (2)
- 4th Garstang & Preston MC (1)



Ray Sumner receives a Lifetime Achievement award
from Allen Dean-Lewis at the ANWCC February AGM

Bolton-le-Moors CC

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



WHATS ON AT BLMCC

3RD MARCH 09:00 pm - 11:00 pm

PLAYSTATION TOURNAMENT

4TH MARCH 07:30 pm - 12:00 pm

AWARDS PRESENTATION EVENING

10TH MARCH 08:30 pm - 11:00 pm

MARCH COMMITTEE

13TH MARCH 08:00 am - 04:00 pm

AUTOSOLO/PCA



We meet **every Thursday** (except first which is an Out and About event at another venue) at **Rising Sun**, Buxton Road, Hazel Grove, Stockport, Cheshire, SK7 6AD from about **20.30 onwards**. A warm welcome is assured and you are under no obligation to join.

Whats on at Stockport 061 MC in March

March 3, 2016

8:30 pm – 11:00 pm,

MSA Online Marshal Accreditation Evening

March 10 / 11, 2016

8:30 pm,

Stage & Road Rally Meetings

March 17 / 18, 2016

7:30 pm,

MSA Rally Future Forum - Chesterfield

The club meet
on the second and fourth
Mondays of each month at
**The Rock & Heifer, Rock Lane,
Bradford BD13 3RH from 8.30p**



Whilst a number of local clubs have suffered a decline in numbers, Airedale and Pennine Motor Car Club has recently seen a big increase in membership, many of whom are looking for a varied range of events.

Our members have completed in modern single venue rallies, multi venue rallies, historic rallies, classic car trials, production car trials, sporting trials, autotests, auto-solos, treasure hunts, a karting championship and a gymkhana.

Airedale and Pennine are keen to recruit new members into a growing and dynamic motor club and can offer a variety of other social attractions including ten pin bowling, kart racing, clay shootings and visits to restaurants.

We run our business meetings at The Rock and Heifer Inn, Rock Lane, Thornton, Bradford BD13 3RH at 8.30pm on the second Monday of each month, regular social evenings are on the fourth Monday and competitions are run at various times throughout the year.

John Rhodes : Chairman

A&PMCC

PCA Championship Forthcoming Rounds

20th March 2016,

11:30 signing on for 12:00 start
Rock and Heifer Inn

17th April 2016,

11:30 signing on for 12:00 start
Rock and Heifer Inn

Usual format – £15 to enter on the day and includes food when we finish

The Championship Classes are:

Beginner (drivers with less than two years racing experience and no class or event wins)

Novice (drivers with more than two years racing experience and no class or major event wins)

Expert (drivers with two years experience and a class or major event win)

Only APMCC members who finished the event are classified as earning points in the championship.

10 points for 1st APMCC member,

9 points for 2nd APMCC member etc. to the top ten APMCC members in each class.

Overall championship positions are worked out in the same way but regardless of class.



THE former leader of Craven District Council, Cllr Chris Knowles-Fitton moved to Devon for a quieter life at the end of last year, but 50 years ago he was busy winning car rallies. In February, 1963 he was pictured receiving the Telegraph and Argus Trophy after winning the Snow-drop Rally of the Airedale and Pennine Motor Club. He was pictured with his co-driver, Chris Nash, being presented with the trophy by then T&A editor, Charles Leach.

Tour of Cheshire Saturday March 5th

Do you fancy a 'fab' afternoon in Cheshire helping to observe the antics of the crews on Knutsford & District Motor Club's Tour of Cheshire historic road rally when they visit Beeston Auction on Saturday 5th March?

Bolton Le Moors CC and Liverpool MC

are joining forces to run 3 tests on the loose at Beeston, so we need around 25 volunteers to time the cars & generally keep an eye on things. Can you help? Previous experience is not required, nor are orange overalls. In fact, pre-1985 attire is encouraged for drivers & marshals too!

The cars will be driven against the clock around the gravel grounds of the cattle market at the end of the event that will have seen them covering around 150 miles of the lanes and special tests around Cheshire, Shropshire & Staffordshire.

There's a great variety of classic cars entered; you can view the entry list at www.tourofcheshire.co.uk. And don't make the mistake of thinking the crews will be taking it easy just because they are competing in classic cars.... being the last test of the day, they'll be fighting for every second in order to secure their final positions at the finish.

Location:

Beeston Cattle Market CW6 9NH, alongside the A49 just 4½ miles south of Oulton Park: Map Ref 117/552 598

Signing on: from 14.00 to 15.30,

First Car: due at 16.29,

Last car: 17.54 + 30 mins max lateness.

Can you help?

**Please contact Pete Sharples
of Bolton-le-Moors Car Club at**

enquiries@blmcc.co.uk

or Geoff Maine of Liverpool Motor Club at:

www.liverpoolmotorclub.com/about/contact-us

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



Warrington & DMC had the dubious pleasure of Maurice Ellison (Editor of this load of nonsense) as guest speaker on Tuesday the 23rd of February. Most of the audience had fallen asleep, due to utter boredom, well before the beer break and therefore missed hearing the fictitious ramblings of this geriatric fool of a so called road rally navigator, who, by the way, arrived late because he got lost trying to find the Antrobus Arms on the A599 rather than the A559

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



JRT Enville Stages Rally

The 2016 calendar is already filling up and once again, WDMC are organising another JRT Enville Stages Rally with the date moved a little to Sunday 3rd July. This was partly due to the clash with Father's Day last year.

Bob Tate of JRT Motor Services has kindly offered to sponsor the event once again and in recent years the event has had some success with large quality entries backed up by some great weather.

This year, however the club more than ever needs people to help with this event in some important roles. Steve Prince has kindly offered to be the Clerk of the Course but he needs a small but dedicated team to run the event. Without these people the event simply will not take place.

Typical roles are :-

**Results
Chief Marshal
Event Secretary
Safety Officer**

If you can offer your services in any way please get in touch with the club ASAP on FB right here or speak to Steve s-prince3@sky.com so a meeting can be planned for the way forward with the event. If you feel you would like to have a go but may feel inexperienced there are plenty of experienced club members who will guide volunteers through the details of the roles.

So, if you would like to be involved in one of the highlights of the North West Rally Calendar at a great venue then please get in touch so we can keep this event part of North West Motorsport



Sensitive Venues

If you or your club has negotiated long and hard to use a particular venue and you think there is a risk that the venue might be lost to motorsport if another event organiser tries to negotiate access for themselves, please tell your regional association so that it can be added to the list of Sensitive Venues.

Equally, if you wish to enquire about using a venue that isn't in common use, then check with your regional association first to see if it's on the Sensitive list.

Both the ANCC and the ANWCC maintain details of Sensitive Venues.

Checking only takes a phone call or email and could prevent the loss of a venue to motorsport.

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.

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

S

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.



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

Matlock MC



Meetings

Every 2nd Thursday
from around 8.30pm
at the Black Swan, Ashover
MR 119/350 633

www.matlockmotorclub.co.uk

Blackpool South Shore MC

BSSMC.com
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.

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 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!

Entries are now open for our 2016 Aintree Sprints!

You can enter on-line at

www.liverpoolmotorclub.com/aintree-sprints

Don't delay though.... the April event will be full well before the closing date, so send in your entry in plenty of time!

Members of LMC are entitled to a discount of £3 off the entry fee for any of our events. If you enter any three LMC events (sprints, hillclimbs or trackdays), your total discount almost pays for your membership. Enter a fourth event and we're paying you to be a member! And membership entitles you to join our popular Speed Championship that allows you to select from over 20 rounds at 9 of the most popular Sprint and Hillclimb venues in the North, North Wales, and Midlands. So what are you waiting for? Join LMC today!

Legend Fires North West Stages



Our stalwart group of marshals had a great (if somewhat wet) time running the finish area at Weeton Barracks on the North West Stages rally. 10 hours of drizzle, then a few brighter spells, then rain and then dark, and dark plus rain doesn't sound like much fun, but the atmosphere was terrific and the appreciation shown by competitors made it all worthwhile. Roll on the next one!



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



WALLASEY MC



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

Wallasey Motor Club Nav Scatter Championship!

If you want to get out on a Monday night, for a bit of fun, team work and competition, heres a quick low down on how our Navigational Scatter Events run.

First you need a car - a road car - stage rally prepared cars are not allowed, and the past round winning cars have been a Vectra Diesel, VW Pheaton, and Volvo V40 diesel, so no specially prepared cars are needed (you must have Tax, MOT and Insurance) and you need a driver with a Valid UK License and a Navigator on which there are no restrictions. You need an OS map of the area (about £7 each), a basic roamer for plotting (£5) and a good torch.

Upon arrival at the start you will be given a sheet with 20 OS Map references, at each of these references is a control board with a letter or number and each carries a points value. You have 30 mins to plot the references and work out a route to get as many points as possible (more plots doesnt always mean more points).

After that 30 mins plotting time you have 90mins to drive and get the plots you have decided to go for, making a note of the control board at each location to prove you have visited (points are deducted for incorrect boards, so no guessing wink emoticon). Following that 90mins there is an allowance for up to 15 mins lateness, though each minute over the 90 (up to 15 late) does incur a penalty - if you are more than 15 mins late, then unfortunately you are OTL and excluded from the results.

The winner is the crew with the most points gathered! Its a really fun event and is great for driver and navigator to practise their communication and team work, or even give the usual navigator a chance at driving. All Nav Scatter events are covered by an MSA permit, and all crews are subject to UK driving Laws.

If you want more info, or fancy having a go, drop us a message and we can help you get started - even run you through the basics on a regular club night if you are new to this type of event. We have crews partaking in the cars already mentioned, plus we have had a Land Rover Disco and even a Vauxhall Combo van take part in the past, so whatever you drive day to day is all you need!

Contact : Tony King

Email : tony_king@msn.com

Tel. : 07989-616546

Website : www.wallaseymc.com

Garstang & Preston MC



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

Website : www.gpmc.org.uk

Club Nights at G&PMC

1st March 2016

Committee Meeting

First week of the month as always is committee meeting and social night. You will have the opportunity to Meet & Speak with the committee, Raise any concerns and catch up on how our club members are doing while out on events.

8th March 2016

MYERSCOUGH COLLEGE VISIT

We will be visiting Myerscough College to show off what we are all about. More details to follow.....

15th March 2016

PRE RALLY MEETING

With the Lee Holland Stages due to run on 20th March at Anglesey race Circuit we will be holding a pre rally meeting. Come down to the Lonsdale to find out all the latest information on the event, what is involved on organising the event and how you can help. Remember we are part of the MSN Rally Championship.



NORTH WEST STAGES

A dull day on the Friday morning as we arrived at Weet-on Army Barracks to set up the special stages. Teaming up with Preston Motorsport Club proved to be a very good decision as everyone mucked in and soon had the stages sorted.

On a drizzly Saturday early morning start we added the finishing touches and tweaks.

Then 5,4,3,2,1 were off first car on stage. The unplanned water splash made an interesting feature to the rally and I'm sure some great pictures will turn up in the not so distant future, especially of the Army lads in Land Rovers, the ten foot tidal waves from them were spectacular. Between both clubs we managed to run a good days rallying and no issues at all.

Overall a great couple of days and a great partnership with PMC,it was fantastic working together.

Jason Bleakley (GPMC)

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

March 2016

Tuesday 1st March
Jack Neal Forum

Tuesday 8th March
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 15th March
Scatter Rally

Maps 102 & 103

7:45 for 8:15pm

Waddington Club

Tony Vart CoC

Entries : tonykart54@gmail.com
07801 715501

Tuesday 22nd March
Jonathon Mounsey

Jonathon started his Motorsport Career in Sprints & Hillclimbs because it was relatively inexpensive and it might be of interest to other members. Jonathon will be telling us how you could get involved in this branch of motorsport

Tuesday 29th March
Easter Week

Fun Games Night
Scalextric, PlayStation etc

Open to All the family

Can your children beat the seasoned competitor?

February Clubnights

Tuesday 2nd February 2015 Awards Night



Right to left : Tony Harrison (1st O/A Driver Road Rally) Steve Butler / Paul Buckel (ANWCC Rally of the year award) Steve Kennel (1st O/A OTR) Brandon Smith / Terry Martin (1st O/A Stage Rally), Tony Vart (Literary Award) Maurice Ellison Marshal, Bottom Left The ANWWC Replica trophy for Best Rally of 2015, Bottom Right 'Best CDMC Member. Unable to attend were Paula Swinscoe (Best female competitor, who also won the Scottish Stage Rally Championship) Paul Taylor (1st O/A Road Rally Nav). Alex Harpur (Best CDMC Member) Katy Woodcock (Best Junior Member)

Tuesday 16th February

Dan Willan, Martyn (Finch) Taylor & Simon Frost



Martyn Taylor had an entry in for the LEJOG with Mark Godfrey. Unfortunately Mark fell ill but told Martyn that if he could find a Driver and a car he could have the Entry. With only 10 days to go, Dan Willan was recruited but he didn't have a car. Dan rang Simon and asked to borrow his Volvo P544. Surprisingly Simon agreed, however the gear box was out of the car awaiting repair and he hadn't got the necessary parts. Frantic phone calls followed by a lot of burning of the midnight oil everything was back together and off they set for Lands End. The journey down didn't go well when a brake line wore through whilst on the M5 and only just managed to stop. More frantic phone calls and eventually got a repair done. Eventually get to Lands End just before midnight. Dan had never driven a LHD car before nor had he competed with a RWD car. 5 days later with some small hiccups along the way (including the effects of Storm Desmond) they arrived in John O'Groats exhausted from sleep deprivation to claim 2nd O/A and Silver Medal Winners. Dan was surprised that he had actually enjoyed the regularities.

Simon had bought the car in 2012 and had previously done the Rally of the Tests and LEJOG. He plans to campaign it this year in the HRCR Classic Championship. The P544 was ahead of its time and is surprisingly light, has twin 40's, Front Disc brakes, a high lift can, twin front shockers and produces 140bhp. It (A Volvo P544, but sadly not Simons car) won the 1962 & 1964 RAC Rally

Tuesday 23rd February Inter-Club Quiz At PDMC



Clitheroe & DMCs team came away in Second spot in this Inter-Club Music Quiz hosted by Pendle & DMC with Rod Brereton as Quiz Master. Then took more than its fair share of Raffle Prizes. Cracking supper too!



Dave Barratt

2015 winner of the Brian Molyneux Award for outstanding contribution to Motor Sport.
Pictured receiving his award from Ian Grindrod, local rally star.

*Photograph courtesy of
 Brian Taylor at White Dog Photography.*

Since first getting involved in motorsport in the early 80s his contribution has continued, unabated, as a marshal, timekeeper, organiser, active club member over all those years right up to the present day .

He's not just been marshalling and organising, he's also had a go at competing – navigating on a few road rallies, stage driving and co-driving and Autotesting.

However, it's his prolific work on the organisational and club side that makes him stand out – or not, as the case may be. He's the sort of chap that you don't really notice, doesn't make a big fuss going about his business, just gets on with it, you would hardly know he's there – but we'd definitely miss him if he wasn't! The words that spring to mind are words like “dependable” and “reliable”. You know, without fail, the job will be done right.

So, let's list a few credentials.

What's he been up to lately:-

- Ever present on the autosolos and autotests run by AMSC and CSMA NW
- Radio operator on various events, stage rallies and bike rides as Hodder 2
- a valued member of the organising team for the Clitheronian Rally for the last 9 years and before that the CSMA rally, assisting with PR work and in various other roles, more recently as chief timekeeper and 50% of the set up crew – both vitally important jobs carried out faultlessly.
- Founder member of the CSMA NW WMG and Founder member and secretary of AMSC
- And, a stalwart of the SD34 motorsport group, having attended virtually every monthly and bi-monthly meeting as far as anyone can remember and has just completed 20 years as compiler for the off the road championship.

Paying tribute to Dave Barratt, colleagues said, ‘In short, quite simply the sort of person that Motorsport can't exist without.’ Congratulations Dave.



Accrington MSC Marshal Features in 2016 Rally Calendar

Accrington Motor Sport Club marshals feature in a 2016 rally calendar produced by talented local photographer Chris Boyle.

This picture, entitled ‘Calm Before the Storm’ shows Mads Ostberg in his Citroen DS3 World Rally Car on the start line for the Gartheiniog Stage of Wales Rally GB on 14th November 2015. The rally took place during storm Abigail that caused widespread flooding and gave rally organisers a headache.

After the stage Mads told reporters, ‘It was OK. I was quite careful. With a puncture on the previous stage I need to be a little bit careful now. There was so much water in the stage. Everything is OK as it stays in my foot-well.’

Copies of the calendar are available from FlatShiftMedia.

AGM

18 March 2016

**Accrington Cricket Club,
 Thorneyholme Road, Accrington.**

The evening will start at :7pm

7.30pm AGM start for CSMA, AMSC and U17 MC (NW)
 8.30pm pie and peas supper - meat and potato or cheese and onion, followed by an open forum/social event.

If you'd like to come along, please let me know before 29th February so that I can order enough food. Please also let me know your supper preference :meat or cheese.

Everyone is welcome - why not bring along a friend ?

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 Tick this box
if you are under
18yrs of age

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

CHAMPIONSHIP	Tick to Register	Driver Co-Driver/ Navigator Delete as appropriate	Class Delete as appropriate	Official SD34 Use only
STAGE RALLY		DRIVER CO DRIVER	A / B / C / D A / B / C / D	
ROAD RALLY		DRIVER NAVIGATOR	Exp / Semi / Nov Exp / Semi / Nov	
SPRINT & HILLCLIMB			1, 2, 3, 4, 5	
NON RACE / RALLY			A / B / C / D / E / F	

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

.....

CLASSES

Stage Rally; A = up to 1400cc, B = 1401 to 1600cc, C = 1601 to 2000cc, D = over 2000cc & 4wd

Road Rally; Expert; A competitor who, in the role registered has finished in the top 10 of a Nat B Or higher grade rally.
Semi Expert; All competitors not eligible for Expert or Novice class.
Novice; A competitor in the role registered who has never won an award other than a team award.

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

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

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

2016 SD34MSG Inter-Club League

Division A

Club	Points	Div	O/A
Clitheroe & DMC	95	1	2
Blackpool South Shore MC	92	2	3
Garstang & Preston MC	79	3	4
Warrington & DMC	65	4	5
U17MC-NW	62	5	6
Liverpool MC	60	6	7
Bolton-le-Moors CC	53	7	9
Stockport061 MC	26	8	=11

Division B

Club	Points	Div	O/A
Preston MC	97	1	1
Accrington MSC	58	2	8
Wigan & DMC	37	3	10
Knowldale CC	26	4	=11
Manx AS	16	5	14
Wallasey MC	11	6	15
Pendle & DMC	10	7	16
Matlock MC	0	8	17

Division C

Club	Points	Div	O/A
Airedale & Pennine MMC	17	1	13
Mull CC	0	=2	=17
Lightning MSC	0	=2	=17
2300	0	=2	=17
Bury AC	0	=2	=17
Motorsport NW Ltd	0	=2	=17
Hexham & DMC	0	=2	=17
High Moor MC	0	=2	=17
CSMA (NW)	0	=2	=17
Lancashire A.C.	0	=2	=17

Last Updated 26th Feb. 2016

Individual Championship

O/A	Competitor	Q	pts	Club
= 1	Adrian Atkinson		10	BSSMC
= 1	Steve Johnson		10	U17MC
= 1	Stephen Kennell		10	CDMC
= 1	Dave Riley		10	BSSMC
= 1	Jack Darbyshire		10	PMC
= 1	Pauline Merrills		10	S061MC
= 7	Michael Judson		9	CDMC
= 7	Steve Lewis		9	CDMC
= 7	James Williams		9	U17MC
= 7	Ian Bruce		9	S061MC
= 11	Joe Mallinson		8	A7PMMC
= 11	Steve Price		8	BLMCC
13	Andy Williams		7	U17MC
14	Phil Clegg		6	AMSC
= 15	Loius Baines		5	PMC
= 15	Kris Coombes		5	PMC
= 15	Maurice Ellison		5	CDMC
21	Scott McMahon		4	U17MC
22	Chris McMahon		3	U17MC
23	Daniel Barker		2	AMSC

Sprint & Hillclimb Championship

O/A	Competitor	Q	pts	Club
Awaiting Up-Date				

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	John Leckie	10	E	MMC	
= 2	James Taylor	9	E	CDMC	
= 2	Mark Standen	9	E	G&PMC	
4	Martin Lloyd	8	E	S061MC	

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	10	E	MMC	
= 2	Ian Graham	9	E	CDMC	
= 2	Jonathon Webb	9	S	HDMC	
4	Ashley Young	8	N	MMC	
5	Maurice Ellison	7	E	CDMC	

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
Awaiting Up-Date					

O/A	Co-Driver	Q	pts	Class	Club
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Non Race/Rally Championship

O/A	Competitor	pts	Club
Awaiting Up-Date			

U18 Championship

O/A	Competitor	pts	Club
1	James Williams	10	U17MC
2	Kameron Anderson	0	U17MC

2016 SD34MSG MARSHALS CHAMPIONSHIP

Last updated : February 24th 2016

Airedale & Pennine MMC

Total Club Marshalling Points : 0

Accrington MSC

Stephen Smith	42	Tracey Smith	42
Dave Barratt	10		

Total Club Marshalling Points : 94

Blackpool South Shore MC

Total Club Marshalling Points : 0

Bolton-le-Moors MC

Total Club Marshalling Points : 0

Bury AC

Total Club Marshalling Points : 0

Clitheroe & DMC

Maurice Ellison	20
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Total Club Marshalling Points : 20

CSMA (NW)

Total Club Marshalling Points : 0

Garstang & Preston MC

Les Fragel	20	Jason Bleakley	10
Margaret Duckworth	10	Ian Farnworth	10
Karen Whittam	10	Matthew Harwood	10
Gave Irvine	10	Andy Jones	10
David Nolan	10	Andrew Richmond	10
Ian Richmond	10	Peter Shuttleworth	10

Total Club Marshalling Points : 130

High Moor MC

Total Club Marshalling Points : 0

Hexham & DMC

Zamfir Georgiana	10
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Total Club Marshalling Points : 0

Knowldale CC

Total Club Marshalling Points : 0

Lancashire A.C.

Total Club Marshalling Points : 0

Lightning MSC

Total Club Marshalling Points : 0

Liverpool MC

Andy Fell	22	Bill Gray	22
John Harden	22	Phil Howarth	22
Sean Robertson	22	David Hunt	20
Geoff Main	10	Ian Paterson	10
Kevin Jessop	10	Ian Patterson	10

Total Club Marshalling Points : 150

Matlock MC

Total Club Marshalling Points : 0

Manx AC

Total Club Marshalling Points : 0

Mull CC

Total Club Marshalling Points : 0

Pendle & DMC

Les Eltringham	10	Alan Shaw	10
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Total Club Marshalling Points : 0

Preston MC

Colin Baines	10	Louis Baines	10
Lee Balshaw	10	Lee Birkenhead	10
Danny Cookson	10	Matt Cookson	10
Kris Coombes	10	Sam Coombes	10
Richard Cooper	10	Graham Derbyshire	10
Jack Darbyshire	10	Jordan Duxbury	10
Jamie Elwell	10	Daniel Gillibrand	10
Dave Gillibrand	10	Robert Grimshaw	10
Mark Livesey	10	Katie Marie	10
Terry May	10	David Moss	10
Joe Ring	10	James Sharples	10
Julie Sharples	10	Craig Shooter	10
Grant Smith	10	Jeremy Smith	10
Ryan Sweeting	10		

Total Club Marshalling Points : 270

Stockport 061

Total Club Marshalling Points : 0

U17Club NW

Kameron Anderson	10
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Total Club Marshalling Points : 10

Warrington & DMC

Dee Burns	20	Joanne McCormack	20
Anne MackCormack	20		

Total Club Marshalling Points : 60

Wallasey MC

Total Club Marshalling Points : 0

Wigan MC

Total Club Marshalling Points : 0

2300 MC

Total Club Marshalling Points : 0

Motorsport NW Ltd.

Total Club Marshalling Points : 0

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
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
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 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 None Race/Rally Championship (AT, AS, PCA & Trials) 2016

Date	Event	Organising Club
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 Stage Rally Championship 2016

Date	Event	Organising Club
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



The Awards



**The Forum members
Nigel Worswick, Ian Grindrod,
Arron Newby & Simon Bowen**



**Steve Kennell
Clitheroe & DMC
1st O/A None Race/ None Rally**



**Andy Williams
Under 17 MC (NW)
1st Class 'A'
None Race/ None Rally**



**Steve Price
Bolton-le-Moors CC
2nd Class 'A'
None Race/ None Rally**



**Roger Barfield
Under 17 MC (NW)
1st Class 'B'
None Race/ None Rally**



**Steve Lewis
Clitheroe & DMC
1st Class 'C'
None Race/ None Rally**



**Daniel Barker
Accrington MSC
2nd Class 'C'
None Race/ None Rally**



**Michael Tomlinson
Pendle DMC
1st Class 'F'
None Race/ None Rally**

SD34MSG 2015 Prize Presentation Night

Continued from Page 24



Phil Clegg
Bolton-le-Moors CC
1st Class 'E'
None Race/ None Rally



Alec Tonbridge
Bolton-le-Moors CC
2nd Class 'E'
None Race/ None Rally



James Williams
Under 17 MC (NW)
1st O/A Under 18's



Myles Gleave
Garstang & Preston MC
1st O/A Driver Road Rally



Garry Evans
Accrington MSC
1st O/A Navigator Road Rally



Tony Harrison
Clitheroe & DMC
1st Expert Driver Road Rally



Rob Lloyd
Stockport061 MC
1st Expert Navigator Road Rally



James Taylor
Clitheroe & DMC
2nd Expert Driver Road Rally



Alan Barnes
Garstang & Preston MC
2nd Expert Navigator Road Rally



Paul Gray
Clitheroe & DMC
1st Semi-Expert Driver &
1st Semi-Expert Navigator
Road Rally



Louis Baines
Preston MSC
1st Novice Driver Road Rally



Kris Coombes
Preston MSC
1st Novice Navigator Road Rally

More Award Winners : Page 25



Brandon Smith
 Clitheroe & DMC
 1st O/A Driver Stage Rally



Terry Martin
 Clitheroe & DMC
 1st O/A Co-Driver Stage Rally



Steve Johnson
 U 17 MC (NW)
 1st Class A Driver Stage Rally



Steve Butler
 Clitheroe & DMC
 1st Class A Co-Driver Stage Rally



Antony Dixon
 Clitheroe & DMC
 1st Class C Driver Stage Rally



Andy Williams
 U 17 MC (NW)
 1st O/A Individual Championship



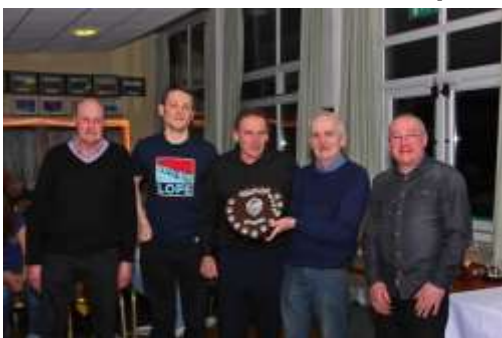
Steve Price & Steve Kennel
 BLMCC & CDMC
 Joint 2nd Individual Champs



Tracy Smith
 Accrington MSC
 Joint 1st O/A Marshals Champ.



Clitheroe & DMC
 1st O/A Inter-Club League



Bolton-le-Moors CC
 1st Div. A Inter-Club League



Manx Auto Sport
 1st Div. B Inter-Club League



Steve Butler & Paul Buckel
 Clitheroe & DMC



← **LEFT**

David Barratt
 Accrington Motor Sport Club
 The Brian Molyneux Award
 for Outstanding Services
 to Motor Sport

The Clitheronian
 The Paul Coombes Award for
 the Best Road Rally of 2015
 The Clitheronian Rally also won
 Best Rally of 2015
 at the ANWCC Awards Night

*Full List of Award Winners is on
 Page 26*

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

Myles Gleave 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

David Barratt : Accrington MSC

Legend Fires

North West Stages

Two Sides of the Story

(Side 1)

My first stage rally in my mk2 Escort

Before the event I spent hours and hours watching as much in-car video footage as I could to get to know the stages. I also spent a lot of time on Google Earth checking out the Stages plus talking to other competitors who had done the event previously (Thanks for the time to all of you who put up with my mythering)

Well that was a weekend to remember. As you probably all know we completed all the Stages to find we had made a miscalculation in the timing and that was that. OTL. So what do I take from this weekend. Well I will tell you the Legend Fires North West Stages what a great challenging event. 10 out of 10, Warrington & DMC support fantastic, spending time with friends all with the same goal to help each other second to none. Can I build a rally that can take the NW stages? Yes. Do I drive it like an old woman? Yes, At the 90 left though the gate at Weeton after the merge did I indicate? Yes.

Well, first stage Lytham at night in the wet and muddy only one thing for it Forrest tyres! Time 2.52 on the first run. Second run 2.39. Nice one.

On to the prom two stages. All I will say is running a mk2 on Forrest tyres with a 5:1 diff seemed to take ages but what a great stage. Then it was back to the bar and watching the navigators doing there colouring in and that was Friday night. Woke up Saturday morning at 4.30 wondering what tyres to use for Fleetwood prom. Three hours later after looking at ceiling it was time for breakfast and a first glance at the car. Yes. All there in one piece. Great. Off to service and ready to go again. Fleetwood prom then Fleetwood Docks on to Weeton. Then service and start again prom and so on.

What a great event. Yes I was disappointed about the timing but I will never forget my first proper stage rally and I have the beanie hat to prove it.

I must say the knowledge I have gained over the event to take forward is massive. All down to the guys and girls who help to set up the and run the event and all the guys and girls who played there part out in the cold and wet.

I would like to thanks you ALL. And lastly a big thanks to the crew John Boggs, Greyham Bries, Stuart Forward and the two groupies Lynn and Donna for your help and support for us both. One last thing to say when do we do it again

Steve Ellison (The Talent side of the car) Driver
Warrington & DMC

PART TWO (Side 2)

Friday 5th Feb

After loading up the Escort, Defender and Fiesta service car we headed off to an overcast Blackpool.

Continued on Page 28



Legend Fires North West Stages

Two Sides of the Story

Part Two

Continued from Page 27

Checking into the Norbreck Castle hotel we waited for our mid afternoon scrutineering slot. 14-45 appeared after a long wait.. Mike Harris and another scrutineer checked over the Escort. Quite nervous at this point although Mike did log book the car previously.

On checking the helmets the other scrutineer asked "where is the MSA sticker" to which i replied

"what's that"?...my heart sank!!!..had visions of not doing the event down to a bloody sticker!!!!..

"Brand new helmet is it" he asked, "yes" I replied..."has to be the official MSA sticker on it before you can use it"

Great!!!..i thought, "how do i get one of those then!!"

"Mike has them for £2.50 each""god"!...panic over!!..what a relief..

So..scrutineering passed. .all ok on that...signing on next... management pack sorted, all ok.

Lytham Hall

What a long wait we had from scrutineering to service then onto Lytham, seemed an eternity.

We eventually left service arrived at Lytham one minute late, stuck to the speed limits, didn't run a red light, did everything to the book.

Must say though we were past by two other competitors on the way speeding somewhat!!!.

Anyway we got through the two Lythams', weather wasn't too good, started raining hard.

Onto Blackpool Prom. raining heavy still. quite slippery in places too, made worse by the sea water coming over the wall. safely out of the two stages moving on to the Norbreck for the overnight stop arriving back at around 10-30 ish..a long day feeling quite tired.

Saturday 06th

Set off from the Norbreck 09-28 into service out at 10-18 onto Fleetwood.

No dramas through here, slippery along the back straight, nicely sideways a few times out of the barrel chicanes. Fleetwood Docks next up,through here again safely..passed by a bloody Landrover! !!!!....what!!!

On to Weeton...really enjoyed this. first time Steve really opened up the Escort along the back Straight...exciting!!! Second stage again good drive through, enjoyed the water splash very much!

Service is up next. followed onto The Prom again...two runs through, quite good, passed by a low flying Escort into one of the gated chicanes.

Fleetwood, then Docks again, the heated front screen decided to wave a white flag and go on strike!!!!..so it was windows down to see where we were going!!! then onto Weeton...now we were passed on the prom by this Escort that halfway round

Weeton was well and truly stuffed into bracken and i mean well into it, trying too hard probably, got his comeup-pance for passing us lol!!!!..

Two Weetons then onto Lytham, the second lot of stages being cancelled, weather atrocious at this point.

Promenade up again for the last two stages of this, slippery again nothing major.

Onto Weeton for the last two stages of the day,really enjoyed ,these the most out of the whole event.

Back to Norbreck for the Finish,,, ,enjoyed the two days, was great that we finished the event as many crews didn't Would like to thank Graham Briers for trailering the Escort, John Boggs and Stuart Forward for service Vehicle Donna and Lynn for their support throughout the horrible weather conditions.

Adrian Lloyd (The intelligent side of the car) Co-Driver : Warrington & DMC





Impressive Runner-Up Spot For Newby In Blackpool

Following several months of research and development with the TEG Sport B13-specification Subaru Impreza, Carnforth rally star Arron Newby put it to the perfect test by claiming a fantastic runner-up place on this weekend's Legend Fires North West Stages Rally.

The Blackpool-based event proved the perfect setting to test the car following the recent developments, especially with a strong entry of World Rally Cars and it being relatively local to the team's Lancashire headquarters. However, such was the intensity of work still going on, the team arrived later than expected at scrutineering but made the Friday night start without any problems.

The aim of the rally was to gather as much data from the car as possible as well as making up for Arron's and Manx co driver Rob Fagg's enforced sabbatical on what was to be their debut on the actual rally, although they have been on course car duties in the past.

With torrential rain and high winds greeting competitors at the start, the opening stage at Lytham Hall saw the event not get off to a great start as Arron dropped time with an overshoot to end SS1 in 26th place. However, he was soon back in his stride and went quickest on the next two stages before arriving at the overnight halt in a brilliant second place overall, and just six seconds adrift of former double winner Tony Bardy in his Ford Focus WRC.

With the weather not improving, the battle continued throughout Saturday with Newby swapping the top places with Tony Bardy and Simon Bowen throughout the day, including taking the lead after SS7. Hardly ever out of the top three times on any of the 24 stages, the VP Fuels and Pirelli-backed TEG Sport Subaru pair were fastest on a further two stages before arriving back at the ceremonial finish in Blackpool in second place overall, just half a minute behind winner Bowen in his Subaru Impreza WRC and a minute to the good over Bardy in third.

Arron Newby: *"I've had a fantastic weekend, it's been a while since I've been out in a car competitively, the new car is all new to me and we have had very limited testing time so I was pretty nervous and apprehensive on Friday night. It was good to battle with WRC machinery the first time out and true to TEG Sport, they gave me an amazing car, it ran faultlessly throughout the rally and I can't wait to get back out in it again. Rob did a great job as always and it was nice to have him back in the car with me. Thanks to all my sponsors and TEG Sport, without them all I couldn't compete and in particular, thanks to the marshals and the organisers for enduring the appalling conditions and still delivering a fantastic event."*

Stuart Newby, TEG Sport Team Owner: *"We were all pretty nervous going to this rally, especially with the last minute dramas we faced prior to scrutineering. But it all came good; Arron drove with maturity in a new car in treacherous conditions so we couldn't ask much more than that from him. We have a few tweaks to do to the car, but are really pleased how the weekend went. To be challenging some very good drivers in WRCs was very encouraging and we are delighted with the result. The Pirelli tyres were awesome all weekend as normal, the car ran perfectly and the whole team did a fantastic job as ever, so thanks to them and all our sponsors too. A special thanks to the marshals who were the heroes of the weekend for standing out in those conditions."*



Photos Courtesy Marcus and Phil Andrews





Photo courtesy of Lee Head



Legend Fires North West Stages Rally

The preparations for the North West Stages Rally started during the Christmas holidays with the hope of some breaks in the weather. Sadly we got one day to work on the car with little to no shelter. It felt like we had already started the event. Other club members looked like they were going well with Dale and Mark Carter rebuilding their Subaru, Richard Bromley going OK with his sun-beam build and Stephen Ellison in his new build BDA Escort.

We needed strut tops replacing which caused our retirement from the Neil Howard Memorial Stages rally. We did want to get the car repainted but that never happened but we hope to do this soon. Phil fitted new bumpers to improve the look of the car and new LED lamps were fitted.

We also had some help from Alan Crossley who did an excellent job fitting a harness bar to accept the FHR belt angles now required. Thanks Alan!

The rally was going to be WET. Very wet in fact. We knew it would be a war of attrition once again, especially with the conditions.

We got to Blackpool Friday afternoon with us having a few issues before we started when I pulled the engine cut off only for it to snap. Luckily the spares shop in the main area had one (thanks guys) and we were swiftly through Scrutineering. One of my concerns was the new FHR and all the rules associated with them which is a lot to take in on top of other things. I joked with Phil that starting a stage now will be like doing a round of the Krypton Factor. Luckily there were no issues with the gear so we were ready to go. After discussing with our crew (Sister Christine, Brother Paul & management driver Julie, Phil's Fiancee) about the evening route we got ready for a wet night. A little extra trip around a roundabout was our only issue down to SS1. Big delays on the Lytham Hall stage meant lots of hanging around waiting. A number of cars were already parked up at the start sadly going nowhere. Including an escort that needed help from the local residents for a bump start.

The stage itself was good and had a surprising amount of grip. The wets on the front of the car doing a good job. Sadly the track tyres on the rear was a different matter.

We trundled onto Blackpool prom which I didn't like. Very slippery in places with the sea coming over the wall and I had a few issues with the tulip diagrams. I was happy to see the Norbreck at the end of the evening.

Saturday dawned with more of the same. Wet and dull. After a top up of fuel and removal of the lamp we set off for Fleetwood Prom. As always, the surface changes were always an issue here and we had a close call on SS6 entering the narrow walled section. Phil gathered it up well and we kept going.

When we arrived at Fleetwood Docks we knew grip & traction was already a problem but with a pair of wets which we had little confidence in back at service we would have to persevere. We set off with a swift grab of the handbrake on the hairpin left instantly puncturing the tyre. We continued on albeit slowly and completed the full stage. A quick tyre change and 3 minutes of lateness used we did the second run without incident.

With little time to carry out swaps we just put the other tyre we had in management car in the back of the BMW and we set off for Weeton.

We completed the 11.2 miles of Weeton on the odd tyres on the back. The area which normally floods with water is not usually a concern for us and Phil approached it with pace. This flooded the engine and the inside of the car. Luckily the car recovered after about a quarter of a mile. Then we had to get the screen clear. Thank goodness we kept the car's heater in place.

We had a little battle with the E30 BMW which sadly aquaplaned off in front of us and damaged the rear end. Weeton was where most of the cars we saw were stranded.

Sadly we saw Richard Bromley on a tow rope which is always a sad sight to see.

Continued on Page 30



Continued from Page 29

Back at service we went to the wet tyres and once we got on the Blackpool Prom stage we realised this was the best decision we had made that day. The car was clearly better and Phil gained some more confidence in the poor conditions.

By the time we got to Fleetwood Prom it actually stopped raining!! for about 15 minutes. It then poured down once again. A steady run through all the Fleetwood stages and some quicker runs through Weeton (apart from going through the water) meant we were slowly climbing up in the standings running 4th in class.

Only one fairly easy run through Lytham despite it going dark much earlier due to the due poor weather. We the set off for service completing the longest leg on the event.

The last leg was two Blackpool Prom stages & two Weeton Stages in the on-coming darkness. Our service crew saw some comical sights during the day with the little imp getting lost and some gallant attempts to finish the event with the Subaru suffering a crank oil seal failure causing the car to be full of oil & smoke inside the car.

A relatively trouble free end to the event and on our return to the Norbreck we found we had finished 3rd in class. Our second award in consecutive years.

Our big thanks once again goes out to the organisers who had to put up with a lot this year to run the event. Our 14th attempt at our local rally.

In addition our family who had to put up with us and the weather. Hopefully it was all worth the effort.

Not a lot to do on the car except fitting of a mirror and hopefully a new colour scheme.

See you out on the stages.

Phil & George Jennings
Car 63 BMW
Warrington & DMC

Religion

LOT'S WIFE

The Sunday School teacher was describing how Lot's wife looked back and turned into a pillar of salt, when little Jason interrupted, "My Mommy looked back once while she was driving," he announced triumphantly, "And she turned into a telephone pole!"

GOOD SAMARITAN

A Sunday school teacher was telling her class the story of the Good Samaritan. She asked the class, "If you saw a person lying on the roadside, all wounded and bleeding, what would you do?"

A thoughtful little girl broke the hushed silence, "I think I'd throw up."

DID NOAH FISH?

A Sunday school teacher asked, "Johnny, do you think Noah did a lot of fishing when he was on the Ark?"

"No," replied Johnny. "How could he, with just two worms."

HIGHER POWER

A Sunday school teacher said to her children, "We have been learning how powerful kings and queens were in Bible times. But, there is a Higher Power. Can anybody tell me what it is?" One child blurted out, "Aces!"

MOSES AND THE RED SEA

Nine-year-old Joey was asked by his mother what he had learned in Sunday School.

"Well, Mom, our teacher told us how God sent Moses behind enemy lines on a rescue mission to lead the Israelites out of Egypt. When he got to the Red Sea, he had his army build a pontoon bridge and all the people walked across safely. Then he radioed headquarters for reinforcements. They sent bombers to blow up the bridge and all the Israelites were saved."

"Now, Joey, is that really what your teacher taught you?" his Mother asked. "Well, no, Mom, but, if I told it the way the teacher did, you'd never believe it!"

THE LORD IS MY SHEPHERD

A Sunday School teacher decided to have her young class memorize one of the most quoted passages in the Bible - Psalm 23. She gave the youngsters a month to learn the chapter.

Little Rick was excited about the task, but he just couldn't remember the Psalm. After much practice, he could barely get past the first line.

On the day that the kids were scheduled to recite Psalm 23 in front of the congregation, Ricky was so nervous. When it was his turn, he stepped up to the microphone and said proudly, "The Lord is my Shepherd, and that's all I need to know."

UNANSWERED PRAYER

The preacher's 5 year-old daughter noticed that her father always paused and bowed his head for a moment before starting his sermon. One day, she asked him why. "Well, Honey," he began, proud that his daughter was so observant of his messages. "I'm asking the Lord to help me preach a good sermon."

"How come He doesn't answer it?" she asked.

BEING THANKFUL

A Rabbi said to a precocious six-year-old boy, "So your mother says your prayers for you each night? That's very commendable. What does she say?" The little boy replied, "Thank God he's in bed!"

UNTIMELY ANSWERED PRAYER

During the minister's prayer one Sunday, there was a loud whistle from one of the back pews. Tommy's mother was horrified. She pinched him into silence and, after church, asked, "Tommy, whatever made you do such a thing?" Tommy answered soberly, "I asked God to teach me to whistle, and He did!"

TIME TO PRAY

A pastor asked a little boy if he said his prayers every night.

"Yes, sir," the boy replied.

"And, do you always say them in the morning, too?" the pastor asked.

"No sir," the boy replied. "I ain't scared in the daytime."

Broughton-Bretton Motor Club
Rali Bryniau Clwyd
6/7th February

Never too old to learn!

I've been navigating on road rallies since 1990, but mostly in the East Midlands region. So, my first event on maps 116 & 117 was the 2015 Bryniau sat alongside Rich Hunter, we started and finished 9th. What a great event that was, a superb route and very well organised. So, when picking my 2016 events it was a no brainer that I return to Mold for the 2016 Rali Bryniau Clwyd. This time with Jim Brown following an impromptu outing with him on the JJ Brown a month earlier, when I stepped in for Ashley Owen in the left seat.

The weekend before the event I had a call from Jim, he said his car wouldn't be ready. On the JJ Brown we suffered from a front suspension problem and this would not be rebuilt in time for the Bryniau. Before I could think about how I might get a drive on the Bruce Robinson Rally (running the same weekend as the Bryniau) he said "don't worry, I've bought another car. It's not a certainty for the Bryniau, I'll let you know by Tuesday". So, Tuesday came and Jim confirmed we were "on", his new car was Dan Willan's Proton. The seeded entry list was published and we were at car 18, reflecting a much stronger entry than the previous year.

I was accompanied by fellow Matlock MC navigator Ashley Owen on my drive to Mold, it poured down most of the way from Derbyshire. This was Ashley's first event in Wales and with a new driver Ken Cawsey. Pre-event formalities were quickly done and we set off to fill up with petrol and check that the trip meter was reading accurately with Jim's tyres. No adjustment was necessary to the trip so we were soon back at the Rugby Club and exchanging news with fellow competitors not seen since the last events of 2015. A notable absentee on the night was navigator Rob Lloyd who had to pull out on the day of the rally with a sore throat/dose of tonsillitis. Surprisingly, at the competitors briefing, Brynmor announced this would be his last event as CoC, having organised the Bryniau for the previous 4 years. I hope that someone else from Broughton-Bretton MC can step in and organise the 2017 event as this is an event that would be sorely missed.

The plotting was 5 pages of map references and there was ample time to get this down and go and see Ashley Owen (local nav in car 16) to go through a couple of sections of route. Soon we were off on a neutral section to TC1, about 6 miles south east of Mold. The marshal there told us was a DSO at the next junction and not to use the handbrake at the hairpin left and off we set! First thing that was obvious was the difference in torque of this 1600cc Mivec engine compared the Jim's previous 1800cc Proton engine. Off-cam this car had little torque and, combined with a paddle clutch, required a different driving style compared to Jim's old car. It was to take most of the first half for Jim to adjust to this and the dog box crunching into gears, especially on the downshift.

Continued on Page 33

Photos Courtesy of Jez Turner



Rali Bryniau Clwyd Continued from Page 32

Meanwhile, in the left seat, I was very comfortable with my office provision, and settled in well to the event, the first 2 sections being timed to the second, followed by a neutral and 3 more sections timed to the second.

We were clean on the first but dropped time on next section where I fell foul of the same deceptive slot left between farm buildings in GS2059 as last year. As soon as we turned back to check we hadn't entered someone's private drive it all came back to me and I saw the right road but this had cost us valuable time. I won't forget this for next year!

Now on map 116 we headed south and onto a section which passed through a superb farm complex at Pentrcelyn that just seemed to go on forever. We were instructed to follow the arrows and these were positioned perfectly to navigate around buildings and obstacles, we dropped 4 minutes on this section, quite a bit off the pace and having got bogged down off-cam a few times. The route ran pretty much due south for a short section on map 125 (8 gridsquares) where a wrong slot from me cost us more time before we rejoined map 116 and headed north on a tricky section with several NAMs. One of these NAMs was on a double hairpin bend and involved scrambling up a muddy bank to h/pin right back onto the road, here we somehow got ourselves stuck with the rear wheels in a deep rut. Fortunately, there were several spectators and marshals on hand to get us out, but only after the following 2 cars had passed by unable to attempt the NAM which we had blocked. So another load of time dropped and I think this NAM was closed following that as other cars ahead of us had also been momentarily stuck there.

Soon we were back on map 117 for a couple of sections heading us towards petrol at Mold. Here we were in 21st position having dropped 11:07, a good 5 minutes off a top ten place. By now Jim was getting the hang of the new car, and we decided we were just going to enjoy ourselves in the second half. We soon got into a groove setting better times, in particular at TC18 where we got the hard to find slot right on a white just after some fence posts in GS1968. Last year we had gone sailing past this junction, which is hidden by the posts and fencing. Feeling chuffed we steamed on and enjoyed the sections which ran either side of the A55 towards Rhualt, but then came TC23. Adding the 12 mins section time to my previous time we wanted 03:35, we got 03:35:09. Thinking we had dropped 9 seconds we pushed on to the finish with a great last section with twisty whites and the final (18th) NAM.

Over breakfast we wondered if we had done well enough to climb into the top ten. Then came the shock, we had been given a fail for booking in early at TC23. My first in 25 years! TC23 was the 3rd of 5 consecutive sections timed to the second. After the inevitable query and discussion, I was told I should have carried forward the seconds dropped at TC22 and by not doing this, I had booked in ahead of due time. Until then, I had always dropped the seconds when working out the following due time but this is not how it's interpreted in North Wales at least. I am still puzzled at why this hasn't happened to me before having done around 10 events in Wales, maybe have never been early on section timed to the second in Wales before?

Anyway, we finished 20th with 1 fail 21:43 and it was a small consolation that we were not alone booking in early at that control. Without that fail we would have been 10th so a very costly mistake. In future I will always check on whether seconds can be dropped or must be carried forward when there are consecutive sections timed to the second – ***you're never too old to learn.***

My mate Ashley Young (car 52 nav) finished 23rd with 1 fail 33:49, having booked in early like me. This was his first event in Wales and Ken's first drive on a road rally for several years. A great result for them, and Ashley was rewarded by picking up the 2nd Novice award.

Gary Evans : Matlock Motor Club



Broughton-Bretton Motor Club *Rali Bryniau Clwyd*

6/7th February

***Muddy Whites, Not as Map Junctions,
Standing Water, Wrong Slots,
More references than you can shake a stick at,
Recovery vehicle but there was a
little Good News (but not a lot)***

Back in January I got a phone call from Nick Meredith. "Fancy sitting in with me on the Bryniau Clwyd ?" he said. Then at the start of the JJ Brown we met up and had a brief chat. The JJ Brown was his first event as a driver

but has done a couple of events as a Nav. He finished the Brown which is better than I did. The Bryniau is running on maps 116, 117 and 125 and on the same weekend as the Legend Fires North West Stages

On the Friday I do my bit on the North West Stages (signing on) and was planning on doing a bit more on the Saturday but didn't wake up until 10am so I was a little too late to go and stand in the cold and wet of Fleetwood.

Get down to Nick Meredith's house and he is still getting the car finished. He had had an oil leak that appeared to be coming from the crank sensor seal. He had changed the sensor and seal but that hadn't cured the problem. Turns out it was a very small crack in the Oil Filter. Filter changed and all well, although his neighbours might not agree as there was a very large amount of oil still on the road outside his house.

We set off for Noise and scrutineering (couple of miles from Nick's house) and get in the queue for noise. When we get closer we notice it isn't noise at all but the queue for scrutineering. Turn round and go back up the road to noise. Noise not a problem but we do have a problem with scrutineering because the belts have only the one bolt each at the rear. Bit of quick mods and all sorted.

Following the Drivers Briefing, when Brynmor Pierce announces his stepping down as Clerk of Course after 5 years, we get our road book at the appointed time. Five pages of closely spaced map references and 12 NAMS. Get cracking on getting it all plotted and very quickly I start to curse Brynmor. Then a little later curse him again, and again, and again. I think I have it all down nice and neat on the maps and then the route does a U turn and we are running back parallel to the road we have previously used and I have to rub out my previous markings and put them elsewhere. And to make matters worse he keeps on doing it and my new maps start to look very second hand. (I am still cursing him now !!!!!)

Get it all plotted and we have 15 minutes to our departure time. We are set on our way from MTC 1 by Mick Bryant and his wife Sue. On the run out from MTC1 to TC1 Nick gets a phone call from one of his friends who is out speculating. He tells Nick that the first white after TC 5 is extremely muddy and with the Tarmac Road tyres that Nick is running we don't have a hope of getting up it without getting stuck. I find TC 5 on the map and locate the muddy white. Much discussion ensues and in the end we opt to take the hit of 2 fails for missing RC 7 & PC8. Our diversion means we will be traversing a 500 yard section of the route twice but there wasn't a control on that 500 yards so what would it matter? Well it did matter because when we went along that short 500 yards we found that the road we wanted to take was blocked by spectators and Nick wouldn't force his way past them. The only problem with that was that we then picked up a further 3 fails for missing PCI, RCT4 & TC6. Then to make even matters worse I miss calling a NAM and get another fail (that's 6 fails and we are only a third of the way into the event) Next up is Llantysilio Mountain. Nick tells me that this is a bit of a bugger of a road and he will take it steady. Yes it is and yes he does and we come across car 34 well off the road and well and truly stuck in the mud. With 6 fails to our name we ain't going to win anything so we stop and tow them out. They went on to win the semi Expert pot. One shortish section left and its back to Mold for the half way halt.

MTC 4 is at the Llwynearin Centre and the roundabouts are not on the map and it takes us a while to find it. Then off to TC15 and the start of the second half. The bridge leading to TC15 is not shown on the map and I struggle to find this too. Eventually we get there but have eaten a lot into our maximum lateness. We miss seeing a tricky slot and are on the wrong road (again!) . Eventually get back on correct route but more time dropped. TC 17 is on a white. We set off down the white and come to a house. At first glance there appears to be no road to take but Nick remembers that a friend of his had told him of this bit of road and we back up and find the difficult to see slot left. The white becomes a yellow after about half a mile. As you go over a cattle grid there is a white to the right that we need to take, except we don't see it. Turn round and on the way back it stands out like a sore thumb but it certainly did not come the other way. More time dropped. Press on and into TC 20. Onto another white. We catch the car in front on this white and when we get to the end I call 'T Junction, SGW turn right' The Car in front turns left and Nick follows them and follows them again when they turn left onto another white. I point out that we shouldn't be on another white and to back out. Nick thinks that we won't be able to and is looking for somewhere to turn around when the white stops and we have no alternative but to back out. Easier said than done. Eventually get backed out but the car we followed does not seem to be as fortunate and we leave him stuck. No more dramas but we are now running perilously close to OTL. We decide to cut the last short section and go direct to Damage and MTC 5. The problem with this is we will incur a further 4 fails (That's 10F in total)

I said at the start there was some good news. The only good news was that we finished the Rally and we were only one place behind Martin Lloyd in the BMW (without Rob sat in the silly seat, Rob was poorly)

Maurice Ellison : Clitheroe & DMC



Clitheroe & DMC Jack Neal Memorial Stages

Saturday 20th February and it was time Adrian Spencer in the Adgespeed/Red Industries/ABR Engineering backed Subaru Impreza WRC S11 to get some more seat time in preparation for the 2016 National Tarmac Championship. Having only done the Neil Howard Stages back in November 2015 since buying the car and with the engine refreshed for the season, the team decided to enter the Jack Neal Stages Rally held at Blyton in Lincolnshire, featuring 10 stages of 3.5-5 miles of good tarmac to test all was OK with the car. The day started very cold but dry and with Jeff Simm on the maps the team was looking forward to the event. With not having been to Blyton before and seeded car 5 it was looking a tough challenge with John Indri the previous owner of Adrians car debuting his new Ford Fiesta R5 who was seeded at 1, other notable entries were Tom Morris in his 6R4 car 4, John Marshall in his new Tegsport Built B13 Impreza Car 2, Lyndon Barton in his BMW M1 Car 3, Mark Roberts Escort Cosworth WRC Car 6 and Graham Bell at 7 in his newly acquired Millington engined Proton

With the weather dry and soft slicks fitted Adrian set off for the 1st stage and with a good clean run set the fastest time, which he repeated on stage 2 to take the lead by 6 seconds from Mark Roberts with Tom Morris in 3rd. The conditions stayed the same for stage 3 but a mistake by Spencer saw him stall the car at a hairpin losing approx 15 seconds and dropping down the order to 3rd with Bell who was starting to put in some quick times taking the lead by 1 second from Roberts and 3 from Spencer.

On stage 4 Adrian had a clean run, but beat the bogey time for the stage along with Tom Morris, but this allowed Adrian to move up to second, the fight back was on.

For stage 5 it started to rain and with the track not yet fully wet, intermediates were bolted on and with Indri starting to show some pace with fastest time, Adrian was still in 2nd only 3 secs behind Bell. Sticking with the same tyres for stage 6 Adrian again set the fastest time to move back into the lead by 3 seconds from Morris, but it saw a change in the order as Bell spun off and lost over 2 minutes getting going again which dropped them out of contention.

By Stage 7 Adrian decided that wets would be used but this proved to costly as the new tyres took a lap to bed in resulting in some off track excursions due to the lack of grip and with Morris setting the fastest time he took the lead by 10 seconds and this dropped Adrian to 2nd. Disaster struck for Mark Roberts when his engine gave up the ghost which moved Indri up to 3rd.

With it all to play for they competed stage 8 but all three beat the bogey so there was no change.

It was starting to dry out for stage 9 and with it all to play for, Adrian set the fastest time again to close the gap to 6 seconds from Tom Morris and then he took another 2 seconds on the last stage but it wasn't enough and he had to settle for 2nd O/A 4 seconds behind Tom Morris who had driven a good rally setting top 5 times all day. John Indri finished 3rd in the Fiesta R5

Although disappointed at not having won, lessons had been learnt and valuable seat time gained, Adrian was delighted to have been challenging for the win and more importantly beating John Indri the cars previous owner.

The car is now back in the work shop for a spanner check in readiness for the next event the Tour of Epynt in March, the 1st round of the National Tarmac Championship.





RED KITE STAGES & Red Kite Historic Stages

BHRC 2016 A Difficult Start!

The difficulties the Sunbeam of Dave Hopkins and I had experienced on last years Severn Valley caused a lot of thinking over the winter months...rebuild the existing engine to give the existing 130bhp, approach someone like Jondel for a Barry Jordan 165bhp replica engine or even obtain/build another make/model of car altogether! A bag of bits from the likes of Burtons and/or some Sherwood assembly knowledge can give this kind of power relatively easily for a 1600 Escort but its harder to achieve for the rarer Talbot engine and its this level of power that it is needed to win (as we aren't going to get much quicker!) against the Shuttleworth/Standen/Skill pedalled Escorts. In the end Dave decided to follow all of these trains of thought...he is a brave man. The old engine was removed and once it was clear that no mechanical issues existed with it a buyer was quickly found. The engines are getting rare nowadays and with it the knowledge of how to build a modern version. Whilst Jondel seem to be the UK experts and the BRM headed version is eagerly awaited out on the stages, the cost is not cheap (but understood) and hence a conversation with one or two of the Avenger Sunbeam Owners Club pointed Dave in the direction of a relatively unknown (in the UK) engine builder in Finland. The guy in question, Petteri Sappinen has specialized now for a few years with Imp and Avenger/Sunbeam historic engines and the feedback was good from all who had parts/engines from him...certainly a 160 bhp motor was obtainable at potentially a cheaper UK equivalent cost. Discussions were held and just before Christmas Petteri started the build of what he hopes will be his best 1600 motor yet. In the meantime the alternative car story matured to a degree that the car has been identified and potentially sourced....that however is a story for a later time.

The enforced lay off has allowed the rest of the 'Beam to have some TLC in that the gearbox has been rebuilt yet again (although the source of the long running selection issues have been identified and hopefully now sorted) plus it is now modified to make it quicker to remove, a heater has been installed, a new sumpguard has been manufactured, new seats and belts fitted plus myriad small jobs which all add up in terms of time and cost. The excitement certainly ratcheted up a notch or two when the (heavy) parcel arrived from Finland...it was quickly installed and a few road miles put on it before being trailered up to the Brackley for a custom exhaust fit. Petteri had given Dave specific measurements for the exhaust to fit onto his custom made manifold...and it certainly sounds the "dogs bollocks" according to Dave...however once the car was installed on Aldons rollers it quickly became apparent that all was not well. The electronic ignition seemed to cause a misfire at certain points in the rev range and thus the output is not what was expected and Aldon could not resolve the issue to their satisfaction...and yes they tried all sorts believe me! Calls made to Petteri resulted in all sorts of measurements being taken but all seems good mechanically but still not the expected power output...the engine is currently on its way back to Finland at Pettoris request and hopefully will be back in time for the North Wales Stages (the second round of the 2016BHRC).



Continued on Page 37

Meanwhile a ASOC member who is taking a keen interest in this project offered Dave the use of his "spare" engine for the BHRC opener, the Red Kite. Thus we arrived at Landover for what is usually a very well run event on good tracks, which we have enjoyed over the last couple of years. The engine was a complete unknown but seemed to run well enough, so game on or so we thought.... The current safety driven seeding protocol has really impacted upon historic entries.... the Cat 1 entry has dwindled to just a handful of cars now which is a real shame - people really love the older cars as it breaks up the Escort dominated fields and whilst I like them as much as anyone, the BHRC should be more than virtually a one make series. I just hope that something can be resolved by the MSA to allow again the reverse seeding so enjoyed by all in recent years...some of these cars are now 50+ years old and bits are extremely hard to find (never mind shells!) and owners want to drive reasonably competitively without dodging bomb craters and boulders after 150 cars have gone through! A good example is the experienced Ian Beveridge who has mothballed his superb category winning Volvo PV544 to preserve its current value...he has however got something else in build and all will be revealed shortly! The extraordinary interest in the RSD built Fiat 131 highlights just how much variety is important within historic rallying...it does look good in the flesh and also sounds fantastic so it would be interesting to see how it went in the hands of the larger than life characters of Robinson and Collis!

Meanwhile... at the other end of the field we duly arrived at the first stage in Crychan...and travelled approximately 4.3 miles before a rocker broke and possibly the head gasket went!! Luckily we were able to pull up at a junction where the car could be safely parked up for the day. The marshaling couple, who were operating a mid stage radio point were superb as they supplied cups of tea and mountains of Bracey's Welsh cakes as we had to wait for the second full running of the stage to be completed before the car could be towed out (by the aforementioned marshals - thanks again to you both). I actually found it difficult to tell what they were saying so strong was their accent...even Dave "the Boyo" Hopkins struggled! What this impromptu bit of spectating allowed us to do was watch all of the crews perform on what was a top gear left plus short straight followed by a very slight top gear right.... fair to say all of the top crews were impressive but pick of the bunch was Jason Pritchard/ Phil Clarke in the 2015 title winning Escort ...the commitment was incredible as he cut ever so slightly without lifting whatsoever - no surprise to us that he won the historic section but it was very close with Elliott and Price hard on his tail. Interestingly he would have finished fifth overall amongst all the very costly 4 wheel drive machinery on a day that must have given them a real advantage - the top historic crews are certainly not hanging about!! The Fiat 131 finished sixth, so a very good debut for the brand new car and many will be hoping the guys can win a rally or two this season and that some of the other newly built 131's also appear and not go into storage as part of a collection.

So, not a good start to the season for the Sunbeam crew and more graft and money is required in order to rebuild and return the borrowed motor and then hopefully reinstall the sorted Finnish engine. Its going to be tight time-wise for the North Wales Stages at the beginning of April and hopefully it can be done but Mr. Hopkins is most definitely on the case!

Tony Vart : Co-Driver : Car 106 : Clitheroe & District Motor Club

Little Johnny and his family were having Sunday dinner at his Grandmother's house. Everyone was seated around the table as the food was being served. When Little Johnny received his plate, he started eating right away.

"Johnny! Please wait until we say our prayer," said his mother.

"I don't need to," the boy replied.

"Of course, you do," his mother insisted. "We always say a prayer before eating at our house."

"That's at our house." Johnny explained. "But this is Grandma's house and she knows how to cook!"

I needed some air in my tyres so I went to the local filling station and handed over 50p for a token. The cashier said 'Sorry mate, Its gone up. It's a pound now' That's inflation for you



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50 YEARS

OUTRAGEOUS ORME CHARGE LANDS FRANCIS CAMBRIAN VICTORY

Luke Francis & John H Roberts claimed a sensational Cambrian Rally victory, defying the odds to convert a 10 second deficit into a 1 second winning margin with a phenomenal run over the Great Orme finale.

With the Wydean Rally no longer part of the BTRDA rally series, the Cambrian Rally, based in Llandudno, would take its place as the opening round of the season, just 4 months after concluding the 2015 championship.

An intriguing 127 car entry list had been compiled by North Wales Car Club which included the stage rally debuts of Euan Thorburn's 208 R5 and Connor McCloskey's WRC Mini. The moderately sized field set to face 7 stages within the Snowdonia forests, rounded off by a quick blast over the infamous Great Orme toll road.

GOLD STAR

Amongst the leading crews were ex Gold Star champs Steve Perez, Hugh Hunter and Shaun Gardener but the main story of the 2016 Cambrian rally featured the contrasting fortunes of 3 crews in particular; 2015 King of Yorkshire, Charlie Payne in the Focus WRC engined Fiesta, local crew Luke Francis and John H Roberts in their familiar B13 Evo and 2013 Gold Star champ, Euan Thorburn, in his glorious new Peugeot 208 R5.

Few crews would have passed through Gwydyr before the event and with this in mind Charlie Payne's 5m23s benchmark was mighty impressive. Only Euan Thorburn, with Paul Beaton on the notes, was able to get within 10 seconds of the Ford man, the Peugeot possibly suffering a horsepower disadvantage on the steep climbs.

Payne, co driven by Carl Williamson, would continue his strong start with top 3 times on both the following Elsi and Penmachno tests. In fact the Yorkshire-man was never outside the top 5 all day and it was this consistency which left the Fiesta crew heading into the Great Orme finale with what appeared to be a comfortable 10 second rally lead.

Thorburn meanwhile also went well in stages 2 and 3; the Scotsman setting second fastest time in Elsi before topping the time sheets in Penmachno to sit just 3 seconds behind Payne. It would all go horribly wrong in Clocaenog East however as a trip into a ditch would cost the Peugeot man over 40 seconds and with it any chance of a debut victory. The 2014 Scottish Rally Champions most definitely seemed at home in their new ride though and would be back in the podium positions before the day was out.

On paper Francis was up against it, his older Mitsubishi no match for many of the newer B14 machinery. However, the local man's secret weapon is his knowledge of the stages and whilst he and John H Roberts had not topped the time sheets on any of the forest stages, consistent top 7 times had left them sitting 10 seconds behind Payne in second with just 2.95 miles of tarmac remaining.

A ten second gap over such a short stage may have seemed unbridgeable, but Francis has form on the Great Orme. Just 4 months ago, the Rhuddlan man set fastest time by 8 seconds with a 2m38s stage time to claim an incredible second place overall. Could he go one better in 2016? With Payne registering a 2m51s stage time, the win was definitely on the cards. And whilst Francis was not able to match his 2015 time, 2m40s was enough to claim the rally victory by a solitary second. With that opposition a B13 car should not be taking BTRDA rally victories. A simply stunning drive!



2016 Cambrian Rally

Continued from Page 38

B14 top spot is unlikely to have been much consolation for Payne and Williamson in the circumstances, however they have got to be happy with their pace over the event. After all, finishing ahead of Thorburn is no mean feat!

Elsewhere, fourth position overall represented a strong debut for Connor McCloskey and Damien Duffin in the WRC Mini; ending the day just 32 seconds down and setting a fastest time along the way. BTRDA Rally wins may well be on the cards in 2016 for the Northern Irishman. Meanwhile 5th and 6th, on equal times and just 38 seconds down were the Fiesta R5's of Hugh Hunter and Rhys Yates; both showing promising pace ahead of expected full season campaigns in the rejuvenated British Rally Championship.

PRODUCTION CUP

Perhaps lacking the strength in depth of 2015, the production cup battle quickly turned into a rally of attrition. In fact, by the end of stage 3, we were down to just 4 remaining NR4 competitors with Aaron McClure rolling in Penmachno and Andy Davies retiring with gearbox problems. Whilst Davies had been quickest in stage 1, it was 2015 front runners, Russ Thompson and Andy Murphy who lead for most of the day; building a 54 second lead over the Subaru of Paul Davy and Roger Allan by the end of stage 6.

Clitheroe man, Thompson, would however be cruelly robbed of a victorious start to 2016 following a mechanical failure on the stage 7 start line leaving Davy and Allan in pole position to take the Production Cup honours. And that they did, building a 54 second winning margin over the Mitsubishi Evo 10 of Roland Llewellyn and Ian Lawrence by the end of the day to claim an impressive 13th position overall. With Davy not BTRDA registered however it was Llewellyn and Lawrence who picked up maximum championship points.

Elsewhere, Owain Rowlands, with Tom Jordan this time alongside, repeated his 2015 success to claim class N3 victory with a strong 34th position overall.

SILVER STAR

Traditionally, Ffestiniog brothers, Ieuan and John Rowlands have featured at the sharp end of this event. But whilst John was able to follow up his 2015 class B11 and Silver Star success with an impressive 15th position overall, early category leader, Ieuan, in the 2.8 litre Volvo engined MK2 was forced to retire with gearbox problems after just the third test of the day.

John Rowlands, with Glenn Latham on the notes, was not as dominant as you may have imagined however. In fact, number 53 seeds, Gavin Edwards and Caron Tomlinson kept the Welsh crew on their toes throughout the day. And by the Llandudno finish were just 35 seconds in arrears in 16th position overall.

Meanwhile, 2015 RAC Championship winners, Phil Burton and Mal Capstick, had turned their attentions to the BTRDA series for 2016 and, whilst not able to match the pace of the aforementioned B11 Fords, were able to capitalise on the unfortunate retirement of Ieuan Rowlands; The Morecombe man going on to claim top spot in class B12 and 3rd place in the Silver star category with 18th position overall.

Elsewhere, BRC hopefuls, Josh Cornwell and Dai Roberts claimed class B10 honours with 30th position overall in their Fiesta R2, whilst the top scoring BTRDA registered crew were Bob Vardy and Sarah Ceen in 42nd position. The latter pairing getting the better of Vauxhall Nova crew, James Hutchings and James Hood by a mere 8 seconds!



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THOMAS PANELS BTRDA 1400

Whilst the entry list may have lacked 2015 champion David Bennett and fellow front runner Ash Slights, the expected FWD/RWD battle between Dave Brick and Josh Powell was tough to call; the latter having claimed a brilliant second in class back in October. Disappointingly however the battle was over before it had really begun; the Sunbeam of Powell and Jim Lewis ending the day on it's roof less than 1 mile into stage 1.

Despite his main opposition out, Brick, with 2015 BHRC champion Phil Clarke alongside, was never going to take it easy; the Ludlow man going on to set fastest time on every stage bar the last to claim a commanding 1400 class victory with 22nd position overall. A final position which may have been stronger were it not for a slow time over the Great Orme finale.

Behind, Jordan Hone finished second in class with 27th position overall; a strong result for the Proton Satria convert, whilst Matt Jackson and Claire Williams rounded out the podium positions in their Nissan Micra. Rory Jones and Tom Hughes would claim 1400C top spot with 51st position overall in their MG ZR.

BTRDA HISTORIC CUP

Whilst Matthew Robinson and Sam Collis made all the headlines pre event by swapping their formidable MK2 Escort for an RSD prepared Fiat 131, it was Jerry Bailey and Graham Lacey who emerged from the Gwydyr opening stage with the category lead. A lead which the Ford Escort pairing were able to build to as much 15 seconds by the end of stage 3.

From then on in though it was all about Theo Bengry and Les Forsbrook. The vastly experienced Leominster man leaping into the class lead on the super-fast Alwen test before going on to record a 37 second Historic and class H3 victory.

In class H2, it was David Dobson and Steve Pugh who were leading the way before taking a wheel off in Clocaenog East. This left Dave Forrest and Steve Ward to battle it out for class honours over the remainder of the event. Ward held the advantage over the morning stages but the tables turned on stage 6; a slow time allowing Forrest, with Charlie Carter on the notes, to slip into the class lead. And from then on in the Yorkshire based crew never looked back; claiming 4th in the historic category with 40th position overall.

Like Ward, H1 Winners, Robin Shuttleworth and Ronnie Roughead had been in front of Forrest for much of day but a slow time on the second running of Gwydyr allowed the Eaton Yale Escort to close in and ultimately take the position on the final stage. Still, 5th in category, and 1st in class H1 was a great result for the MK1 Escort crew.

VITAL EQUIPMENT RALLY FIRST

And finally, the MSA running order regulations have not been kind to the rally first crews; a noticeable drop in entry numbers as a result. However, Dominic Hodge and Stefan Arndt put in a great performance to claim category and RF1.4 victory in their Nissan Micra with a fantastic 44th position overall, beating several 1400C class cars in the process. Meanwhile, Roger Lovatt and Osian Owen claimed RF1.0 honours and Des Fletcher and Bridge Carey were the first RF1.6 crew home.

FULL RESULTS

From our point of view the Cambrian Rally proved to be a thoroughly enjoyable start to the 2016 season and I personally prefer it's new position in the calendar. Photography was tough as always on this event but thankfully the weather remained dry, and despite cold temperatures, viewing on the Orme turned out to be unexpectedly pleasant. If we learned anything from last weekend it is that Luke Francis and John H Roberts may well be the fastest Mitsubishi Evo 9 crew on the British Isles and if the pace of Rhys Yates, Hugh Hunter and Euan Thorburn is anything to go by, this year's BRC will be an absolute belter!



Report & Images

Paul Commons

www.paulcommonsmotorsport.com

The Clee Hills Classic Trial 2016.

In all senses of the phrase this event can be summarised as 'Deep Doo doo' but still fun.

A&P members John Rhodes and Stuart Lambert enjoyed a leisurely drive to Shropshire on the Saturday to ensure that we got a smooth set off to the event on the Sunday. With a start time of ten thirty though, we could have just driven down on the morning but we found a nice pub to stay in so it worked out fine.

The Suzuki was quite a culture shock for Stuart as his previous years of trialling have been on motorbikes and latterly in a flimsy open topped special called a Cannon. Being able to push a button for the window to wind down, adjust the balance of the four radio speakers, turn the heater down and have a roof over his head was a source of constant wonder for him.

As the Suzuki runs on eight ply tyres it is reasonable to let them down to 6psi with little risk of them getting punctured, unthinkable in Stuart's little Cannon. The first section was a resounding failure as we slipped to a halt just yards into the steep muddy section. We improved a bit on the next one by getting a few yards further to score 11 out of 12 penalties. Fortunately the next two were rather less muddy and we managed to climb out of the top of both sections but a six and an eight on the next two were not brilliant scores. Another clean sheet then it was the timed test which we performed briskly but nothing outstanding.

Although we did get to the top of another slimy muddy steep hill free of penalties we then had to wait in a long queue as the escape track had previously been badly chewed up by green-laners in 4x4s and the ruts were incredibly deep. Most competitors had to be towed past this point and although we got across without assistance, one of the rear tyres popped off the bead as we drove out, filling the tyre and rim with thick mud.

A quick swap round of spare wheels and we were off again into the falling darkness of evening. Several sections were cancelled as this type of competition is difficult enough going uphill with headlights and spotlights and if you don't get all the way to the top it is a big job reversing out with only a 25 watt bulb to show you the way. We waited an hour or so in the pitch black for our turn at the final section only to get just a few yards up it, so with a sigh of relief that we did not have to reverse very far, we headed for the finish and refreshment.

Did I mention that it was very muddy?

Thank goodness for the heater.

Next event will be in Cumbria on the 20th February, if it has not all been washed down into Lancashire by then. After this it is A&P's premier trial, the Yorkshire Dales Classic Trial, run from Pateley Bridge on the 8th May followed by the Durham Dales a fortnight later.

John Rhodes A&PMMC



Airedale & Pennine Motor Car Club Ltd THE YORKSHIRE DALES CLASSIC TRIAL



Round 9 of the 2016 ACTC Trials Championship

Classic Reliability Trial in the Yorkshire Dales
for Cars and Motor Cycles

Sunday, 8th May 2016



(Top) – Nick Farmer Car Winner
(Bottom Left) – Al Lidgate Combination Winner
(Bottom Right) – Gary Gowan Motorcycle Winner
Photography by Dave Cook

CLUB WEBSITE

www.apmcc.co.uk

Northern Classic Trial 2016

After deciding to stay locally on the night previous to the Clee Hills trial and finding that we had plenty of time to spend before our own departure time we decided that as the Northern was about an hour closer to home we would drive up early on the morning of the event. So a planned 4.30am start began with the wind and rain battering against my bedroom window at 3am and there was no getting back to sleep. I set off with loads of time to pick up my navigator and then he had the cheek to sleep in so we eventually got going about a half hour late. The drive up to Wigton early in the winter's morning is always interesting as the snow capped hills in the distance warn of what we are about to encounter on the trial.



Easy processing and signing-on left us a half hour for socialising with the other victims and the luxury of a bacon butty.

The route instructions warned us that low-slung cars should consider taking a fail and missing out section one due to it's numerous pot-holes but the Suzuki X90 has 10" of clearance so we just picked our way carefully between most of the worst ones and got through free of penalties. The second hazard was a timed speed test on a slippery forest track but thankfully my magnificent driving skills gave us a brisk time. The subsequent sections were generally deep rutted mud but with a good hard base that allowed plenty of grip if only the car would stick to where it was being steered instead of bouncing in all directions including sideways. One of them was particularly frustrating where there was a distinct rain washed gully on the left with stones in the bottom, great for traction but was it too deep so the car would drop it's nearside wheels into the groove and ground out on the sumpguard? After determined advice from my companion that the left side was the one to go for and despite my preference for the slippery track on the right, I decided to go left, if only to show that I knew best. We gave it the gun and shot up the left only to ground out just a few yards into the section. There would have been lots of grip if all four wheels had not been waving in the breeze.

Last year saw me on the penultimate section, getting to the top for a clean sheet then becoming crossed up whilst reversing back down and almost dropping sideways over a small precipice. Being a fast learner, I thought up the excuse that I was unable to see the track behind because the rear spoiler got into my line of sight so I removed it for this year and we exited in perfect safety for a change.

And so on to Sandale. Most Trials have one utterly staggeringly good section, the Lands End has Bluehills, The Yorkshire Dales has Longside and so it is with the Northern. Sandale is a long and moderately steep bog with two ruts for its whole length and a gaping chasm two thirds of the way up. As usual we flew up the first two thirds but despite my exceptional skills, we came to a screaming halt in the pit of mud, clay and water that has caught me out every time that I have attempted this section. I have often been photographed at such embarrassing points so I had a word with the cameraman. I asked if he would stand at the top of the hill as it was obviously his fault that I failed in front of wherever he stood. It was wasted breath, he stood by the pit and I drove into it. A nice man in a 4x4 pulled us out and we made our tired way to the finish venue for a wonderful meal and a final chat with other survivors. Must do this again next year, many thanks to all involved.

John Rhodes : Airedale & Pennine MMC

A young monk arrives at the monastery. He is assigned to helping the other monks in copying the old canons and laws of the church, by hand. He notices, however, that all of the monks are copying from copies, not from the original manuscript. So, the new monk goes to the Old Abbot to question this, pointing out that if someone made even a small error in the first copy, it would never be picked up!

In fact, that error would be continued in all of the subsequent copies.

The head monk, says, "We have been copying from the copies for centuries, but you make a good point, my son." He goes down into the dark caves underneath the monastery where the original manuscripts are held as archives, in a locked vault that hasn't been opened for hundreds of years. Hours go by and nobody sees the Old Abbot.

So, the young monk gets worried and goes down to look for him. He sees him banging his head against the wall and wailing. "We missed the R! We missed the R! We missed the bloody R!"

His forehead is all bloody and bruised and he is crying uncontrollably. The young monk asks the old Abbot, "What's wrong, father?" With a choking voice, the old Abbot replies, "The word was

CELEBRATE!"

Fellside Auto Club's Northern Classic Trial succeeds against all odds

Torrential rain of monsoon proportions across Cumbria on 4/5th December washed out roads, bridges and flooded thousands of homes in what was supposed to be a once in a two hundred year event. However four times this happened in the space of only a few weeks; such was the ferocity of the floods it tore away great chunks of the mountains creating avalanches, small streams became raging torrents and devastation was everywhere.

Keswick and surrounding area suffered really badly, thousands of homes and businesses were affected but in true Cumbrian spirit people worked their socks off and tried to get back to as normal a life as possible. Many properties will take a year or more to recover, the main road into the county from Ambleside to Keswick was totally washed away and won't reopen until May leaving the only really viable route into Keswick via the M6 over Shap then A66 from Penrith.

One never really considered that whilst all this was going on the Fellside Auto Club's Northern trial organisers had already submitted routes and were doing the PR work for the February trial. Each time different roads and bridges were closed they kept having to re submit routes to MSA, carry out repair work to sections in the forests and PR yet another part of the route informing residents of the passing of vehicles.

Unbelievably, under the most difficult conditions imaginable, competitors were amazed that they pulled it all together. They put on a fabulous, compact event that ran faultlessly even when faced with windblown trees suddenly blocking one of the favourite sections. Routenbeck Rise had this happen just before competitors were due to arrive there. The only petrol stations near the route were still closed so organisers arranged for a few marshals and helpers to carry some cans of petrol to pre- arranged locations, superb organisation indeed.

Hopes new Auction Mart at Wigton is superb for motorsport events, with acres of parking, wonderful food being served both at start and finish by helpful friendly staff, this venue could not be bettered. A gentle meander down the rather washed out byways in places soon had competitors at Setmurthy forest where various sections were laid out and the first of a couple of special tests timed to the second as a tie decider opened proceedings.

Black Hole and Telf's Challenge are favourites here. Telf's Challenge was named in memory of Mike Telford, a well known classic and VSCC competitor, who was killed in a car crash when an oncoming vehicle out of control hit his car head on and he tragically lost his life. He is greatly missed by the motorsport community but at least his name lives on in the sport he loved.

On to Wythop forest, now decimated by not only the storms but by forestry operations as well. Trees planted many years ago have reached maturity and need to be felled and harvested but presently the area looks like a desolate moonscape until saplings take hold and put some growth on. The two sections that had to be cancelled at the last minute were on this exposed mountainside and marshals had a tough job in such conditions.

Continued on Page 44

Winner Dean Partington DP Wasp makes it look easy



Jonathan Toulmin Suzuki X90



Airborne Escort of Sticker Martin certainly isn't sticking. Winner class 3



car 54 Nigel Hilling in his immaculate yet successful sit up and beg Ford X90



Northern Classic Trial

Continued from Page 43

To keep road mileage to a minimum and to avoid the busy A66 the exit from Wythop forest was via a section often used in VSCC events named Lowthwaite Side. This takes competitors out near Wythop Hall farm and down the route which is part of the C2C cycleway heading towards Lorton and Cockermouth. Once again evidence of the organisers' hard work and diligence were the notices put up along here warning mountain bikers of the possibility of meeting vehicles on the tricky twisty track where the iPhone App "Strava" can record the fastest descents of the mountain bikes that can be posted worldwide. It can be a hair raising and exciting spectacle to traverse this particular route even if one is only a pedestrian along here!

Further sections followed in Darling How forest where the weather had improved dramatically, really quite nice in fact; a big relief for the competitors waiting in the long queue to tackle the steep climb up Ullister hill. Initially a rocky climb it ends up in rather sticky, glutinous mud where marshals kept losing a welly. Many managed to "clean" the section although clean only in respect of getting to the top certainly not clean when arriving there. The cars and for that matter the marshals were far from clean as they helped to turn the cars or pull some out of undergrowth as they slithered off the section into the spruce trees.

Leaving Wythop competitors, both cars and bikes in this event, meandered over to Caldbeck fells near to Lord Melvin Braggs home where the final section, the infamous "Sandale", snakes its muddy way for several hundred yards out of the picturesque hamlet, this attracts lots of spectators to watch the entertainment and cheers competitors on.

Here again the organisers have spent many hours liaising with the locals at public meetings as inconsiderate parking in the past by spectators churned up the lovely verges and threatened the running of the section. Hopefully everyone was well behaved this year after such great effort by the club officials.

A short run back to Hopes auction and welcome food, portions were such that anyone one on a diet would have to leave at least half of it. Happy faces, lots of tales to tell, some of the retirees with tales of woe of course but everyone well satisfied with the day's activities and full of praise for the stalwart organisers who put so much work into this event in the face of great adversity.

Having taken part in several Northern trials as a marshal, driver and last year as a bouncer in the winning car, organisation has always been faultless. This year the organisers jumped through so many hoops they could not have done more to make the event any more successful.

I know I will miss someone out if I thank individuals, so for those that I have missed I apologise, but Fred Mills, Myke Pocock, Derek Reynolds, Dianne and Chris Veevers have given so much time and effort, not just this year but over many years, to make this event so successful. It has been voted by competitors several times the best trial of the year. It certainly deserves this acclaim again, no one could have done more.

Thank you on behalf of everyone.

Keith Thomas.

Chris Hunter in the famous Tucker-Peake nipper special cleans section



car 59 Richard Parker sticks in mud at Ullister



Tony Bransons Marlin in Whythop

Chateau Impney, Leyland and another land speed record holder.

When one thinks about compiling a list of the world's best cars, Leyland doesn't immediately spring to mind, especially for those of us who remember such "iconic" vehicles as the Marina, Allegro and Princess to name just three of the models made in the 1970s. Even those were only produced on the days when militant shop steward Red Robbo and his mates weren't on strike, which wasn't too often anyway in those troubled times of industrial disputes in the British car industry.

However things could have been vastly different as in 1917 Welshman J.G. Parry-Thomas, chief engineer at Leyland Motors in Lancashire, was instructed to build a production car that was equal in quality and every other respect to a Rolls Royce. Initially 18 "Leyland Eight" models were completed, the first one revealed to the acclaim of the press at the 1920 motor show and dubbed "Lion of Olympia." As the cost was £400 more than a Rolls it isn't surprising that the venture was not a commercial success. The project was abandoned and Parry -Thomas worked at Leyland for a few more years but eventually decided to leave for pastures new.

He left Leyland, not under a cloud because he was brilliant engineer and designer, but with the blessing of the directors and was gifted several unused chassis, engines and many spares. These were the starting point for his new business venture. He used many of these parts to build competition cars at his new headquarters at the famous Brooklands circuit in Surrey, the place where aviation and fast cars were being developed side by side.

With a banked track at Brooklands very high speeds could be achieved so Parry-Thomas built cars with which he could attempt to capture world land speed records. One of these cars, the most famous of which is the 7.3 Litre Leyland - Thomas, he used to break sixteen world land speed records.

After breaking records with the Leyland - Thomas he bought the remains of the 27 litre Higham Special that killed Count Zborowski in the 1924 Italian Grand Prix from the deceased drivers estate. He rebuilt it, renamed it "Babs" and was killed himself in the car when it overturned at over 100 mph and was buried in Pendine sands for over 40 years. Eventually it was dug up by engineering student Owen Wynn Owen, "Babs" is now housed in Pendine museum.

Pendine is again being used for speed records by the VHRA (Vintage Hot rod Assn). Neil Bennett initially set a new record a couple of years ago in the supercharged 1930's Batten Special doing over 100mph and was telling me at Prescott shortly afterwards it was rather "buttrock clenching" as the car starts to weave about on the wet sand at speeds approaching 100mph. I'm sure it is, especially knowing the history of the place!

The chassis and engine of the Leyland - Thomas was for many years in the Museum of motive power in Lytham, eventually they were put up for sale at auction but initially failed to sell. Many people heard about them afterwards and clambered to buy, but steam enthusiast David Haywood also was desperate to own the parts and he managed to persuade the owner to swop them for a very rare gauge dry steam model locomotive he had just finished building.

That was 23 years ago.

After a 23 year restoration programme this car can be seen competing for the first time at Chateau Impney on 9th/10th July.

Last year's inaugural speed hillclimb at the fabulous venue in Worcestershire was such a resounding success that it has attracted even more world famous cars for 2016, this one and others are now resuming another chapter in their career.

Here cars can be seen hurtling up the track but spectators can examine all cars closely in the paddock as here it is possible to get right up to competing vehicles and chat to the drivers unlike F1 and other big motorsport events.

For more information about this car and its history google "Chateau Impney Hillclimb" and check out the blog.

Keith Thomas.



CHATEAU IMPNEY HILL CLIMB
Saturday 9–Sunday 10 July 2016



A Star in the Reasonably Priced Car

We had heard rumours that this particular Saturday PCA would have a celebrity driver on the entry list and as we arrived at Blackburn services (M65 Jct 4) we were greeted with Jesse McClure, his entourage and film crew. You may remember him from such programs as Storage Hunters USA on the History channel. He bought some driving skills in a storage unit and was here to have them appraised before going to Race Retro in a few weeks!

This was the 3rd ANWCC PCA of the year and the warm up for the 1st SD34 NRR round on the Sunday so there were quite a few entries, 15 in total with a couple of double drives. Team Williams were out in force with all 3 of the Williams guys out to play, Sam having his 1st go and our latest team member Lauren also having her 1st go. It was going to be a busy day for the car.

I was asked to manage a newbies team to help set the course up and set out the safety barriers. Managing the new competitors and walking them round the course to give them the "it just doesn't magically appear and put itself away" experience. Some we may see again and others were there to get some experience and licence signatures so they can go rallying in a few weeks time. We did a course walk with some pointers about my old habits of running over the edges of the cones, also showing the kerb with my mark on it from my 1st go.

The competitors were split into groups with Dad and Sam starting out 1st and Jesse McClure in their group, using Steve Johnson's white stage rally Micra with Jamie Foster as chaperone. I have to say Jesse was a very enthusiastic American. Never before has a Blackburn PCA seen such celebrations for knocking a second off a lap time! It appears it's not just oval racing the Americans can do, he was quick to pick up right hand drive and right hand turns and a couple of cones too! Jesse was a very down to earth guy and it was a pleasure to have him. After appraising his skills they were valued at 5th o/a.

Times were good even though the weather was very cold and damp but a dry line started to appear as the day went on. 2nd group went out including Lauren in with me, she passengered 1st to see how we do it then drove. Apart from a slight kerb magnet moment she did well and with some encouragement (Clarksonish....more power, more power) her times came down for a 7th o/a finish. Well done for a 1st go. I managed a 2nd o/a only 1 and a bit of a cone behind Dad.

When group 1 went back out for a second attempt, we were positioned for marshalling on the chicane which gave the best view of the action whilst being in a safe area in the trees. There were some interesting moments with some good photo ops too. It seemed that by the start of the afternoon's antics a lot of the juniors who had never auto solo'd before were starting to get the hang of it, and even getting some great times for their first attempt at the discipline let alone driving for the first time! Roger clearly did a good job instructing again. Hopefully we may see some of these guys at other upcoming events such as BLMCC and AMSC as they all seemed to really enjoy it. If you would like to see some of the pictures of the day's events then check out the NEW Under 17 Motor Club North West page on Facebook as well as a professional video of the days event on there by the Jesse McClure film crew. Well worth a visit, like and share please.

Facebook Search U17MC-northwest

James Williams : U17MC



Results at the end of the day were usual suspects up the top half and new juniors in the lower half.

1	Andy Williams U17 MC (NW) Nissan Micra 1000	347.5
2	James Williams U17 MC (NW) Nissan Micra 1000	354.7
3	Jamie Foster U17 MC (NW)/RWGB Nissan Micra 1000	356.5
4	Scott Macmahon U17 MC (NW) Nissan Micra 1000	372.6
5	Jesse McClure U17 MC (NW) Nissan Micra 1000	388.6
6	Roger Barfield AMSC/U17 MC (NW) Ford Fiesta 1000T	390.1
7	Lauren Crook U17 MC (NW) Nissan Micra 1000	403.2
8	Luke Girvin U17 MC (NW) Ford Puma 1700	409.9
9	Riley Banks U17 MC (NW) Renault Twingo 1600	416.9
10	Daniel Pilkington AMSC/U17MC(NW) Nissan Micra 1000	419.6
11	Kameron Anderson U17 MC (NW) Nissan Micra 1000	441.6
12	Riley Banks U17 MC (NW) Ford Fiesta 1000T	503.4
13	Edward Lewis AMSC/U17 MC (NW) Nissan Micra 1000	538.0
14	Edward Lewis AMSC/U17 MC (NW) Citroen C1 1000	575.2
15	Sam Williams U17 MC (NW) Nissan Micra 1000	601.8

Airedale & Pennine MCC

The penultimate PCA of the championship saw 10 competitors and 2 very brave marshals (Dave Toft and John Rhodes) brave the wind and driving rain.

Rupert North had set out the tests. Good job we had weighted the cones!

The first test was run 6 times and was a bit of a change from the norm, as he put in a stop/start to keep us on our toes.

Most of us got a cone penalty. Test 2 was more flowing and it was going to be another win for Rupert. With a close battle behind it was decided to run a 3rd test because we had got through the first 2 tests so quickly and we had spare time. This third test was the quickest of the day and we all went for it. I broke my handbrake! Andrew Haregreaves clipped a kerb and bent a wheel. Sam Oddy lived up to his name of cone killer!! We all had fun but were glad for the dry and hot food a BIG BIG thanks to Dave and John for standing out in the wind and rain. See you next month



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

Airedale & Pennine MCC

A&P are running two prestigious trials in the near future and SD34MSG marshalling points will be available.

BTRDA Sporting Trials 24th April

On 24th April we will run a BTRDA round for Sporting Trials Cars at Averillside Farm, Warslow, Buxton SK17 0LW. Every section will be staffed by an experienced observer but we would benefit from having extra bodies to help out, please. The day will begin with free bacon butties and tea/coffee, donations will be passed to the air ambulance who do so much for the farmers whose land we use. Burgers at lunchtime will be available at a small fee. More details will be found on apmcc.co.uk

Contact the Clerk of Course, Dave Toft 01274 487667 to book your place, the more the merrier.

Yorkshire Dales Classic Trial 8th May

On 8th May we will run the hugely popular Yorkshire Dales Classic Trial from Pateley Bridge.

It is a one day event and we can cope with extra marshals if you are seeking a different way to earn your SD34 marshalling points.

All sections will be covered by experts so come along and learn how we score our events. Extra people are always made welcome.

Contact Clerk of Course, Dave Toft 01274 487 667 to find a good spot.



A&PMCC's Big Raffle for charities

Following last year's successful raffle in aid of the Air Ambulance, in which we raised several hundred pounds, we are aiming for bigger things this year.

We have printed 3000 tickets and we want to sell them all.

We have four amazing big prizes as well as a quantity of runner-up gifts.

- **Drive one of David Golightly's Trials Cars on the Preston & DVCC Trial on October 23rd**
- **Drive one of David Golightly's Trials Cars on an A&P club trial in summer 2016**
- **Drive a Mazda MX5 track prepared car at Blyton Driving Circuit courtesy of Ross Burrows 4 sessions at Blyton Park Karting circuit.**

Tickets are £1 each and £5 a book of 5 tickets.

Find details on apmcc.co.uk



HEXHAM & DISTRICT MOTOR CLUB THE FEBRUARY FLING

Another capacity field turned out for the February Fling rally, the second event in the ever popular 2016 Hexham 12 Car Series, this one featuring a route all on map 81 which brought crews to some unfamiliar territory in Northumberland. Starting from the 24 hour Fairmoor Service Station just North of Morpeth, the event opened with a regularity which crews accomplished with various degrees of success, Whittaker/ Tynan (Proton) promptly wrong slotting into the entrance to the local cemetery and Hewitt/Lewis (Mini Clubman) losing 7 minutes finding their way across the A1 trunk road. Davison/ Renwick (Proton) meanwhile dropped a mere 3 seconds, Doods/ Davison (Peugeot) were on 6 and Bennison/ Mactavish (Proton) on 33.



The route headed North via some slippery yellows around Hebron and Tritlington(Complete with NAM Triangle) to TC 2 near Eshott by which stage half the field had lost time, mostly due to going back for code boards. Jennings / White (Peugeot) missed the very first one although there were rumours that it had, for some time, been obscured by a parked lorry !! The section crossing and recrossing the A1 a couple of times was enlivened by unscheduled road works but everyone seemed to get through okay and arrive at TC.4 near Guyzance where the Elands Proton dropped a minute as did Harrison / Crosby (Proton) and Nicholson / Magee (Suzuki).

The loop round by Hart Law and down to Guyzance lee was a real blast from the past, well used in the glory days of night rallying, it was unfamiliar to today's crews and most missed the slot right before Hazon Farm which runs down to the ford. Half the field dropping time most notably Davison/ Renwick whose clean sheet disappeared with a massive 12 minute wrong slot.

A relaxed section took crews through Swarland and Longframlington before a run over the yellows from Pauperhaugh and through the (Happily navigable) ford at The LeeJennings/ White had a massive 14 minute detour on this one, Bennison/ Mactavish dropped their only minute of the night, Dave and Sheila Ross (Peugeot) dropped 5 and the Harwood / Swinney Ford Puma disappeared with what were believed to be ignition problems. The unfenced road past Wardy Hill led to a loop round by Coltpark and Ritton before another long unused yellow past Wingate and GarretHill, complete with hard to spot 90R/(l) led to TC 8 at Westerhaugh, Whittaker/ Tynan had a brainstorm on this one and dropped an unusual 6 minutes.

The penultimate section ran through the shallow Todburn ford and featured a hard to spot route check at Thistlyhaugh crossroads which Harrison/ Crosby missed and several others retraced their steps to find, before running over Birks Fell, Jennings/ White dropped 6 minutes here and cut the last section, even though they weren't OTL. The final loop brought crews in to Longhorsley from the South and while everyone cleaned this section, Dodds/ Davison unfortunately missed the final route check.

The usual hearty supper in Longhorsley's Shoulder of Mutton Inn preceded results which showed a fine victory for Ian Guthrie/ Jonathan Webb, Jonathon has been threatening to win one for some time but in a Ford Connect van ???????? More surprising was the second place spot of Dave and Sheila Ross while, not the quickest crew on the night, kept their eyes open and picked up all the code boards, something most other crews managed not to achieve. All crews agreed, however, that it was yet another gem from the Hexham & District Motor club and the popularity of the 12 Car Series remains as high as ever.

RESULTS :-

Crew	Car	Regularity	Time	RC's	Total	Position
Bennison / Mactavish	Proton	0:33	1	60	61:33	9
Jennings / White	Peugeot	0:42	54	75	129:42	11
Hewitt / Lewis	Mini	7:42	22	45	74:42	10
Ian Eland / Geo Eland	Proton	1:01	5	45	51:01	8
Dave Ross / Sheila "	Peugeot	4:44	13		17:44	2
Harwood / Swiiney	Ford Puma					Did Not Finish
Harrison / Crosby	Proton	1:03	6	15	22:03	3
Broom / Brown	Ford Puma					Did Not Start
Nicholson / Magee	Suzuki	3:51	3	30	36:51	6
Guthrie / Webb	Ford	1:12	2		3:12	1
Dodds / Davison	Peugeot	0:06	0	30	30:06	5
Whittaker / Tynan	Proton	2:57	6	15	23:57	4
Davison /Renwick	Proton	0:03	12	30	42:03	7

Ed Graham : Hexham & DMC

Memories are made of this

*Photos Courtesy of
Tony North*



1. Motoring News Round (in its heyday)
2. Irish Rallying
3. Stuart Newby trying on the 2008 RAC
4. Flying Imp of Tony Paine & Colin Briars
Devils Own Rally
5. Desert Racer, Juha Kankkunen
6. 1979 Monte. Col de Turini
7. John Davenport & Tom Walkinshaw
Start of the Silva Stages

NORTH WEST RACERS

With Dave Williams & Rachel Bourne

FUN! THAT'S WHAT IT'S ALL ABOUT!

We recently spoke to a leading contender in the XR Challenge – Mike Heath. Throughout the interview what came across was the two-time champion's love of the sport and that series in particular.

A weekend at the races is a weekend of fun for Heath and his partner Claire Morris. They meet up with their many friends in the paddock and simply have a ball.

Mike loves cars and "old school Fords" in particular – he describes himself as a "Ford nutcase". As a teenager he took a 3 year City & Guilds course in mechanical engineering and this gave him the basic skills that he has honed to eventually build his very rapid Fiesta XR2. Heath says, "I love nothing more than to have a set of spanners in my hands!" He'll have a go at fixing anything...

A former stalwart of the RS Owners' Club, he got involved in the XR Challenge approximately 10 years ago when he began preparing the car of his nephew, Justin Roberts. The vehicles which compete in this category are based upon Ford hot hatches from the mid-'80s. Their vintage poses something of a problem as they are old enough for there to be a shortage of spare parts – not too many are to be found in scrapyards nowadays – but they are too young to be regarded as classics so that there are no companies out there making new components.

This dilemma unexpectedly led to Heath taking up racing in 2010. He bought one of the original XR2s that was used in the XR Challenge when it was a contemporary championship sponsored by St Helens' Ford. The plan was to break the car up for spares to keep Roberts' chassis in a race-worthy condition but as only the roof and bumpers were damaged, Mike decided to repair them so that he could try his hand at competing himself.

Although he had experience of motorcycle trials and taking part in short "sprints" organised by the RS Owners' Club behind the wheel of his Fiesta RS Turbo road car some 20 years ago, nothing prepared Mike for the high octane adrenaline rush that taking part in a pukka motor race gave him – especially as he made his debut at Cadwell Park, one of the most spectacular circuits in the country.

After that, Heath was hooked on getting out on track and proved to be very successful behind the wheel. Even in his first season he finished third in the championship despite only starting mid-way through the year. This was one place better than he achieved at the end of the following campaign when rolling his car at Oulton's mega Druid's corner dented his challenge – and his car's roof!

His upward momentum returned in 2012 behind the wheel of a new car as he finished runner-up to title-winner Craig Brookfield before the following year brought a clean sweep of overall XR Challenge, XR2 Class and Star of Anglesey Championships despite another roll at Oulton Park, this time at Island Bend. Following a restricted racing schedule in 2014 during which he dabbled in the XR3i Class, Mike came close to repeating his full house of championships last year with just an early season engine problem putting him out of contention for Anglesey's circuit-based title.

In fact, with Mike also having a big crash in an early round at Oulton Park, 2015 was a season of two halves. Things only came together during the triple header at Silverstone in the middle of August.

*Mike Heath dominated at Silverstone
In 2015*



No.1 Fan Benji Crawford



Continued on Page 52

NORTH WEST RACERS

Dave Williams & Rachel Bourne

Continued from Page 51

Heath had fitted a new engine for this the penultimate meeting of the campaign and set off for the Northamptonshire track with the intention of just running it in but the motor proved to be a real gem which gave him unbeatable pace.

Three more rounds completed the season at Anglesey in late September. By this stage Heath's focus was on the championships rather than outright race victories and a fifth place followed by a brace of runner-up finishes was enough to complete this quest.

It was quite a memorable weekend, not only because of the title successes but because, at the end of the meeting, the trophies were handed out by 10 year-old Benji Crawford who is undergoing treatment for bone cancer at Birmingham Children's Hospital. Benji is the son of a good friend of Mike's partner Claire. Since the diagnosis was made, all his family and friends have been working hard raising funds to support kids with similar medical conditions to him. Although his family are all football fanatics, since that weekend in Wales they have also become motorsport buffs.

At a post-season Track-Day at Oulton Park in November, Claire collected £443 for Benji's Charity by spending most of the day selling food and drink to drivers and marshals. The fund raising will continue into 2016, look out for the stickers on Heath's car.

The couple's ethos is to help anybody they can – usually everyone concerned as a great time while they do so. A few years ago, Claire put together a marvellous hamper which was then donated to the BRSCC for them to use to raise money for the marshals at the North Western Centre's Dinner Dance. Mike always goes out of his way to thank the marshals every time he races and the couple have become great friends with many in the orange army.

British Motorsports Marshals' Club member Emma Featherstone says, "They are both amazing people. Myself and my family feel a great bond of friendship towards them, this has developed from their kindness and generosity." While Heath explains, "We have lots of friends in motorsport and lots of friends who are marshals... and it's great!"

Being a hoarder of so many parts from the XR models that long ago disappeared from Ford's new car catalogue, Mike is a great source of knowledge and spares to his fellow competitors. With a "we are all in this together" attitude to motorsport, he is more than happy to provide this sort of assistance.

His influence extends far beyond the North West. For 2016, the regulations relating to the rear stub axles on the XR racers have been modified and, for safety reasons, a later design than was originally fitted which has 4 bolts is now mandatory. Mike has recently supplied 5 or 6 axles that meet this new stipulation to competitors in Scotland.

This can-do attitude has led to him travelling the World tending to a mouth-watering selection of historic racers when helping out Claire's brother – Nigel Morris – who runs Valley Motorsport, the outfit which prepares cars for the Minshaw family of Demon Tweeks fame.

For 2016 Heath has his sights set on a third XR Challenge title. To give himself the best possible chance of achieving this he has been very busy during the off season fitting a new engine, new gearbox and new front cross-member to his XR2. Many of the body panels have also been replaced. These elderly cars do require a fair degree of TLC – front wheel bearings are a particular weak link – but their upkeep is something that Mike derives a great deal of pleasure from and, as he knows the machines so well, he finds it easy to keep on top of things.

As well as optimising his cars, Mike has been working hard to keep himself in tip top condition. For the past 18 months he has been playing squash with his cousin and fellow XR racer Ralph Fernihough. As the cars have enclosed cockpits, it gets very hot in them and Heath noticed since he began his new fitness regime that he perspires much less during races and undoubtedly this improves his levels of concentration.

As with everything else in his life, he has great fun playing squash. No doubt 2016 will also bring lots more enjoyment at circuits in the North West and beyond – more than likely his tally of race wins and championships is going to increase also.

Dave Williams

XR Challenge Champ Michael Heath



Mike Heath pitches his XR2 into Old Hall



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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

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

Sat 17th April
SMC Stages
 Ty Groes, Anglesey
 Stockport061MC

Sat 14th May
John Overend Rally
 Melbourne

Sat 14th May
Plains Rally
 Dyfi Forest
 Knutsford & DMC
 BTRDA Round

Sun 15th May
Snetterton
 MN Stage Circuit
 Championship Round
 Bolton-le-Moors CC

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

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

Sun 10th July
Greystoke Stages
 Greystoke Forest
 West Cumbria MSC

Sun 27th Aug
Gareth Hall Memorial Stages
 Traesfymydd Ranges
 Bala & DMC

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

25th to 30th October
WRC (GB)
 Wales

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

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

26th/27th November
Glyn Memorial Stages
 Ty Groes, Anglesey
 C&AMC

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

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

TRAINING

20th August
FIRE TRAINING
 Darwen Services

February 2016

Radio Mutterings of Gemini 23

After a January break its time to check all the kit after the 'holidays' and then straight back into action for me with three consecutive weekends of providing radio cover on rallies.

Legend Fires North West Stages:

My first event is one of the areas prestige events and the 19th running of the North West Stages, sponsored for a record 13th year by John Stone and Legend Fires (other fine retail outlets are available). For me it's the relatively short hop north over to Weeton and three pairs of stages planned on what is a very wet and blustery day, no real surprises there then given recent weather !. Signing on is rather civilised under lit canvas and the organisers once again 'look after' their marshals and officials with a fine goody bag, the embroidered woolly hat is particularly welcomed given the conditions. It seems that I am allocated to the split junction, funny that and I find a safe place to park off stage opposite the split for laps 1 & 2 and then into the finish on the 3rd lap, at least that is the theory, unfortunately for some not in practice.

As a multi venue rally the event runs under the new safety rules from the MSA, which means a veritable procession of 4X4s with flashing lights, bright enough to match the nearby Illuminations and with sirens to match. I must complement the Stage Commander and his setup crew as the stages are well laid out to the new rules, with plenty of 'new' tape and warning signs. All of this is necessary as even though not an official spectator stage, with a management service area and media access the rules is the rules and there are plenty of people about.

Our first pair of stages start in pouring rain a little after 10:40 with cars starting in the order that they finished the previous days night stages. This led to some surprising results as high end WRC like cars mix with much humbler offerings such as Ford Ka. This mix certainly made for some fine entertainment and close shaves at the split as clearly much faster motors roared into the split alongside somewhat slower machinery flat out and that's not counting the brilliant Armed Forces Rally Team in their Land Rovers. 82 cars start our first stage SS9 and we only lose one car in the first run and four more in the second run, quite remarkable given the monsoon like conditions and the large amounts of standing water around the stages.

As a Land Rover fan, the antics of the six white Land Rovers of the Armed Forces Team make for some great gravity defying action, as tarmac rallying is definitely not what they were built for as they lean and lurch through the bends and junctions.

Thankfully the weather begins to clear a little as the stage is changed for the second run and marshals and officials get a chance for a quick break and some lunch before the cars are scheduled to return at 2pm. In the end the cars are running about twenty minutes late and we are soon back into the action with stages 17 and 18. Only 64 runners start and the challenging Weeton terrain prove a test for some. Car 47 takes a very unusual line into the ninety left junction before the split and finds themselves well off into the 'brambles'. One of the Land Rover Team is immediately behind them as they go off and comment to the finish crew that even they wouldn't have taken that wide an off road line at the corner !. Despite several more cars deciding to explore the wild Lancashire scenery a very creditable 62 cars finish the stage, although some both look and sound as if they might not be back for the final pair of stages.

Continued on Page 55



Legend Fires North West Stages

After another quick turnaround we are scheduled to see the cars back at five o'clock, unfortunately this isn't the case and delays and incidents on previous stages mean that the event is running quite late. In the end we are forced to endure both daylight and darkness runs of the multiple safety vehicles before we eventually get the first car at 18:06. Maybe it's the lateness of the day or that rather special 'blackness' that a venue like Weeton produces but there are cars flying off the stage in all directions and Simon Goodwin and Anna Mostyn in Kay Control have their work cut out. As the stage comms are running through a 'repeater' both radio crews out on the stage and control need to take careful note of the repeater delays which perhaps because of the weather doesn't always play ball. Sometimes not just the beginning of the message are clipped, operators and control having to repeat and clarify messages. I must say however that the introduction of the new MSA frequency makes a real difference to the event, with the Weeton stages only sharing air time with the Lytham stage, a significant improvement on the multiple stage sharing of one frequency of previous years. The final cars eventually trundle across the line about twenty to eight, with 50% of the field finishing this challenging event. For me it's time for a somewhat frustrating journey home as the nearby M55 is closed for repair this time of night and the diversion via Preston seems to involve it's own fair share of roadworks and diversions !!.



Legend Fires North West Stages Photos
Courtesy of Keith Lamb

Cambrian Rally.

Take two.... and one week on and it's a change of scenery and country for the first and somewhat strange running of the Cambrian Rally in February. A rescheduling of this classic Welsh forestry event is necessary as a consequence of the timing and scheduling of the Rally GB and it is now the first round of the **Ravenol BTRDA Series**. It's an early start for me for the drive down to SS3 Penmachno where I find myself deep in the stage at a mandatory position and also running the 'B system' control.

Despite the very wet ground it's actually not raining for once and I make my way through the somewhat slippery and muddy stage out to Junction 7 and park up off stage with a team of about 7 marshals already in location. Once again as a multi venue rally the event runs under the new mandatory MSA safety rules so it's the multi car safety vehicle convoy routine, including the MSA Safety Delegate. I know the vehicles all have to have warning beacons and sirens, but at this time in the morning Spec Control sounded like he was trying to sell ice cream rather than play a critical safety role in the rally !!.

With Chris and Heidi Woodcock in Gemini Control, it's friendly voices on the end of the radio as we listen to the first two stages set up and go live. Unfortunately radio reception on the 'B' system is less than perfect and as Controller I can't hear the start, but we sort ourselves out before first car that was scheduled for 10:00, but eventually appears about 23 minutes late ?. We soon get into the groove and Mason 1 on the start passes car numbers in groups of three or four and we monitor progress of the cars through the stage. Our diligence soon pays off as Car 15 is identified as running late and a search of the stage isolates his position as somewhere between J2 & J4 and runners are dispatched from either end Unfortunately the car has rolled heavily just after J2 but the crew are both out and OK. The driver of the car isn't happy with his cars proximity to the stage and after conferring with the Clerk of Course, Control orders a verbal warning of the cars location to all crews at the start.

Multi venue stage rallying requires the consent and support of local people and local agencies that allow the event through their neighbourhood so to speak. It was disappointing to then hear after about thirty cars for Control on direction from the CofC to issue a warning to all cars at the start that they must exercise due caution once on the public road and obey the law, as earlier competitors erratic behaviour had alerted the ever vigilant local Police who were understandably none too happy. I'm certainly used to having to remind spectators of their behaviour but competitors should know better and understand the PR risks to events when people step out of line.



Cambian

Anyway back to the action and the stage runs pretty smoothly and although we have a couple more 'scares' for missing cars in the end 105 cars start the stage and we only lose a couple in stage, unlike the multiple 'visits to the scenery' on the previous stage and some 'heavy lifting' for the recovery boys. All in all a very civilised and well run stage and an early finish for once.

Jack Neal Memorial Rally

Finally my third event in the month takes me east across to Lincolnshire and Blyton for the (I do sometimes wonder if organisers should occasionally remind us why the event is a 'memorial' and who and why we are honouring an individual. As time flies by memories lengthen and we forget) Jack Neal Memorial Rally.

Clitheroe & District MC look after its marshals and we are all treated to a breakfast meal ticket and for later on in the day a slice of hot pie and peas, thank you. The day starts for once dry and with a fair wind blowing a dry track. Once signed on its time to see Stuart in Gemini Control and find out where you have been allocated, which for me means the split that moves round the circuit four times during the day. Whilst signing on Stuart gets a message with an unfortunate photo of 'probbie' controller Tony Jones on the back of a recovery truck near Leeds, his Volvo giving up the ghost on the M62 !.

The first pair of stages starts just after nine thirty with a rather fine looking car 1 the Fiesta R5 of John Indri and Steve McNulty. With a very respectable 62 starters it promises to be a good event. Unusually unlike many single venue events the stages are run consecutively rather than concurrently with cars completing hopefully three laps of the Blyton stages in turn. The first pair of stages pass off without too much high drama although the blown turbo or was it a holed radiator of car 28 provides a little excitement and the services of Gemini Recovery are called upon to rescue the stricken car 20 and not for the last time either.

Moving across the circuit to the new split approaching the flying finish you are exposed to the full force of the wind rushing across the flat Lincolnshire plain. From the first car into the stage the marshals have their work cut out as the warning boards, indeed any signs and cones are blown in every direction. Even the barrels holding the split sign make a break for freedom out into the fields. After a couple of cars the battle to be honest is lost despite the attentions of the Stage Commander and his team, at one point the only stage furniture still upright was a rather lonely single 100 yard warning board and crews to quote the Clerk of Course "should know where they are going" !. It's a good job I had my brother Simon on board helping spot the cars as I had writer's cramp completing the lengthy Judge of Fact reports. Despite these challenges a very healthy 58 cars complete this pair of stages and we move once again, albeit only a short distance for the new split approaching again the flying finish into stages 5 & 6.

The weather now takes a turn for the worse as horizontal rain is blown in on the wind and the conditions become a little more challenging. Interestingly with a change in wind direction by some miracle most of the stage furniture stays upright but despite this one or two crews "should have gone to Specsavers" (other high street Opticians are available) as three laps became four and confusion as to whether I should be on the left or right side of the road, thankfully not too much harm is done. The remarkably low attrition continues and a total of 56 cars finish the stages. It's now time for another turnaround and a late lunch enjoying the welcoming hot pie courtesy of the organisers.

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Jack Neal Memorial Stages : Blyton

For the final two pairs of stages we relocate again to the fast split into the finish. With an eye to safety we park well off the stage and behind some solid fencing, I for one wouldn't have parked on the Flying Finish as the timekeeper for me was parked far too close to the stage and wouldn't have stood a chance if anyone had lost it at the split. For Stage 7 Stuart in Control is joined by 'probbie' Tony after his 'recovery' near Leeds. For Stage 7 Car 6 sadly disappears in a huge cloud of smoke and Car 7 Graeme Bell and Russ Radford are awarded a solid 8/10 for artist merit in executing a fine triple salco into the muddy infield by Gemini Recovery. Whilst on Stage 8 we see Car 41 give up the mechanical ghost and we are down to 51 runners.

With the light fading the final pair of stages are made ready but a medical emergency sees Cam Rescue called to Rally HQ for a "foot injury" and the start is slightly delayed whilst they attend HQ and assess the injury. Once Rescue are back in location we start Stage 9 at 16:41 and almost immediately there is a call from out on the circuit that Car 1 has "destroyed the chicane" and with the high speeds, car numbers on circuit and poor light it is simply too dangerous for the marshals to rebuild the chicane. Chris as CoC make the right call in my judgement and calls a halt to the stage after 14 crews have entered to allow extra manpower to be deployed and the chicane to be rebuilt. This is never an easy call to make but with very high speeds the chicane is there primarily as a safety feature and does need to be rebuilt. The Stage Commander and his team do a brilliant job and the stage restarts after only a 7 minute stoppage. The rest of the stage passes off OK and we finish a little after six after a fine days sport.

Coming Soon...an occasional series that profiles some of the Gemini Team members, watch this space.

Ian Davies (Gemini 23)

2016

Golden Microphone Trophy

Latest Results (After 2 Rounds)

Cambrian & Jack Neal Rallies

G	07	Tony & Avril Lee	10	points
G	11	Mark Wilkinson	10	points
G	12	Chris Jarvis	10	points
G	13	Stuart Dickenson	20	points
G	21	Dave Bedson	10	points
G	23	Ian Davies	20	points
G	24	Paul Henry	5	points
G	25	Chris Woodcock	20	points
G	33	John Ellis	10	points
G	55	Steve & Matt Broadbent	10	points
G	56	Tony Jones	10	Points
G	65	Brian Heaton	10	points

Members on all events organized by an ANWCC club will be entered into the monthly cash prize draw and will score points into the marshal's championship, however you must claim your points by emailing

ANWCC@talktalk.net
within 14 days of the event.

Thank you to all who kindly supported the team on our events



www.geminicommunications.org

To all the Gemini Team:

We have been asked to help from the club Bolton le Moors that runs the Neill Howard stages at Oulton Park in November to assist with running an event in the same championship at Snetterton on the 15th May. Snetterton is some 250 miles from Preston and the event is the day after the Plains Rally so both of these are not ideal. But saying this I already have a couple of willing volunteers.

Event details below, please let me know if interested
Bill Wilmer;

Sorry we have been manic pulling things together – The event is the last round of the Motorsport News Circuit Rally Championship and will be known at the MSVR Bolton Midnight in association with Graham Coffey Solicitors - a few basic details are below:

Date: 15th May 2016

Start time - arrival due time 08:57

9 stages, 45 miles

Estimated completion 17:30

Venue: Snetterton Circuit

stage start 09:00

Noise curfew 18:30

Entries Open 26th February 2016 at 20:00



Every year I promise myself that I won't go and marshal on the North West Stages. It always seems to be blowing a gale and I get wet through and frozen to death and every year I seem to break that promise.

This year I was resolute, plus this year I had an excuse, I was off to do the Rali Bryniau Clwyd on the Saturday night.

Even with my excuse lined up, I still found myself breaking the promise to myself and agreed to do Signing On with Anne McCormack and her team in 'The Corridor of Power' at the Nordbreck Hydro. At least I will be out of the rain and should be warm or so I thought. Being inside, I managed to dodge the rain and at least I was dry but the radiators on the 'Corridor of Power' were stone cold and the doors at the end of the corridor don't seem to close properly which causes a blast of icy air to constantly waft its way through the hotel.

I might have been dry but the poor souls in the radio room were not. Water was pouring in through the rooms ceiling.

Anne told me she needed me there for 12:30 but I thought if I go early then I can have a wander round the Rally Village and look at the display of exotica on show.

Wrong. I arrive at 10:30 and they are just setting up but it gives me the opportunity to catch up with Neil Calvert who these days rallies a Mk1 Lotus Cortina in Historic Stage Rallies (when funds permit). I think I last chatted to Neil back in the late '70s when he was out competing in his 'Phillips Music on the Move' Mk 1 Escort in the RAC. Neil's Cortina has now done well over 150 Stage rallies and still looks mint

12:30 and report for my 'shift' and am bored to tears checking Insurances until 7pm but someone has to do it. The Cold and Wet now seems to be well worth paying the price just to see some cars do some Rallying.

Was somewhat amused when Neil Byes Driver was sent back for an eye test. Would have thought that with Neil being an optician that was a 'given' Grump. Grump. Moan. Moan. Bah Humbug!

So far this year I have done two Road Rallies in Wales.

Bit of an eye-opener for me. I loved the roads but did not enjoy how they organise things in the principality. There are far too many code boards, route checks and passage controls.

I am probably wrong but there seemed to be a Marshal every half mile and it seemed to be Stop Start all night. You never get to enjoy the roads that are on the event. No wonder that on Welsh events you have to provide a marshal if you are a competitor

On the plus side you don't have mind blowing tricky Plot and Bash complex navigation to deal with. However, as a nav, you have the problem of plotting all these PCs, RCs, SGWs and NAMS on the map in a tidy and organised manner so that you don't obliterate the road you are going to be using.

The next problem with all these extra controls for the nav is that you are constantly either getting a signature on your code board record or writing down a code board and you then don't spend as much time as you should reading the map for your driver and you are forever juggling clip boards and returning to an unfamiliar map trying to find where you are again.

It is therefore not surprising that the Taybridge Clitheron Rally won the ANWCC Rally of the year and SD34MSG Rally of the year. The Clitheron Rally was not 'navigational', nor did it use a plethora of RCs & PCs and marshals. It was a good all fashioned Road Rally using a mixture of open moorland roads, tight & technical roads and flowed from start to finish. The documentation was outstanding and to make matters even better simple for numpties like me (not too much juggling of clip boards required) It was everything that a road rally should be.

The problem for the organising team of Paul Buckel and Steve Butler is repeating it again in 2016. No pressure then lads!

Which nicely leads me onto the other Clitheroe & DMCs Road Rally the Primrose Trophy Rally running on the 23rd/24th of April with Mat Kiziuk as Clerk of Course. As much as I got a buzz out of organising this event with Mat, I decided that last year was going to be my last time as Assistant Clerk of Course/Secretary/General Dogs Body and I needed to find a replacement.

Matt Broadbent (a Knowldale Member) lives and works in Lancaster and finds it difficult to get to Knowldale meetings plus despite being not too shabby both on the maps and behind the wheel wanted to get experience of actually running an event so that he could think of putting a road rally on for Knowldale in the future. So Matt was taken on board as my replacement. I have passed on all my bits and bats of paperwork from the two previous events. The last I heard they are good to go for April

My original intention was to take more of a back seat and still help out with the event but once Ayrton heard that I was not a main player on the Primrose organising team he wanted to compete. So now we are doing the Primrose.

I have offered to PR work for it but that was quickly rejected. Something about cheating was muttered. With my recent appalling record on events I doubt even knowing the whole route in advance would have made the slightest difference to the outcome. One way or another I will still cock it all up.

Grumpy Old Git



A Bit More Grumpy



On Monday the 15th of Feb I made the mistake of attending the ANWCC AGM. 'How could you make a mistake going to a meeting that's been in the calendar for months?' I hear you ask. Simple. At the meeting I got railroaded by Bob Malloy (Chairman) into being the Press & PR man for ANWCC. There was I trying to shed Motor Sport jobs and I now find myself lumbered with another one.

The good news is that its ANWCC and anything and everything you might ever want to know about whats happening with ANWCC (Events, Championship Standings, Meetings. The list goes on and on) is covered by the excellent website that Dave Thomas keeps up to date. ANWCC should thank their luck stars for having Dave Thomas doing all that he does. Which leaves me with a title but nothing to do (thank You Dave)

AND at the meeting Dave Thomas was apologising for the ANWCC website being a few days out of date due to him being tied up organising the Cambrian. So not a lot for me to do then because as I said earlier everything you ever might need to know (and some you would not) is there on the ANWCC website.

Unlike me you probably seldom look at other Associations web sites. You should, but there is little to be gained from doing so. I dont think some of them have been updated in years and others lag a few months behind and are woefully out of date. I thought we were now in the digital age where everybody has instant access to the net via their smart phones and expects to be able to get information there and then Obviously not.

Other Associations (and certainly a lot of motor clubs) need to up their game. The problem for other Associations and Clubs is they dont have a Dave Thomas.

SD34MSG Prize Presentation Night

That seemed to go rather well, even though I didn't walk away with a pot this year. I think everybody had a cracking good night and was chuffed that almost all the award winners were there in person to collect their trophies.

Whilst everything seemed to go well on the night what you probably dont know is that there were one or two last minute glitches that had Terry Martin and myself in a bit of a dither for a short time

Back in March 2015, when we started the organisation of the presentation night, we persuaded John Stone, Simon Mauger, Arron Newby and Ian Grindrod to make up the forum. All said yes and the Blackburn Rugby Club was booked.

Six months passed by and we thought it prudent to remind them all again of the date. Yep, still all free to attend.

Beginning of 2016 and they were all contacted again and its still 'All On'. Although John Stone remarked that he was doing the Cambrian the day after and might have to leave early.

Two weeks to go and we checked again and there was no change. Everybody was still up for it

Then on Wednesday night (2 days before the Awards) Terry gets a call from Simon Mauger. Simons brother had organised a surprise 70th birthday party for their Dad and Simon couldn't now come. A few phone calls and Simon Bowen (Winner of the North West Stages) stepped in as a replacement.

On Thursday (the night before the awards) John Stone decided that it was going to be a bit tight for the Cambrian and he withdrew. Panic. To the rescue came Nigel Worswick.

A BIG thankyou to All our guests who kept us entertained but especially to Ian Grindrod who was in exceptional form recounting hilarious stories from his time as an International Co-Driver



Arthur Senior on the Illuminations Rally
Photo Courtesy Tony North

On the following page I have included a potted history of Arthur Senior who sadly passed away on Monday the first of February

Way back in 1982 Arthur suffered a heart attack whilst competing on a Morecambe Car Club Autotest resulting in him having a by-pass operation.

Did that stop him. No, by the mid 80's he was back out Rallying. He did things like Pirelli Classic Marathons 1989-91 and Rally of the Tests most years, as well as weekend events, with co-drivers Bobby Parkes, Les Cowan, Tony Mason, Colin Francis and Mike Wood. Stage rallies were competed on, events like Coronation rallies on Epynt [86] and Pembrey thereafter.....Rohan Stages at Oulton Park Nov '87 between visits by the WRC boys on the Network Q.....and multi-day rallies like the Charringtons [90 – 92] & Rally Britannia's [93-95] either in the mini, HOB 44D, or a recently built Riley 1.5, which often pitted him in the same class as Roger Clark in a Mk 1 Lotus Cortina, and the occasional road event, even gaining a Bronze Medal and Class win on the 94 Le Jog.

More health issues affected him in 2007, when he had another successful life-saving op at the Freeman in Newcastle, this to remove an aneurism from his aorta, 23 years after his bypass at the same place. He recovered from that and still went rallying, but concentrating on HERO / CRA rallies as they are closed to club and no MSA licence is needed. He felt he wouldn't pass the MSA's medicals including treadmill tests so wouldn't get a licence yet could still compete on events across Europe or from one end of the British Isles to the other without one....ho hum!! He struggled to walk far [his walking stick was made by Coopers, was quickly referred to as a Cooper S stick!] and was a Blue badge holder but that didn't stop him from competing. He was unable to even bend down to change a wheel or stand for long over the bonnet, so needed a younger navigator who could. Arthurs last rally was the 2013 RoTT [aged 84], some 62 years after his first one.....

Not a bad rallying career for someone who never took or passed a driving test! He was given his driving licence without the need to take a test whilst doing National Service at Weeton in the late 40s.

R.I.P Arthur Senior

1929 - 2016



Back when I started rallying in the late '60s Arthur Senior was already a works driver but it was not until the 2013 Rally of The Tests, aged 84 (Arthur that is, not me), that we actually met and we spent many an hour, in the freezing cold, outside our various overnight halts relaxing, chatting about rallies and having the odd cigarette. I think he was the CoC on the very 1st Illuminations in 1955...it didn't run in '56 [Suez Crisis] but he won it in '57. He was also CoC in '64 when it was first a Motoring News Round [ably assisted by John Vipond & Les Cowan].

Born in Morecambe in 1929, the younger son of the bakery family, He was educated at Lancaster Road primary, and then Lancaster Royal Grammar during the war. He served his time in the bakery before doing national service in the R.A.F., learning mechanical engineering at Weeton. After the Air Force, he started 'White Lund Motors' in a garage opposite the bakery on White Lund. He married for the first time in 1951 (far too young!) and shortly after he competed in his first rally – the L.A.C. Clitheroe Rally (he had difficulty finding the start – the instructions said – turn R. sp Abbey, - only when he saw the sign post on a wall pointing to the Abbey, did he realise what the instruction meant!! Needless to say, he didn't do very well!) A week or two later he entered the Morecambe National Rally, and this was really the start of his rallying career. The car was his every day car – an Austin A40 Devon which he rallied consistently and successfully until (in 1954) – on going to the Austin works to try to get interest in a works team with Bob Baxter (his navigator at the time). He was given an Austin A40 Somerset as a thank you for the publicity he had got them. In 1952, Bob & Arthur were approached by Arthur Caunt, Jack Shaw and Arnold Eastwood, who were forming the Morecambe Car Club, and both Arthur and Bob joined as the first two non founder members. Nearly every weekend, and several nights a week, Arthur was involved with either rallying, racing, organising or car preparation. With Morecambe Car Club, he became sports secretary and went on to start the Illuminations Rally, Mild & Bitter rally, and with Bob Baxter started the Novice rallies and the Leighton Hall Hill Climb, amongst other events. One of Arthurs friends that he regularly competed against was 'Bobby' Parkes, of the Don brake lining family – and he asked Arthur to go as second driver on the 1958 Monte Carlo rally, but he had to withdraw the offer due to another family member insisting on going. However this wasn't a success, so Arthur was reinstated for the 1959 event winning the Class, team award & finishing 8th overall. They went on to compete on the 1959 Alpine, 1960 RAC, 1962 Monte. A good customer at the pub Arthur owned at the bottom of the Kirkstone Pass were a couple called Les & Nell Cowan, both becoming keen on the rally scene after so much talk about it. They insisted that Arthur prepare and enter their Mini-Cooper in the forthcoming Illuminations rally, being run by one Tony Mason who had taken over from Arthur as Sports Secretary of the club.

In 1963 Arthur joined Bobby Parkes as a works driver in the Reliant Sabre team, to do the Spa-Sofia-Liege rally from Belgium. In 1963 he joined Bobby as a works driver in the Reliant Sabre team, to do the Spa-Sofia-Liege rally from Belgium, through Yugoslavia to Sofia and back. Next came the 1964 Monte in the Reliant. A Divorce and a move to a new business venture in Bishop Auckland meant no more competing for a while.

In 1982 Arthur started competing again. The Classic rally scene becoming the focus of Arthurs attention. Arthur competed in a lot of events, including Marathons, R.A.C.Classics, etc. travelling all over the Continent to such places as Prague (Tony Mason navigating) Arthur leaves three sons – Philip, David and Charles

Inside the Industry with Paul Gilligan

January Gets the UK Industry Off To a Flying Start

The strength on new car sales in the UK continued in January with almost 170,000 new cars registered, the best January for 11 years. In 2005 January represented a much higher proportion of the year's sales as the registration plate system was different, so it looks like we could be on course for another record year.

Some interesting (to anoraks like me and my regular reader) scores within that overall total. Nice to have a couple of my predictions come right. First BMW was 3rd amongst the German prestige manufacturers after having pre registered so many cars in December. BM registered 8265 in January, Audi 11513. However Mercedes, who I've been tipping for top spot in this particular contest for a while now made it this time with 11800 registrations, just ahead of Audi. I'm not saying Merc will definitely be come out on top by year end, but for sure it will be an interesting 3 way fight.

VW Group (Audi apart) continued to suffer from their diesel emissions scandal. VW itself was 14% down on last January, Seat 25% down and Skoda 3% down, all in a market 3% up. Fiat were 15% down and I know their dealers are not happy bunnies just now.

Some of those who've had a really hard time over the last few years continue to bounce back from the low levels they sunk to. Renault 37% up, Mazda 28% up, Subaru 25% up. All still a long way from where they want to be, but at least going in the right direction.

Lotus fans will be cheered by their 23% improvement on last January. However that was achieved by 16 (yes SIX-TEEN!) new cars registered this year against 13 last January. I bumped into an old friend recently who had worked for Lotus until about a year ago. Said he'd left because he genuinely feared for the future of the company, and told me some things that even I wouldn't dare repeat here. Let's hope he's wrong!

Are New Cars Too Cheap?

Silly question perhaps, for potential buyers can they ever be? Point is that the market is a complex one that splits into several different areas. New cars become used cars. Many are sold as "near-new" which are normally either pre-registered, ex demonstrators, or ex rental.

As new cars become in real terms cheaper, because of big discounts and extremely attractive finance deals, then the near news become less attractive. So dealers find it harder to sell their pre-registered or demonstrator cars. One group extremely unhappy currently are the car rental operators. Theirs is a thin margin business, and the price the get for the cars and vans they sell on after between 3 and 9 months of hire make all the difference between a small profit and perhaps a big loss for their business.

In Europe the rental sector is responsible for about 10% of new car purchases every year. So in The UK between 200000 and 250000 cars a year. That's a lot! These buyers benefit from VERY big discounts from the manufacturers, but however big those discounts (I could tell you but I'd have to shoot you), if a new car can be had for under £100 a month then a 6 month old one has to be cheaper to sell. Part of our business involves remarketing ex rental cars and vans to trade and direct customers. The prices these vehicles command in the market place has fallen as new cars offers become more attractive.

Which not surprisingly upsets the rental companies. The manufacturers with whom they spend millions and millions every year are damaging their business. So they ask for even more discount than they're already getting. Just another reason that volume manufacturers struggle to make money in Europe.

Optional Extras Help The Bottom Line

One area that manufacturers definitely make money in is the provision of optional extras on new cars. The days of many prestige cars being only basically equipped as standard are gone, but the options list is still long, and in some cases very expensive. Often it seems the more expensive the car the less comes as standard, whilst "cheap" cars are very well equipped as standard these days. I (and I hope one or two reading this) will remember when a heater was an optional extra? Now the "basic" cars come with air conditioning, and this is becoming the norm for many vans also. Rolls Royce were, I think, the first to offer cruise control on a new car in the UK, now it comes as standard on many mass market cars. As do leather seats, climate control, self parking and loads more.

Yet if you buy a new Porsche Cayenne for about £72500, sat nav will cost you £2300. Or you could get a Garmin for about £100? On the same expensive Porsche you don't even get Bluetooth as standard, that'll be £446 sir, or a DAB radio is £324 extra,

Metallic paint is almost always extra, Now even white often attracts an extra charge. Why? Well car makers have to make a few quid somewhere. Audi charge £6300 for an upgraded sound system on some models.

While spending a small fortune on the options list is normally very bad news for the new car buyer, it can be great for the next owner. We recently supplied a 9 month old Audi Q7 ex demonstrator to a customer. The General Manager of the dealership had ordered the car as his own company vehicle. It carried virtually every possible option. The new retail price went from about £52500 to £69000 as a result. Our client got it with 5000 miles recorded for under £45000, I know who was the winner there!

PS – It seems as ever few BMW drivers pay for the indicator option?

Continued on Page 62

Focus RS Sold Out

Last month I reported that the initial allocation of the new Focus RS had already sold out. In fact, as I discovered when I was asked to supply one a couple of weeks ago, it's actually sold out for 12 months. I can't remember when that last happened to a Ford, perhaps would you believe Cortinas in the early 1980s.

Top Gear magazine had the first road test of the Focus RS. Their verdict was simple: "The World's Greatest Hot Hatch". So the queue lengthens. Over list price is being paid for early delivery.

My customer gets his in May, let's just say I have few favours left to trade with old friends from Ford days.

Where Will Car Retailing Be In 2020?

A respected industry consultancy recently published an interesting paper on this subject. Some of this I've covered before so just a confirmation of trends perhaps. Online will become ever more important. Big City buyers are losing interest in spending time travelling to out of town big showrooms. They want smaller city centre facilities where they can gather all the information they need, then often the option to complete the transaction online. 70% of dealers' marketing spend will by 2020 be allocated to online. Most telling comment from this study to me was:

"To say the day when car buyers purchase their next vehicle online is still a long way off is to bury your head in the sand. That day is already here."

Another study said that less than ten years ago the majority of used car buyers visited around 5 dealerships before buying a used car. Now the majority visit only one, having selected their car over the internet before leaving the comfort of their armchair. And the only thing you can say about change in the current world is that it happens ever faster.

Paul Gilligan

pg@gvcontracts.co.uk



Definitions:

Experience

The thing that causes you to make new mistakes instead of old ones.

Pessimist

An optimist with experience.

Cannibal

A man who walks into a restaurant and orders the waiter.

Harry Ratcliffe 1935 - 2016.



Very sad to report the passing of one of the last of the original British tuning pioneers, brilliant engineer and no mean racing driver to boot - Harry Ratcliffe who left us on 21st February 2016 at the age of 80.

Harry as many will know was the main man behind what became British Vita Racing, winning the European Touring Car Championship in 1968 with John Handley. Starting from his modest garage in Littleborough

Harry first became known for his successful racing Morris Minor before moving on to Minis. Apart from tuning many customer cars for drivers such as Tony Fall and Brian Redman he raced Minis throughout the 60s at club level, national level and even at the Targa Florio.

He also raced an MG1100, built the Cooper-Buick, hillclimbed both here and on the continent and won the Northern Saloon Car Championship in 1968, after which he retired from the sport in 1969 preferring to concentrate on his other great passion - sailing.

Harry had been suffering from dementia for some time, rest in peace pal.

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Specialist Committees:

MSA requests nominations for 2017 membership

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various disciplines of motor sport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues.

The following Specialist Committees may have vacancies available for next year:

- **Autotest Committee**
- **Cross Country Committee**
- **Historic Committee**
- **Kart Committee**
- **Kart Technical Sub Committee**
- **Race Committee**
- **Rallies Committee**
- **Autocross & Rallycross Sub Committee**
- **Dragster Sub Committee**
- **Sprint & Hill Climb Sub Committee**
- **Trials Committee.**

All applicants must be members of an MSA recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than a commitment to and experience in motor sport. The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three year term.

HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with a letter supporting your nomination from an MSA-recognised club or Regional Association.

The Club or Regional Association will forward the application to :

Andrea Richards at Motor Sports House,
Riverside Park,
Colnbrook, SL3 0HG.

This must be done as soon as possible as applications must be received before 17th June 2016.

Please note any applications received after Friday 17th June 2016 will not be considered.

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



Ingram signs with Opel Motorsport Team UK

Chris Ingram has signed his first full factory drive with Opel Motorsport. The twenty-one year old has announced he will contest the 2016 FIA ERC Junior Championship as a driver for Opel works rally driver racing their Adam R2.

Last season Chris completed his first full season in the European Rally Championship driving for Peugeot UK, taking his first victory at this level in the Rally Azores and winning his career-second Colin McRae Trophy.

This season Chris hopes to clinch his first international title (ERC Junior) using it as a springboard into Category R5, as well as gaining valuable experience competing in many European rallies with a factory team – whilst remaining on target for his ultimate ambition of becoming World Rally Champion.

Chris commented "I am so excited about this incredible new challenge and the huge season ahead. To have the opportunity to drive for the Opel Motorsport factory team – competing in their excellent Adam R2 car – gives me a real chance of competing for the Junior title, and I will be going flat out from the first rally of the season. 2016 is a massive year for me and I am determined to be successful and make a significant mark on the European Rallying scene."

Regulations for consultation

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



REGULATION CHANGES FOR CONSULTATION

Committee: Rallies Committee
Date of meeting: 26th January 2016
Closing date for consultation: 8th April 2016
Email for comments: ralliesconsultation@msauk.org

Section R

Existing Regulation Numbers (J.4)

6.1.3. On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:

- a) In accordance with J.4 or,
- b) Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased.

Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20cm high with a stroke width of at least 25mm, coloured yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows.

Proposed Regulation Numbers (J.4)

6.1.3. On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:

- a) In accordance with J.4 or,
- b) Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased.

Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20cm high with a stroke width of at least 25mm, **a minimum separation not less than 25mm and** coloured yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows.

Reason: To improve clarity for ease of identification of passing competitors

Medical and Safety Cover

Servicing and Organised Assistance

38.1.7. Competitors may only refuel in areas specifically designated by the organisers or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route. Date of Implementation: 1st January 2017

Reason: To restrict refuelling to areas designated by the organisers.

Date of Implementation: 1st January 2017

Existing Regulation

Special Test.

A test, permitted only in road rallies other than those with any standard sections timed to an accuracy of less than a minute, which takes place off the public highway in which a Competitor is required to perform a manoeuvre or series of manoeuvres set by the Organisers. If timed, the Competitor shall not be required to exceed an average speed of 30mph or 40mph for Endurance Road Rallies. No benefit shall accrue to any Competitor exceeding the set average speed

10

Special Tests Not permitted where Road Rallies include Standard Sections Timed to the second.

Types of Control or Check Passage Control

11.4.2. The only requirement for a competitor is to have the Marshal's signature or stamp recorded

Proposed Regulation

Special Test. A test, permitted only in road rallies other than those with any standard sections timed to an accuracy of less than a minute, which takes place off the public highway in which a Competitor is required to perform a manoeuvre or series of manoeuvres set by the Organisers. If timed, the Competitor shall not be required to exceed an average speed of 30mph or 40mph for Endurance Road Rallies. **No benefit shall accrue to any Competitor exceeding the set average speed Road Rallies with Standard Sections timed to an accuracy of less than a minute may only include a Special Test at the start of the itinerary and all competitors must complete the Special Test before midnight.**

Reason: To permit Road Rallies with Standard Sections times to an accuracy of less than a minute to hold a Special Test before Midnight prior to the main itinerary.

10 Special Tests

Not permitted where Road Rallies include Standard Sections Timed to the second.

Types of Control or Check Passage Control

11.4.2. The only information permitted to be recorded is the Marshal's signature or stamp and the authentication of the records held by the competitor. The only requirement for a competitor is to have the Marshal's signature or stamp recorded

Reason: To clarify the information that a marshal may record at a Passage Control.

Date of Implementation: 1st January 2017



SÉBASTIEN OGIER LED FROM START TO FINISH TO SECURE HIS THIRD RALLY SWEDEN VICTORY AND PRESERVE HIS MAXIMUM POINTS START TO THE 2016 FIA WORLD RALLY CHAMPIONSHIP.

Day 1

Sebastian Orgier won all three morning stages near the border between Sweden and Norway to build a 24.2sec cushion. But heavy afternoon snow left him at a disadvantage as road opener, creating a clean line for the benefit of later starters. An afternoon overshoot cost a few seconds but Ogier was fortunate to escape a more serious incident when he hit a tree and bent a steering arm, which he and co-driver Julien Ingrassia replaced (the steering arm not the tree !).

Paddon quickly acclimatised to the 2016-specification i20 and won the final two stages to rocket up from sixth. The Kiwi admitted conditions favoured him courtesy of a low start position and he could benefit again when more snow is forecast for day 2.

Østberg made a cautious start but progressed from eighth and revelled in the wintry afternoon conditions after changing both his car set-up and driving style. Estonia's Ott Tänak was 1.1sec behind in fourth in another Fiesta RS, 3.4sec ahead of Dani Sordo. The Spaniard felt his i20 was moving around too much but he briefly held third before slipping behind Østberg and Tänak. Andreas Mikkelsen completed the top six in another Polo R, concluding a quartet of drivers covered by less than nine seconds. The Norwegian was Ogier's closest challenger in second until he hit a tree stump and spun, losing 20sec.

Henning Solberg overcame gearshift issues and a final stage scare when the engine stopped in his Fiesta RS to hold seventh. He was 1.9sec ahead of Craig Breen who set a top three time in Citroën's DS 3. Eric Camilli and Lorenzo Bertelli completed the leaderboard.

Kris Meeke had just claimed second when the Briton hit a stone buried in the road and the impact sent his DS 3 into retirement. Thierry Neuville limped through much of the day in two-wheel drive after breaking his i20's rear differential and a broken front left driveshaft put Latvala in a similar predicament. His Polo R eventually stopped in the final stage.

Day 2

With up to 10cm of snow in places, Paddon took full advantage of his lower start position to rocket over the forest tracks 23.6sec quicker than the road-opening Frenchman and create a genuine battle for victory in this second round of the FIA World Rally Championship. While Ogier swept the fresh snow off the road in his Volkswagen Polo R, Paddon enjoyed a cleaner and faster line further back but the Hyundai i20 pilot was playing down his victory chances at the finish. Fourth for Mads Østberg propelled him back into third place in his Ford Fiesta RS, relegating fellow Norwegian Andreas Mikkelsen to fourth and he was then 10.0sec to the good. Ott Tänak and Dani Sordo completed the top six on the leaderboard.

The stage continued to get cleaner and faster. Latvala topped the times by 9.5sec from Meeke, with Paddon third.

Continued on Page 66



Rally Sweden

Continued from Page 65

Paddon carved into the Frenchman's advantage in the snowy forest speed tests, Ogier repelled the Kiwi to hold a 17.1sec lead in his Volkswagen Polo R with just the live TV Power Stage remaining on the Sunday. Up to 10cm of snow filled the forests overnight and the slippery surface was bad news for road opener Ogier. He ploughed a clean line which Paddon, starting six cars further back, took advantage of to pile on the pressure.

Although Ogier won the opening speed test to widen the margin to more than half a minute, the snow was deeper in the following test and Paddon cut the deficit to 8.8sec on his debut in Hyundai's 2016-specification i20.

Despite a heart-stopping sideways slide in the penultimate stage, Ogier regained vital seconds in the final three tests while Paddon managed the wear on his studded Michelin tyres as gravel reappeared on the roads.

Paddon is on course for second after another strong day on the snow

Mads Østberg lost third in the opening stage after flirting with a ditch, but quickly reasserted himself in the final podium place in his Ford Fiesta RS, 25.2sec behind Paddon.

Andreas Mikkelsen briefly demoted his fellow Norwegian, but the Volkswagen Polo R pilot lost any realistic chance of a top three finish when he entered a corner too fast courtesy of an over-optimistic pace note and spun. He was 25.1sec behind Østberg.

Although he was uncomfortable on frozen gravel sections, Estonia's Ott Tänak was fifth in another Fiesta RS, while a front left puncture slowed Dani Sordo and the Spanish i20 driver fell back from the podium battle into sixth.

Henning Solberg was seventh, despite losing a handful of seconds after stalling the engine of his Fiesta RS at a stage start. He is under pressure from Craig Breen, who was only 3.6sec behind after a strong debut in Citroën's DS 3. WRC 2 leader Elfyn Evans and second-placed Pontus Tidemand completed the leaderboard.

Jari-Matti Latvala won two stages as he climbed to 27th following his disastrous opening leg. The only major retirements were Eric Camilli, who rolled his Fiesta RS heavily, and Yazeed Al Rajhi, who suffered broken steering after hitting a rock.

Day 3

Ogier also claimed full bonus points for winning the final Power Stage and after two of the 14 rounds the Frenchman has maximum championship points.

A big thaw before the start threatened the season's only pure winter rally as the frozen gravel roads turned to mud. By the time the cold weather returned, nine of the 21 speed tests in Sweden and Norway had been axed, but up to 10cm of snow and temperatures as low as -10°C ensured the event went ahead.

Ogier's dominance was challenged during Saturday's second leg when he had to sweep fresh snow from the roads to create a cleaner line for those behind. His half-minute lead was slashed to less than 10sec by Hayden Paddon before he reasserted his authority.

A holed radiator gave Paddon cause for concern after the Power Stage. New Zealand's Paddon matched his career-best result on his debut in Hyundai's new i20 and became the first non-European driver to finish on the Sweden podium. He survived a late scare after hitting a wooden post metres from the finish of the last stage. The impact damaged the radiator and Paddon and co-driver John Kennard filled a small hole to stem a fluid leak before driving cautiously on the 85km liaison section to the finish.

Mads Østberg completed the podium in a Ford Fiesta RS, 25.8sec behind Paddon and 15.2sec ahead of fellow Norwegian Andreas Mikkelsen. Mikkelsen ran as high as second but a time-consuming spin on Saturday ended his podium hopes.

Ott Tänak and Dani Sordo completed the top six in a Fiesta RS and i20 respectively, a front left puncture ending the latter's top three challenge. Henning Solberg and Craig Breen, driving Citroën's DS 3 for the first time, were next up with WRC 2 winner Elfyn Evans and Teemu Suninen completing the leaderboard.

Jari-Matti Latvala (driveshaft), Thierry Neuville (transmission) and Kris Meeke (suspension) all finished down the order after opening day problems.



BRC is proud to present...

The MSA British Rally Championship has confirmed the broadcasting line-up for its Channel 4 and BT Sport coverage for 2016. World Rally Championship personalities Colin Clark and Jon Desborough will front the new-look seven round BRC season.

Colin Clark is one of the best known voices in the world of rallying having been the stage end reporter for the WRC's Radio channel 'WRC Live' for many years. His enthusiastic and passionate style will anchor the coverage for both the half hour Channel 4 show and hour-long BT Sport transmission.

"The BRC is going to make great television this year," enthused Clark. "We are going to have the best drivers in the best cars on some of the greatest stages in the world. The BRC will be *the* National series, with so many drivers able to win an event. Who isn't excited about that?"

"To have the confidence from major broadcasting companies such as Channel 4 and BT Sport is a big credit to the team behind the BRC. The package is exactly what's needed to put the Championship back where it belongs. It is fantastic for the sport and I am really looking forward to being a part of it."

Jon Desborough is familiar to many rally fans and no stranger to the two channels. Desborough presented Channel 4's WRC coverage in the early 2000s and he is now the commentator for the WRC's international feed that plays out on BT Sport and around the world. Jon will provide the audio backdrop to the exciting visual action as the BRC unfolds on screens around the country.

"What an explosive mixture the Mid Wales start list looks like being: Bogie, Cave, Evans, Thorburn, Vatanen and many others," Desborough said. "I wish I'd had this idea myself. There will be tears before bedtime for someone, but it looks like we're going to have a great season."

IMS Managing Director Ben Taylor is delighted with the broadcast line-up for the revitalised series. "We have worked hard to bring together the best possible TV package for the BRC and to have Colin and Jon as part of the team is another important piece of the jigsaw. Both are well known within rallying and bring credibility to the coverage, while their infectious enthusiasm will add huge value to the programme content and make it an entertaining offering for the casual viewer."

Each event will be transmitted on the weekend after the rally, except for the Pirelli Carlisle Rally and Nicky Grist Stages which will be broadcast two weeks after the action takes place. Precise transmission schedules will be announced in due course.

2016 MSA British Rally Championship Calendar

5/6 March

Mid Wales Stages

Newtown, Gravel

8/9 April

Circuit of Ireland

Belfast, Asphalt

30 April/1 May

Pirelli Carlisle Rally

Carlisle, Gravel

25 June

RSAC Scottish Rally

Dumfries, Gravel

9/10 July

Nicky Grist Stages

Builth Wells, Gravel/Asphalt

19/20 August

Ulster Rally

Derry/Londonderry, Asphalt

15/17 September

Rally Isle of Man

Douglas, Asphalt





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

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

SOCC Targa Rally

South of Scotland Car Club

Tests & simple Navigation

Ian Crosbie : 07740-949240

Email :

www.socc.co.uk

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

Shaw Trophy Classic Rally

Whickham & DMC

Tests, Regularity & Navigation

Ronnie Roughead : 01661-886845

Email : r.roughead@btinternet.com

www.wdmc.org.uk

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

Lake District Classic

Wigton Motor Club

Tests, Navigation in advance

Ron Palmer : 01228-575153

Email : ronpalmer777@hotmail.com

www.wigtonmc.co.uk

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

manx auto sport
Manx
National Rally

6th / 7th May

The Manx Auto Sport organised Manx National Rally will take place on Friday 6th & Saturday 7th May 2016.

This year's event will be spread over two compact days. Friday will see scrutineering during the day and crews will also have the opportunity to use the shakedown stage in the afternoon. The first stage will start just after 18.45 with a further 4 stages being run with the last 2 being run in darkness. Saturday will see the first cars leave Douglas just after 9 am with a further 7 stages giving a total stage mileage of 115 (approx).

The Isle of Man has been a centre point for Rallying for many years and has gone on to produce some worthy drivers. The great and the good in our sport have travelled to tackle the extremely fast and, sometimes, bumpy roads.

For more information on all travel packages and accommodation with options please contact Sally, Natalie or Courtney at 01624 664460 or email info@iomevents.com.

Highlights

- Recce from Wednesday 4th May (also available the previous weekend)
- Thursday and Friday scrutineering
- Shakedown stage available on the Friday
- Central Service – TT Grandstand
- Easy recognisance 14 stages 7 stages ran twice including Ramsey Spectator stage on Friday evening
- Classic stages including Tholt y Will, Brandywell, The Baldwins, Staarvy to name but a few
- 5 Friday evening / night stages
- 7 Stages on Saturday
- Approx 115 special stage miles and 90 road miles
- Prize presentation from 9pm on the Saturday

Regs available at
www.manxautosport.org



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Website

www.geminicommunications.org.uk

2016 Roskirk Stages March 13th

This year's event will follow a similar format to previous years, with 12 stages covering approximately 26 smooth tarmac stage miles.

The Roskirk Stages is included in the SD34 MSG Championships. This is in addition to the regular ANWCC and 6R4.com championships the event also promotes.

Following its successful introduction last year we will again be offering an incentive to competitors who enter BSSMC's Keith Frecker Memorial Stages Rally at Weeton in June, in that any fully paid and signed on entry to the Roskirk stages will automatically qualify for a £25 discount from an entry at Weeton in June.

We are again pleased to see the Roskirk F1000 Junior Stages running alongside the Roskirk Stages for our rally stars of the future. The combined entry between the 2 rallies will be 65 cars so please make sure you enter in plenty of time in order to guarantee a run.

**The online entry system
together with detail of
entries received will be
available on our website:
www.bssmc.com**

May we also remind competitors that there are rule changes again in the 2016 MSA Blue Book, so you are advised to check these and ensure you and your vehicles are up to spec. before attending scrutineering. You are also reminded that the wearing of FHRs is now mandatory from 1st January 2016.

On behalf of the organising team from Blackpool South Shore Motor Club we wish all competitors an enjoyable day's motorsport and thank you for your interest in this event.

**Wigton Motor Club
Junior and Newcomers' Autotest
Sunday 13th March 2016
NO Entry Fee**

Welcome to our second event specifically aimed at novices, newcomers, juniors (under 17s) and ladies.

The good news is that there is no entry fee for this event and you also get free coffee and biscuits. Please bring your own lunch though.

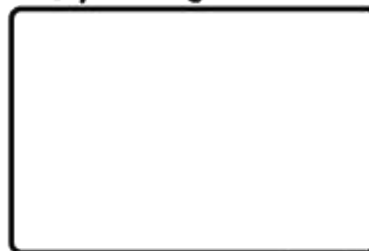
The morning will start with a presentation and talk about autotests in general and what is involved. Following lunch we will head to the tarmac where two simple tests will be laid out. Expert drivers will be available to "navigate" and help novices.

The event is aimed at newcomers to the sport and to under 17 year olds but all novices (anyone who has never won an award on an autotest) are welcome.

**TO ENTER Email the event organiser:
gtfmg@yahoo.co.uk**

Primrose Trophy Rally

23rd/24th April 2016



A Qualifying Round of the Following
HRCR 2016 Premier Rally Championship
SD34MSG Road Rally Championship
ANEMMC Road Rally Championship
ANWCC Road Rally Championship
ANCC Road Rally Championship
SD34MSG Inter-Club League

**Clitheroe & District
Motor Club**
www.cdmconline.com



Clitheroe & DMC Primrose Trophy 23/24th April

165 miles

**Of the North Wests finest roads
Maps 102, 103, 97 & 98**

A qualifying round of :

- *HRCR Premier Rally Championship*
- *SD34MSG Road Rally Championship*
- *ANWCC Road Rally Championship*
- *ANCC Road Rally Championship*
- *ANEMMC Road Rally Championship*
- *SD34MSG Inter-Club League*

**Regs & On Line Entry
Available at
www.cdmconline.com**

**Marshals Wanted
Please Contact**

Steve Lewis

Email :

**slewisbb1@virginmedia.com
07743-758036**

To book your control

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 its 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

BTRDA Car Trials Training / Practice Day

When?
Saturday 12 March 2016
10:30am to 4pm

10.00 – 10.30 Registration
10.30 – 10.45 Welcome Meeting
10.45 – 16.00 Training, with a brief lunch break

Where?
Hurtle Hill Farm, Dunley Road, Heightington,
near Bewdley, Worcestershire DY12 2YE
map reference 138/779701.

Cost?
£20 per driver

What's involved?

For newcomers, an introduction to the sport with one-to-one tuition from our expert trials drivers in a variety of cars and, if you so wish, your own car. We will cover all the essential elements of competing in Car Trials – basically, what to do and what not to do in a variety of situations and conditions. Drivers from the age of 14 are welcome and whatever your age you will begin to appreciate how cars behave on slippery slopes, how to maximise and maintain grip and how to maintain control; arising from this and as an added bonus you will gain skills that can be deployed in snowy and icy road conditions.

Current trials drivers are also welcome to hone their skills and try out varying techniques back to back on a number of test hills, which can be varied to suit the conditions, cars and drivers. All this away from the pressure of a competitive event!

What do I need to bring?

Food and drink
A foot pump and tyre pressure gauge
Suitable outdoor clothing and footwear
A bundle of enthusiasm!
Cash for your entry fee.

Please email the BTRDA contact below with an expression of intent to participate.

IMPORTANT NOTE REGARDING THE WEATHER

There is a possibility that the day will have to be postponed if there is prolonged wet weather in the first 2 weeks of March.

Please check www.btrda.com/car_trials for a decision on this.

BTRDA contact: Neil Mackay M: 07855164184
E: neil.mackay.home@btinternet.com

SD34MSG Banners

There are now six SD34 banners available that you can display at your events to help publicise the Group. For more information on borrowing one or more of the banners, contact Steve Johnson (NW RDO) or your own club's SD34 representative.

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



Lancashire Automobile Club Ltd Classic Tour dates 2016

**WE WOULD LIKE TO INVITE YOU TO
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24TH APRIL

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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



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Fellside Auto Clubs Northern Trial 2016

Saturday 20th February 2016

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

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

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

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

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

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

mykepocock@yahoo.co.uk



Rallytech Lee Holland Memorial Trophy Rally



**Anglesey Circuit
Sunday 20th March 2016**

**I'm looking for
MARSHALS**

**Please Contact
Chief Marshal,
Peter Wright**

Home 01706 223671

Mobile 07831 740452

p.n.wright@btinternet.com

leehollandmarshals@btinternet.com

A round of the



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.

Regs : www.malcolmwilson.co.uk



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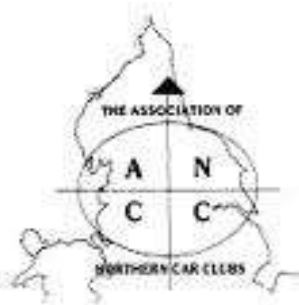
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ANCC

Stage Rally

Championship 2016

ANCC Tarmacadam Challenge

ANCC Forest Challenge

ANCC Multi-Use Challenge

Promoted by the Association of Northern Car Clubs

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Tarmacadam, Forest & Multi-Use

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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. Bourne-mouth 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

Kirkby Lonsdale Motor Club Ltd

DEVILS OWN RALLY

Saturday 8th October 2016

In association with motorsportmugs.co.uk

**Round 12 of the 2016 HRCR HAGERTY Insurance
Clubmans Road Rally Championship**

- 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 OS sheet 96.
- All cars finished by 10pm for an evening meal and awards.

**This event is an ideal warm up for car and crew
for Rally of The Tests or LeJog**

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



Ilkley & District Motor Club



1991-2016 SILVER ILKLEY JUBILEE HISTORIC RALLY



incorporating the

Jubilee Run

Sunday 10th April

sponsored by



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,
Jokes, Photographs, Information, reports etc

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Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Gavin Frew	Jack Darbyshire
Dan Hurst	Henry Richardson
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Paul Edwards (RallyRev)	Stephen Berresford
Songasport	Ed Bookless
Mark & Dale Carter	Matt Broadbent
Sam Spencer	Stuart Taylor
Niall Frost	Sam Collis
John Harden (LiMC)	Ken Quinne
Dave Graves	Paul Slingsby
Henry Richardson	Matt Broadbent
Rob Lloyd	Gary Ross
Neil Johnson	Jordan Joines
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Adrian Lloyd	Steve Ellison
Steve & Hazel Johnson - Go Motorsport	
Allen Durham of Pro-Tec	James Redman
Dave Williams & Rachel Bourne (NW Racers)	
Bill Wilmer & The Gemini Communications Team	
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
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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 11th April

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout
Junc 26 of the M62

www.ancc.co.uk



Next General Meeting Monday May 9th 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 **April** edition is
Friday the 29th March
which is due out on
Monday 31st of March

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