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EMSA ERTISH RALLY
CHAMPIONSHIP


Nrwoscdebmegoorgowls
Volume 6: Issue 4: \April 2016: Maurice Ellison

# Contents 

Front Cover : Toyota GT86 R3 CS : Mid Wales Stages
Pg. 3 Chairman's Chat \& Meeting Highlights
Pg. 4 Member Club Contacts
Pg. 5 SD34MSG Contacts
Pg. 6 Around the Clubs
Pg. 7 Around the Clubs
Pg. 8 Around the Clubs
Pg. 9 Around the Clubs
Pg. 10 Around the Clubs
Pg. 11 Around the Clubs
Pg. 12 Around the Clubs
Pg. 13 Around the Clubs
Pg. 14 Around the Clubs
Pg. 15 Under 18 Championship Registration
Pg. 162016 Championship Registration
Pg. 172016 SD34MSG League
Pg. 182016 SD34MSG Championships
Pg. 192016 Marshals Championship
Pg. 202016 SD34MSG Calendar
Pg. 212016 SD34MSG Calendar
Pg. 222016 Championship Rounds at a Glance
Pg. 23 Ryemoor Trophy Rally
Pg. 24 Ryemoor Trophy Rally
Pg. 25 Ryemoor Trophy Rally
Pg. 26 Ryemoor Trophy Rally
Pg. 27 Ryemoor Trophy Rally
Pg. 28 Organising the Lee Holland Stages
Pg. 29 John Robson Rally
Pg. 30 John Robson Rally
Pg. 31 John Robson Rally
Pg. 32 John Robson Rally
Pg. 33 Malcolm Wilson Stages Rally
Pg. 34 Red Kite Stages
Pg. 35 Red Kite Stages
Pg. 36 Red Kite Stages
Pg. 37 Roskirk Stages
Pg. 38 Roskirk Stages
Pg. 39 Roskirk Stages
Pg. 40 Mid Wales Stages
Pg. 41 Mid Wales Stages
Pg. 42 Mid Wales Stages
Pg. 43 Mid Wales Stages
Pg. 44 Mid Wales Stages
Pg. 45 Mid Wales Stages
Pg. 46 Mull : Rally Time Trial
Pg. 47 ANCC Prize Presentation Night
Pg. 48 Rallycross
Pg. 49 Rallycross
Pg. 50 Telford Sporting Trial:
Pg. 51 Eden Hall Sporting Trial:
Pg. 52 Oris Rally Clasico

Tour of Epynt
Lee Holland Stages Rally
Lee Holland Stages Rally
Lee Holland Stages Rally
Bovington Stages
Grass Roots Motorsport : A\&PMMC A/S
Grass Roots Motorsport : March Hare
Pg. 61
Pg. 62
Pg. 63
Pg. 64
Pg. 65
Pg. 66
Grass Roots Motorsport : Venue Search
Grass Roots Motorsport : Investment
Grass Roots Motorsport : Development
Memories are made of this
Memories are made of this
North West Racers (1)
Pg. 67 Gemini Communications Motorsport Team
Pg. 68
Pg. 69
Pg. 70
Pg. 71
Pg. 72
Pg. 73
Pg. 74
Pg. 75
Pg. 76
Pg. 77
Pg. 78
Pg. 79
Pg. 80
Pg. 81 Saltire Classic \& Targa Rally
Pg. 82 Saltire Classic \& Targa Rally
Pg. 83
Pg. 84
Pg. 85
Pg. 86
Pg. 87
Pg. 88
Pg. 89
Pg. 90
Pg. 91
Pg. 92
Pg. 93
Pg. 94
Pg. 95
Pg. 96
Pg. 97
Pg. 98
Pg. 99
Pg. 100
Pg. 101
Pg. 102
Pg. 103
Pg. 104
Pg. 105
Pg. 106
Pg. 107
Pg. 108
Pg. 109
Pg. 110

## Chairman's Chat

Why is it that a minority spoil something for the majority, this time its rally spectators?
In a forest stage recently we witnessed people who ignored 'Prohibited Area' signs, walked or cycled on a live stage, were drunk, were abusive to marshals and finally someone threatening to thump a Senior Official.

Thankfully despite all this the stage ran safely, and the 'real' rally spectators got to watch the action they came for, but only after much effort by the Safety Cars and on-the-scene marshals all of whom did a splendid job.

I just wish these objectionable people would stay at home before we all lose part of our beloved sport.

Best regards, Les Fragle, Chairman/Secretary, SD(34) Motor Sport Group

## SD34MSG March Meeting Highlights Bi-monthly Meeting $23^{\text {rd }}$ March 2016

- Bury Automobile Club has folded due to lack of members which is very regrettable as they were one of the longest standing members of the group.
- All bar one member club have paid their 2016 subscriptions with the last one to be paid soon.
- The 2015 Awards Presentation Evening held on $12^{\text {th }}$ February was an excellent event with a full turnout that enjoyed an interesting and often humorous forum of guest speakers. $£ 480$ was taken in ticket sales and $£ 190$ from the sale of raffle tickets, thanks to the generosity of those who supplied the prizes. Thanks to all those involved in organising and running it.
- Unfortunately the BleMCC Autosolo planned for $13^{\text {th }}$ March didn't run.
- The RLO was not present but no PR problems had been reported by clubs preparing for forthcoming road rallies.
- The latest Championship positions were read out and are included elsewhere in this issue. It was good to see 40 competitors had registered for the Road Rally Championship.
- A total of 71 championship registrations have been received to date.
- There was little to report from the last ANNC meeting held on the $1^{\text {st }}$ February other than there is a new Stage Rally Championship and possibly a new Sprint and Hillclimb Championship. The next meeting will be held on the $11^{\text {th }}$ April.
- The last ANWCC meeting held on the $15^{\text {th }}$ February was very well attended with the new MSA Director in attendance. Katie Mashiter is now the Training Officer and Maurice Ellison has taken on the Press Officer role. The next meeting will be held on the $9^{\text {th }}$ May.
- The Awards Presentation for the new Motorsport News Circuit Rally Championship will be held at Oulton Park of the $18^{\text {th }}$ June.
- It is recommended this year, mandatory from next year, at least one member of Safety Cars crews must have attended an MSA Safety Car Training Session.
- The next MSA Club Seminar in our area will be in Carlisle on $10^{\text {th }}$ April and for anyone how has not attended one they are highly recommended.
- It is hoped that there will be a Rally Futures Meeting in our area but there is no date as yet.
- The Myerscough Open Day on $12^{\text {th }}$ June is an ideal opportunity for clubs to get noticed by the general public. Contact Maurice Ellison for details of stands, etc.
- Myerscough Motor Club has been recognised by the MSA.
- Lancashire Automobile Club is concerned about the increases in costs to run the annual Manchester to Blackpool run (June $12^{\text {th }}$ this year) as a result of new safety and security requirements.
- Maurice Ellison our editor would like to be able to stand down in the not too distant future so we are looking for someone to fill his shoes. If you are interested then please contact Maurice for a chat and he assures us the task is not that big as you might expect.


## SD34MSG : Member Clubs \& Contacts

| Accrington MSC |  |
| :--- | :--- |
| Contact | $:$ David Barratt |
| Email | $\vdots$ davidpbarratt@gmail.com |
| Tel. | $\vdots 01254-384127$ |
| Website | $:$ www.accrington-msc.org |


| Airedale \& Pennine MCC |  |
| :--- | :--- |
| Contact | : John Rhodes |
| Email | : rhodesj3@sky.com |
| Tel. | 07913649131 |
| Website | : www.apmcc.co.uk |

## Liverpool MC

Contact : John Harden
Tel. : 0161-9697137
Email : Imc-chairman@liverpoolmotorclub.com
Website : www.liverpoolmotorclub.com

| Manx | AS |
| :--- | :--- |
| Contact | : Mark Quayle |
| Email | $:$ pdschris@aol.com |
| Tel. | $: 07973-830695$ |
| Website | $:$ www.manxautosport.org |

Matlock MC
Contact : Frances Banning
Email : frannybee66@yahoo.com
Tel.
Website : www.matlockmotorclub.co.uk
Mull CC
Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695 LIITED
Website : www.mullcarclub.co.uk

| Pendle \& DMC |  |
| :--- | :--- |
| Contact | : Ray Duckworth |
| Email | : raymond.duckworth@btinternet.com |
| Tel. | 01282-812551 |
| Website | : www.pendledistrictmc.co.uk |


| Preston | MC |
| :--- | :--- |
| Contact | : Louis Baines |
| Email | :louisbaines@hotmail.co.uk |
| Tel. | $: 07792$ 903166 |
| Website | $:$ coming soon |

$\qquad$

| U17MC-NW |  |
| :--- | :--- |
| Contact | Steve Johnson |
| Email | $:$ steve.johnson@csmaclub.org |
| Tel. | $: 07718051882$ |
| Website | $:$ www.u17mc-northwest.org.uk |



## Stockport061MC

$\begin{array}{ll}\text { Contact } & \text { : Mark Wilkinson } \\ \text { Email } & \text { : mark@stockport061.co.uk } \\ \text { Tel. } & : 07879-657580\end{array}$
Website : www.stockport061.co.uk
Wallasey MC
Contact : Tony King
Email : tony_king@msn.com
Tel.
:07989-616546
Website : www.wallaseymc.com
Warrington \& DMC

| Contact | : George Jennings |
| :--- | :--- |
| Email | gajennings@sky.com |



Tel.
Website : www.warringtondmc.org
Stockport 061 stockport 06 MOTORCLUB



## Wigan \& DMC

Contact :Tony Lynch


Email : rallycross-
er790@aol.com
Tel.
Website : www.wiganmotorclub.org.uk
2300 Club
$\begin{array}{ll}\text { Contact } & : \text { Neil Molyneux } \\ \text { Email } & : 2300 @ f c s-u k . c o m \\ \text { Website } & : \text { www. } 2300 \text { club.org }\end{array}$

Lancashire A.C.

| Contact | $:$ Chris Lee |
| :--- | :--- |
| Email | $\vdots$ info@lancsautoclub.com |
| Tel. | $\vdots 07831-124417$ |
| Website | $:$ www.lancsautoclub.com |

MOTOR SPORT GROUP

## WANTED

## YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events, Birthdays, Anniversaries. Forthcoming Club Nights Send to : Maurice Ellison sd34news@gmail.com 07788-723721

Comprising the following 10 Clubs
Blackpool South Shore Motor Club www.bssmc.com


Chester Motor Club
www.chestermotorclub.co.uk

## Ecurie Royal Oak Motor Club

 www.eromc.co.uk
## High Moor Motor Club

www.hmmc.co.uk
Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk

## Stockport 061 Motor Club

www.stockport061.co.uk
Warrington \& District Motor Club
www.warringtondmc.org

Wallasey Motor Club<br>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 ( $26 \times 100+7000=10,000+$ readers)

All advertising revenue helps to fund SD34MSG Contact either Les Fragle, Maurice Ellison or Steve Johnson for more details
Steve Johnson
07718051882 steve.johnson@csmaclub.org
Les Fragle 01995-672230 les.fragle@gmail.com
Maurice Ellison 07788-723721 sd34news@gmail.com

## Airedale \& Pennine MCC

The club meet on the second and fourth Mondays of each month at


The Rock \& Heifer, Rock Lane, Bradford BD13 3RH from 8.30p

## Yorkshire Dales

Classic Trial $8^{\text {th }}$ May 2016, Pateley Bridge.
Run by Airedale \& Pennine Motor Car Club
Now that the regs have been published on our website, www.apmcc.co.uk the entries are rolling in. With eight weeks to go from writing this we already have fifteen teams with room for another eighty five cars, solo bikes and sidecars. Many of the competitors will be travelling up from below Bristol as word spread around that last year's event was a huge success.
SD34 Marshalling points will be available via the Chief Marshal, Dave Toft and every section will be staffed by an experienced person. If you would like to see a different form of motorsport contact Dave on 01274487667 and he will find you and your mates a good spot to see what goes on. The course is over sixty miles around and the first competitor starts at 8.30 am . The competitors will take two or three hours to pass through each section (stage). Early sections will be completed in time for some marshals to move on a few miles to cover a later section, so seeing everyone twice. Good food and proper toilets are available at the start, lunch halt and finish and several garages will be staying open for the sale of petrol so that bikes with small tanks can fill up as required. I understand that there may be a pub or two in the area but I am sure that clean living SD34 enthusiasts will not want to be associated with such establishments.

## Confucius Said

Man who wants pretty nurse, must be patient.
Passionate kiss, like spider web, leads to undoing of fly. Better to be pissed off than pissed on.
Lady who goes camping must beware of evil intent.
Squirrel who runs up woman's leg will not find nuts.
Man who leaps off cliff jumps to conclusion.
Man who runs in front of car gets tired, man who runs behind car gets exhausted.
Man who eats many prunes get good run for money.

## RAFFLE In aid of <br> Yorkshire Air Ambulance

One of our most recent members has generously obtained four valuable prizes for the winners of A\&P's raffle that is to be held under the title of

## Trials Assisting Charitable Causes.

Last year we were able to donate several hundred pounds, raised at the Yorkshire Dales Classic trial and from our car parking activities at Nidderdale Show, to the Yorkshire Air Ambulance. This charity is very dear to the hearts of the farmers who allow us to use their land so freely. Several of the landowners and tenants are also involved with the fight against prostate cancer as well so our donations will be shared between the two important causes.
Books of five tickets are available from John Bell or John Rhodes and retail at $£ 1$ per ticket.
Any one of the four main prizes will be chosen by the first winner and the next ticket drawn will allow a choice of the remaining three prizes, etc.

## The prizes are, in no particular order.

- A drive in one of David Golightly's very successful trials cars on the Preston DVCC trial on October 23rd 2016
- A drive in one of David Golightly's very successful trials cars on an A\&P summer PCT.
- Drive a Mazda MX5 track prepared car at Blyton Driving Circuit courtesy of Ross Burrows
- Four sessions at Blyton Park Kart Circuit
- Several supporting prizes including alcohol from our host at the Rock \& Heifer, etc.
Please take several books and try to sell as many as possible so that we can raise even more cash to support the charities, if we run out of the three thousand tickets printed we will be very pleased.
This is David and Carla in their vintage trials car on an event earlier this year in Shropshire.



## Airedale \& Pennine MCC

## Basil Elkington Car Trial

Local driver Ray Lane won the Basil Elkington Car Trial in Kent, the second round of the MSA championship, having lead the front wheel drive class all day.

Yorkshire's Rupert North closed in during the afternoon to secure second in class in his similar Mini, having trailed his daughter Evie at lunch. Evie, in her first national trial as a driver, slipped to fourth in class during the afternoon. Mark Hoppe won the new car class from Nick Pollitt, who had a much improved day in his Vauxhall Corsa on the bumpy slippery sections. As the day progressed, conditions rapidly dried in the Kent sunshine.

The rear wheel drive class saw Nigel Weeks delighted to take a narrow victory over Dave Oliver by just a single point, while Gemma Weeks took the junior award.
1 Ray Lane, Mini.
2 Rupert North, Mini
3 Nigel Weeks, Hillman Imp
4 Dave Oliver, Hillman Imp
5 Mark Hoppe, Citroen Saxo
6 Nick Pollitt, Vauxhall Corsa


Evie North in action on the MSA car trail 20th March 2016 went well all day was leading me at lunch by $7!!!$ Went on to be 3rd in class.
As usual you can't see how steep the hill is from the picture

## Retired Person's Perspective

1. I'm not saying let's go kill all the stupid people. I'm just saying let's remove all the warning labels and let the problem work itself out.
2. I changed my car horn to gunshot sounds.

People move out of the way much faster now.
3. You can tell a lot about a woman's mood just by her hands. If they are holding a gun, she's probably pissed.
4. Gone are the days when girls cooked like their mothers; now they drink like their fathers.
5. You know that tingly little feeling you get when you really like someone you've just met?
That's common sense leaving your body.


## Simpson registers for ERC, eyes up overseas events

## British driver and Preston Motorsport Club Member Neil Simpson has registered for the FIA European Rally Championship, as he prepares for the next round of the series, the Circuit of Ireland (7-9 April), which he'll contest in his Simpsons ŠKODA Fabia R5.

In recent ERC outings, the 44-year old ŠKODA UK dealer principal has impressed - in 2014 he finished fifth on his first attempt at the Circuit of Ireland in a Fabia S2000, and was fighting for fifth position when he crashed out of the Ypres Rally. The same year he finished P11 on Barum Czech Rally Zlín.
"I'm a long-time supporter of the European Rally Championship, because the events offer a great sporting challenge and there is always a great atmosphere too,"
Simpson said. "We were always going to do the Circuit of Ireland as part of our full British Rally Championship programme, and registering now for the ERC gives us the option of doing other ERC events later on in the year."
Simpson and co-driver Elliott Edmondson plan to test their Fabia R5 in Wales ahead of the Circuit of Ireland, round two of the 10 -event ERC season.
6. I don't like making plans for the day because then the word "premeditated" gets thrown around in the courtroom.
7. I didn't make it to the gym today.

That now makes 1,500 days in a row.
8. I decided to change calling the bathroom the John and renamed it the Jim. I feel so much better saying I went to the Jim this morning.
9. Dear paranoid people who check behind your shower curtains for murderers. If you happen to find one, what's your plan?
10. Everyone has a right to be stupid. Politicians just abuse the privilege.


## April promises to be a busy month for <br> Preston Motorsport Club.

- The autosolo entry for April 3 is fully booked with reserves.
All 32 places were taken within 13 hours of entries being opened.
- Member Adam Cooper has sorted the online entry system which has helped out massively with the entries side of things.
- We asked for members to create a layout for this autosolo and one provided by Danny Cookson is being used.
- The club is also planning to run an additional autosolo in August, either on the $7^{\text {th }}$ or 14 th.
It will be a non-championship round and the club hopes at least 50 per cent of the field entered will be first timers.
All profit from the event will be donated to charity.
- Looking ahead to the spring, once the weather becomes warmer and drier, Preston Motorsport Club hopes to find a field where can run a grass autotest.
It will be run as a fun event with entry fees being kept as low as possible.
- Also in April, several PMC members will be competing on CDMC's Primrose Road Rally.
It will be a debut road rally for Rob Grimshaw and Craig Shooter.
Colin Baines will be out on his rally as a driver for the best part of 30 years, partnered by club president Terry May, while Alan Barnes will be riding shotgun to usual rally partner Simon Boardman, of CDMC, and Louis Baines will be out looking to improve on last year's best result, sixth on the Clitheronian, with Kris Coombes in the silly seat.


## Preston Motorsport Club Club Night Calendar

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

April 12th Spring Scatter rally organised by Louis Baines

## April 26th Games console night

 organised by Adam CooperMay 10th Indoor Remote Control Car Autotest.

## May 24th Possibly <br> 3 Sisters track night

To be confirmed
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## TRAINING DATES

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

## 16th July

 Introduction to MarshallingDo's \& Don'ts, Timing and much more

## 20th August Fire Training

Nothing Confirmed yet but Watch this space for details

## Knowldale Car Club

KnowIdale Car Club meet at Milnrow Cricket Club


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 $\mathbf{2 0 . 3 0}$ onwards. A warm welcome is assured and you are under no obligation to join.

## WHATS ON AT S061MC

 7April8:30 pm: Noggin \& Natter
14April
8:30 pm: Committee Meeting
21April
8:30 pm: Stage \& Road Rally Meetings 28April
8:00 pm: AGM \& Awards Night

## Bolton-le-Moors CC

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


## WHATS ON AT BLMCC APRIL

Thursday $07^{\text {th }}$ April PLAYSTATION CHAMPIONSHIP 21:00-23:00
Thursday $14^{\text {th }}$ April APRIL COMMITTEE 08:30 pm - 11:00 pm
Thursday $21^{\text {st }}$ April RALLY MEETING FOR SNETTERTON RALLY 21:00-23:00
Thursday $28^{\text {th }}$ April OPEN FORUM NIGHT GET YOUR QUESTIONS ANSWERED 21:00-23:00

## Clubnight

## Thursday 17th March

This meeting was an autosolo using a Radio Controlled car and was organised by Chris Fletcher. Great laugh had by everyone.
Well done to Darren Spann for setting the fastest time!


# Warrington \& DMC <br>  

WDMC meets at 20.00 every Tuesday at

## THE ANTROBUS ARMS

on the A559 between Warrington and Northwich.

## SCALEXTRIC CHALLENGE EVENT DATES ANNOUNCED

A new challenge is coming to club nights due to the very popular demand

## The Scalextric Challenge

There will be two tracks running to start with, so more fun and less waiting for your turn.
We are going to have $\mathbf{2}$ classes
Class 1 boys
Class 2 girls.
As for the stages,
track 1 will be for club cars only
and track 2 for club cars and bring your own cars .
Anything else I will make up as I go along .
And any timing issues or complaining should be given to me in writing and I will pass it on to Joanne who will forward it to Steve Prince who will tell Colin Cresswell , who will let John Boggs know, he will then pass it to Denise Burns who will email George Jennings to pass it to the complaints department witch will pass it on the Scalextric organisers for final judgment !
So good luck with that lol
The provisional dates for the scalextric nights
Tuesday 5th April
Tuesday 24th May
Tuesday 21st June
Tuesday 6th September Tuesday 25th October Tuesday 6th December Stephen Ellison from Warrington \& DMC
Is considering running an Inter-Club Scalectrix 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


Blackpool South Shore MC


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 8.00 pm .
The Unicorn Inn, 405 Cronton Rd, Widnes, Cheshire WA8 5QF
www.liverpoolmotorclub.com

# Marshals 

are required for the following events at Aintree in 2016 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: (Thustay)

 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!

## 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.


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

## 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

For more details contact edgraham01@sky.com

## 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 90 mins 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 teram 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

## Wallasey Motor Club

 Awards Night and Dinner Dance Friday 8th AprilWill once again be held at the Village Hotel. Ticket £20 per head,

# We also hope to have a live band for providing entertainment Please contact Stephen Turner or any committee member for tickets! 

## Garstang \& Preston MC

> Meet at $8-30 \mathrm{pm}$ Every Tuesday Lonsdale Club, Fulwood Hall Ln, Fulwood, Preston PR2 8BD


## Auto Solo Sunday 3rd April Preston's College

GPMC will be holding there first Auto Solo of the year on Sunday 3rd April at Preston's College. Non Members welcome

## Regs available from the G\&PMC Website : www.gpmc.org.uk Tuesday 5th April

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.

## Tuesday 12th April

QUIZ NIGHT - Another one of our famous quiz nights is on the 12th April. You don't need to be a mastermind to get the questions right just have a sense of humour to enjoy the night. Quiz starts at 20:30.

## Tuesday 19th April

NAVIGATIONAL EVENT - no experience or special equipment is needed to join in our navigational events. Just come on down and give it a try. Designed to test the experience crews, whilst being easy for the first timers, these evenings are usually a blast. Help is always available and of course, there is never any cheat-
ing.

## Tuesday 26th April

RACE CAFE MEETING - 2015 Saw us hold a number of successful evenings at the Race Café in Preston and we are continuing this through 2016. We met a number of different local motorsport groups, learning about them and viewing some fantastic cars. An evening not to be missed. Look back through our archive section to see what we got up to.


The Club Meets at 8-30pm Every Tuesday at
Waddington Sports \& Social Club Waddington, Nr Clitheroe BB7 3HW M/R 103 / 731437 Website: www.cdmconline.com

## What's On at CDMC

## April 2016

## Tuesday 5th April Steve Cotton

Steve Cotton's rallying experience began in Mk 2 Escorts in 1985 at road rallying level. In 1987 he progressed to stage rallying with various class awards. This was also the year that he set up Steve Cotton Competition Services. In the early nineties Steve had success in the BTRDA Clubman championship in 1991 and Mintex national championship in 1992

## Tuesday 12th April 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.

# Tuesday 19th April John Stone 

 Legend Fires

Tuesday 26th April Primrose Forum

## March Clubnights

## Tuesday 1st March Jack Neal Stages Forum

Ed Graham may claim that the Hexham \& DMCs John Robsons Rally is the 'Worlds Friendliest Rally' and it could be true but only as far as a Road Rally goes. The Clitheroe \& DMCs Stage Rallies (Hall Trophy run in November \& the Jack Neal in February) at Blyton are fast gaining a reputation for not just the Friendly atmosphere but also for the slick turn round of stages and sheer enjoyment value.
All of the above down to CDMCs hard working but jolly bunch of Members, Organisers and Marshals who make it all happen.
Forum members (Marshals, Set up \& Strip down crews \& organisers) all told wondrous tales from the Jack Neal but not much could top the 'Dukes of Ribblehead' (Seddy \& Sam) who, one way or another outdid every one else (its getting to be a bit of a habit!)

## Tuesday 15th March 'March Hare' Nav Scatter Rally



The 'March Hare' Nav Scatter Rally, superbly organised by Tony Vart, had a full entry (Report page 59)
Top 5 Crew Score

1. Andrew Hargreaves/Terry Martin 110
2. Mark Johnson / Matt Worden 100
3. Mike Kidd/Maurice Ellison
4. 'Dukes of Ribblehead' 90
5. M.Strange/R.Duckworth

Tuesday 22nd March Equipment Night \& BBQ


## With two Stage rallies organised in the

 past few months and the forthcoming Primrose Trophy Rally, Myerscough 'Open Day' and the Clitheronian coming up, the equipment store needed a spring clean and an assessment of replacement gear was needed. A BBQ to keep the keen volunteers nourished was arranged. Another job well done.
## Tuesday 29th March Table Top Rally (O/S map 102)

12 crews entered the 'Headscratchers' Table Top. This 'table top' had a degree of chance as well as skill, with hazards along the way to test the crews, along with a 'Fuel' Halt (Beer Break) and even DSO's, Noise Test, Scrutineering \& a Damage Check.
However on the night several crews did not start. Terry Martin (suffering from a severe case of Man Flue) Jez Turner (Blocked in by Snow), Mat Kiziuk (Overworked \& Stressed out enough) Matt Broadbent (Metal in his eye \& couldn't see) The Woodcocks (Stuck on Mull 'poor things, You have to feel sorry for them!')
8 Crews started but only 4 made it to the finish inside their maximum lateness) Steve Lewis retired with Brain Fade, Jeff Smith brought a map 102 from the 80 's which didn't have all the up to date info on it \& struggled all night
Steve Butler \& Paul Buckel had a rough night, despite the win as every time they rolled the dice to determine the Hazard ( 8 in all) it always came up with something that they did not have in their spares package and to add to their woes then seemed to always roll a six which gained them an additional six minutes penalties (If they didn't have bad luck they wouldn't have any at all)
A 'Fun' (?) Night had by all. Additional Penalties were awarded to any Crew who questioned the parentage of the Clerk of Course.

## O/A Crew

Pen

1. Buckel/Butler
2. Sam Ambler/ Seddy Sedgwick
3. The Cottons

OF 72m 53s
3F 30 m 28s
4. Lee Ormerod/?

4F 67m 19s
8 F 62 m 00 s

## Manx Auto soort

## The Club has taken on the

 lease of the Mike Hailwood Centre at the TT Grandstand See more at:


TAKING PLACE ON CLOSED ROADS ON SOME OF THE BEST ASPHALT STAGES IN EUROPE

- SEPARATE NATIONAL A \& B EVENTS
- NEW FOR 2016 - HISTORIC RALLY
- 14 SPECIAL STAGES
- APPROX 115 STAGE MILES
- DEDICATED SPECTATOR STAGE
- CENTRALISED SERVICE (MANAGEMENT SERVICE AVAILABLE)
- SHAKEDOWN STAGE
- COMPACT ROUTE FOR EASE OF RECCE

Visit www.manxautosport.org
to download regulations and enter online
For entry enquiries email: entief.secretanyemarcastosport.org
 (31). bingono $\frac{1}{9 x}$
*Tasel package includes a vanvcar plas 2 aduts and a valer up to 10.5 m in iength.
Travel \& Accommodaton to be booked through out travel porther lale of Man Evert Services on +441624664460 cr nlotionevents com

## Myerscough College

 providing opportunitice for all Sunday 12th June Myerscough College Open Day AutoSolo \& PCA

## $\underset{\text { Natonanataly }}{\text { Man }}$

ETH - 7TH MAY 2015


$$
\begin{aligned}
& \text { ARE YOU A MARSHAL, } \\
& \text { TIMEKEEPER OR } \\
& \text { RADIO OPERATOR? } \\
& \text { Fancy helping at the } \\
& \text { Manx National Rally? }
\end{aligned}
$$

```
TRAVEL & ACCOMMODATION PACKAGES ARE AVAILABLE FROM C106PP*
3 Nights Bunk House accommoda\sigmaon with Breakfast Retum Sea Travel as
Foot passengers From f106pp*
3Nights Hotel accommodation with Breakfast Retumn Sea Travel as Foot
Passengors From £175pp*
Car on ferry ar a supplement - Ouotes available on requer
* Prices are based on a minimum of 2 sharing Deposit E30 pp
```

Contact IOM Events on 01624664460
Quote Ref MNMP to recelve offer price
Visit www.manxautosport.org of omall infoemanxautosport if intorested in holping

Fun day out for the whole family with an AutoSolo PCA thrown in for good measure. Plenty for the wife \& kids to see \& do whilst we have a little play. No entry fee. Cash Prizes. Regs soon on the CDMC website.
Other clubs members more than welcome to come and join us, either as a competitor as a club (Room for displaying a whole lot of Competition vehicles) - the more the merrier (Promote your club to over 20,000 people)

> Interested in Joining us at Myerscough College Either as a Competitor or as a Club For more details Contact Maurice Ellison sd34news@gmail.com or 07788-723721

# 2016 SD34MSG Under 18 Championship Registration Form 

## Name

## Address

## Post Code e-mail

Tel No Home
Mobile
SD34 Nominated Club (1 only)
Age on $1^{\text {st }}$ 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
TeI : 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 $1^{\text {st }}$ 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 2 nd best index 1 point less, $3^{\text {rd }}$ best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.
For Championship events which work out overall position by means of the least actual time lost (or time and fails system) then the Registered Under 18 competitor with the best overall position will be awarded one point for each under 18 championship contender, or 10 points whichever is the higher, and second placed one point less, etc. i.e The 2nd best overall position 1 point less, $3^{\text {rd }}$ best overall position 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.
Some championship events may well have eligible competitors in both the driving and navigating positions and therefore I would envisage that points be awarded to both Drivers and Navigators separately according to their overall position either as navigators or drivers. There will be no distinction between drivers or navigators for the overall awards.
Registered competitors may also score 5 points on two separate occasions by marshalling on any SD34MSG championship event. One of these must be for marshalling on an SD34 Championship event other than one run by their own club. If the event is run/co-promoted by more than one club and one of these clubs is their own club this will not count as another club for marshalling points.
The REGISTERED Under 18 competitor with the highest score at the end of the championship year, from any discipline or multiple disciplines, would be the Overall Under 18 Champion. Next highest score $2^{\text {nd }}$ Overall and third highest score $3^{\text {rd }}$ Overall.
It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official. For December events then these should be notified as soon as they are available and no later than the end of the first week in January. Notifications that are sent after these times will not be allowed. (NOTE For 2016 Events occurring, and results notified to the compiler, before the end of February 2016 points will be allowed to be back dated.)
Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX. 01282602195. shawalan.555@btinternet.com

# 2016 SD34 MSG CHAMPIONSHIP REGISTRATION FORM www.sd34msg.org.uk 

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

POSTCODE;
HOME TEL. NO;
MOBILE NO;
E-MAIL ADDRESS;
SD34 NOMINATED CLUB (one club only)
Please register me for the SD34 Championships listed below;
I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest
Confidence for SD34 MSG use only.

SIGNATURE
DATE.
Please forward the completed SD34 registration form with registration fee of $£ 5.00$ to; SD34 MSG c/o Mrs.M.Duckworth, 12 Silsden Ave.,Ribbleton, Preston.PR2 6XB
Registration commences on date of receipt of application form or on advance notification by e-mail.
Tel. No; 01772700823
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 <br> Delete as appropriate | Official SD34 <br> Use only |
| :---: | :---: | :---: | :---: | :---: |
| STAGE RALLY |  | DRIVER CO DRIVER | $\begin{array}{lllllll} \hline \mathbf{A} & / & \mathbf{B} & / & \mathbf{C} & / & \mathbf{D} \\ \mathbf{A} & / & \mathbf{B} & / & \mathbf{C} & / & \mathbf{D} \end{array}$ |  |
| ROAD RALLY |  | $\begin{aligned} & \hline \text { DRIVER } \\ & \text { NAVIGATOR } \end{aligned}$ | $\operatorname{Exp}$ Semi Nov <br> $\operatorname{Exp}$ / Semi / Nov  |  |
| SPRINT \& HILLCLIMB |  |  | 1, 2, 3, 4, 5 |  |
| NON RACE / RALLY |  |  | $\mathbf{A} / \mathbf{B} / \mathbf{C} / \mathbf{D} / \mathbf{E} / \mathbf{F}$ |  |

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; $\underline{A}=$ up to $1400 c c, \underline{B}=1401$ to $1600 c c, \underline{C}=1601$ to $2000 c c, \underline{D}=$ over $2000 c c \& 4 w d$
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.

| $\frac{\text { Non Race }}{\text { INon Rally }}$ | $\mathrm{A}=$ saloon cars up to 13 ft long and up to and including 1400cc. <br> $\mathrm{B}=$ Saloon cars up to 13 ft long and over 1400 cc. |
| :--- | :--- |
| $\mathrm{C}=$ Saloon cars over 13 ft long (Saloons will include estate cars, hatchbacks and commercials as |  |
| appropriate) |  |$\quad \mathrm{E}=$ Specials. $\quad \mathrm{F}=$ Special Stage rally cars..

Sprint I In accordance with the 2016 MSA Year Book, cars shall be entered in the following classes:-
Hillclimb 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 |  | Position |  |
| Club | Points | Div | O/A |
| Blackpool South Shore MC | 138 | 1 | 2 |
| Clitheroe \& DMC | 136 | 2 | 3 |
| Bolton-le-Moors CC | 136 | 2 | 3 |
| Garstang \& Preston MC | 112 | 4 | 5 |
| Warrington \& DMC | 89 | 5 | 6 |
| Liverpool MC | 51 | 6 | 7 |
| Stockport061 MC | 56 | 7 | 10 |
| U17MC-NW | 68 | 8 | 11 |
| Division B |  |  | ion |
| Club | Points | Div | O/A |
| Preston MC | 142 | 1 | 1 |
| Wigan \& DMC | 64 | 2 | 8 |
| Accrington MSC | 58 | 3 | 9 |
| Pendle \& DMC | 46 | 4 | 12 |
| Knowldale CC | 26 | 5 | 14 |
| Manx AS | 16 | 6 | 15 |
| Wallasey MC | 16 | 6 | 15 |
| Matlock MC | 0 | 8 | 18 |
| Division C |  | Position |  |
| Club | Points | Div | O/A |
| Airedale \& Pennine MCC | 27 | 1 | 13 |
| Hexham \& DMC | 5 | 2 | 17 |
| Mull CC | 0 | 3 | 18 |
| Lightning MSC | 0 | 3 | 18 |
| 2300 | 0 | 3 | 18 |
| Motorsport NW Ltd | 0 | 3 | 18 |
| High Moor MC | 0 | 3 | 18 |
| CSMA (NW) | 0 | 3 | 18 |
| Lancashire A.C. | 0 | 3 | 18 |


| Individual Championship |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| O/A | Competitor | Q |  | Club |
| 1 | Pauline Merrills | Y | 20 | S061MC |
| 2 | Jack Darbyshire | Y | 19 | PMC |
| 3 | Ian Bruce | Y | 17 | S061MC |
| $=4$ | Adrian Atkinson | Y | 10 | BSSMC |
| $=4$ | Steve Johnson | Y | 10 | U17MC |
| $=4$ | Stephen Kennell | Y | 10 | CDMC |
| $=4$ | Brandon Smith | Y | 10 | CDMC |
|  | Dave Riley | Y | 10 | BSSMC |
| $=9$ | James Williams | Y | 9 | U17MC |
| $=9$ | Michael Judson | Y | 9 | CDMC |
| $=9$ | Steve Lewis | Y | 9 | CDMC |
| Not Yet Qualified |  |  |  |  |
| $=12$ | Joe Mallinson |  | 8 | A\&PMCC |
| $=12$ | Steve Price |  | 8 | BLMCC |
| 14 | Andy Williams |  | 7 | U17MC |
| 15 | Phil Clegg |  | 6 | AMSC |
| $=16$ | Loius Baines |  | 5 | PMC |
| $=16$ | Kris Coombes |  | 5 | PMC |
| $=16$ | Maurice Ellison |  | 5 | CDMC |
| $=16$ | Scott McMahon |  | 5 | U17MC |
| 20 | Roger Barfield |  | 3 | U17MC |
| 21 | Chris McMahon |  | 4 | U17MC |
| 22 | Daniel Barker |  | 2 | AMSC |

## Last Updated 23 ${ }^{\text {rd }}$ March. 2016

## 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.

| Stage Rally Championship |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| O/A | Driver | Q | pts Class |  | Club |
| 1 | lan Bruce | Y | 79 | C | S061MC |
| 2 | Adrian Atkinson | N | 54 | D | BSSMC |
| $=2$ | Jack Derbyshire | N | 54 | C | GPMC |
| 4 | Brandon Smith | N | 28 | D | CDMC |
| 5 | Michael Judson | N | 26 | C | CDMC |
|  | Mike Figg | N | 0 | D | CDMC |
| O/A | Co-Driver | Q |  | Class | Club |
| 1 | Dave Riley | N |  | D | BSSMC |
| 2 | Pauline Merrills | N |  | C | S061MC |
|  | Terry Martin | N |  | D | CDMC |
|  | Last Updated (following Round |  | Mar skirk | ch Stages) |  |

## Non Race/Rally Championship

| O/A | Competitor | pts | Class | Club |
| :---: | :---: | :---: | :---: | :---: |
| 1 | Stephen Kennell | 10.81 | B | CDMC |
| 2 | Steve Lewis | 10.49 |  | CDMC |
| 3 | Joe Mallinson | 10.30 | C | A\&PMCC |
| 4 | Andy Williams | 10.24 | All | U17MC |
| 5 | Steve Johnson | 10.20 | A/F | CDMC |
| 6 | James Williams | 10.00 | All | U17MC |
| 6 | Phil Clegg | 10.00 | D | AMSC |
| 8 | Garry Sherriff | 9.96 | A | PMC |
| 9 | Scott McMahon | 9.86 | A | U17MC |
| 10 | Roger Barfield | 9.81 | B | U17MC |
| 11 | Steve Price | 9.27 | A | BLMCC |
| 12 | Daniael Barker | 8.54 | C | AMSC |

Last Updated 18th February (following Round 1
Accrington MSC A/S at Darwen Services

| U18 Championship |  |  |  |
| :---: | :--- | :--- | :--- |
| O/A | Competitor | pts | Club |
| 1 | James Williams | 10 | U17MC |
| 2 | Kameron Anderson | 0 | U17MC |
|  |  |  |  |

## Road Rally Championship

| O/A | Driver |  | Class | Club | Scores |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | John Leckie |  | E | MMC |  |
| 2 | Martin Lloyd |  | E | S061MC |  |
| 2 | Mark Warburton |  | S | CDMC |  |
|  | Tony Harrison |  | E | CDMC |  |
| 5 | Mark Standen |  | E | G\&PMC |  |
| 6 | James Taylor |  | E | CDMC |  |
| 7 | Richard Hunter |  | E | MMC |  |
| $=8$ | Alex Brown |  | N | PMC |  |
| 8 | Ian Swallow |  | N | PMC |  |
| 10 | Paul Gray |  | S | CDMC |  |
| 11 | Jonathon Hoggarth | 6 | S | CDMC |  |
| $=12$ | Ayrton Harrison |  | E | CDMC |  |
| $=12$ | Joe Mallinson |  | N | APMCC |  |
| 14 | Paul Buckel |  | E | CDMC |  |
|  | Alan Bennison |  | E | HDMC |  |
|  | Andy Ritchie |  | E | CDMC |  |
|  | James Swallow |  | S | PMC |  |
| O/A | Navigator |  | Clas | Club | Scores |
| 1 | Gary Evans |  | 8 E | MMC |  |
| 2 | Sion Matthews |  | 3 E | MMC |  |
| 3 | Jonathon Webb |  | 7 S | HDMC |  |
| 4 | Paul Taylor |  | 5 E | CDMC |  |
| 5 | Ashley Young |  | 4 N | MMC |  |
| 6 | Ian Graham |  | 3 E | CDMC |  |
| 7 | Maurice Ellison |  | 0 E | CDMC |  |
| 7 | Rob Lloyd |  | 0 E | CDMC |  |
| 9 | Stephen Frost |  | 9 E | G\&PMC |  |
| 10 | Simon Frost |  | 7 S | CDMC |  |
| 11 | Steve Butler |  | 6 E | CDMC |  |
|  | Tony Vart |  | 0 N | CDMC |  |
| Last Updated 18th March (following Round 3 : John Robson) |  |  |  |  |  |

## Sprint \& Hillclimb Championship

## O/A Competitor $\mathbf{Q}$ pts Club

## Awaiting 1st Round

| 23rd Apr | Aintree Sprint | Liverpool MC |
| :--- | :--- | :--- |

## MARSHALS CHAMPIONSHIP

Airedale \& Pennine MCCTotal 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
Paul Buckel ..... 22
Maurice Ellison ..... 20
Steve Butler ..... 32
Chris Woodcock ..... 10
Total Club Marshalling Points ..... 94
CSMA (NW)Total Club Marshalling Points : 0
Garstang \& Preston MC
Les Fragel ..... 30
Margaret Duckworth ..... 20
Karen Whittam ..... 20
David Nolan ..... 10 ..... 10
lan Richmond
Gave Irvine
Andrew Richmond ..... 10
Matthew Harwood ..... 10 ..... 10Total Club Marshalling Points : 180
High Moor MC
Total Club Marshalling Points: 0
Hexham \& DMCZamfir Georgiana20
Total Club Marshalling Points : 20
Knowldale CCTotal Club Marshalling Points : 0
Lancashire A.C.
Total Club Marshalling Points : 0
Lightning MSCTotal Club Marshalling Points : 0
Liverpool MC
Bill Gray ..... 34
Andy Fell ..... 22
Phil Howarth ..... 22
Mike Cadwalleder ..... 12
Geoff Main ..... 10
Kevin Jessop ..... 10Sean Robertson 32
John Harden32
David Hunt ..... 20
Roy Holder ..... 12
Ian Paterson ..... 10

# Matlock MC <br> Total Club Marshalling Points : 0 

Manx AC<br>Total Club Marshalling Points : 0

Mull CC
Total Club Marshalling Points : 0
Pendle \& DMC
Les Eltringham ..... 20
Alan Shaw ..... 10
Rod Brereton ..... 10
Total Club Marshalling Points : 60
Preston MC
Colin Baines ..... 10 ..... 10
Lee Balshaw ..... 10
Danny Cookson ..... 10
Kris Coombes ..... 10
Richard Cooper ..... 10
Jack Darbyshire ..... 10
Jamie Elwell ..... 10
Dave Gillibrand ..... 10Mark Livesey10
Terry May ..... 10
Joe Ring ..... 10Julie Sharples10
Grant Smith ..... 10
Ryan Sweeting ..... 10
Alex Brown
Lee Birkenhead ..... 10
Peter Sharples Gordon Duxbury
10
Ian Swallow
Total Club Marshalling Points : 310
Stockport 061
lan Bruce 10 Mark Wilkinson ..... 10
Total Club Marshalling Points: 20
U17Club NW
Kameron Anderson 20 Lauren Crook ..... 30Total Club Marshalling Points : 50
Warrington \& DMC
Dee Burns ..... 20Joanne McCormack 20Anne MackCormack20
Total Club Marshalling Points : 60
Wallasey MC
Total Club Marshalling Points : 0
Wigan MC
Total Club Marshalling Points : 0
2300 MC
Motorsport NW Ltd.

## SD34MSG Calendar for 2016

| Date | Type | League | Club | Title | Venue - Notes |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 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 |
| 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 |

## SD34MSG Calendar for 2016

| Date | Type | League | Club | Title | Venue - Notes |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 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
Stage Rally
Non Race/Rally = Autotests, Autosolos, PCA's \& Trials Sprints \& Hillclimbs

Marshals = All events Junior Class = All events
Interclub League = All League events
Individual (All Rounders) = All League events

## SD34MSG 2016 Championship Rounds at a Glance

| SD34MSG Road Rally Championship 2016 |  |  |
| :---: | :--- | :--- |
| Date | Event | Organising Club |
| $9 / 10$ <br> Apr | Derbyshire Rally | Matlock MC |
| $23 / 24$ <br> Apr | Primrose Trophy | Clitheroe \& DMC |
| $21 / 22$ <br> May | Altratech 061 Rally | Stockport 061 MC |
| $11 / 12$ <br> Jun | Memorial Rally | G\&PMC |
| $2 / 3$ <br> Jul | Beaver Rally | Beverley \& DMC |
| $23 / 24$ <br> Jul | Morecambe Rally | Morecambe CC |
| $27 / 28$ <br> Aug | Colman Tyres Rally | Ilkley DMC |
| $24 / 25$ <br> Sep | Taybridge <br> Clitheronian | Clitheroe \& DMC |
| $19 / 20$ <br> Nov | Dansport Rally | Matlock MC |


| SD34MSG Stage Rally Championship 2016 |  |  |
| :---: | :--- | :--- |
| Date | Event | Organising Club |
| 17 th <br> Apr | SMC Stages | Stockport061MC |
| 6/7th <br> May | Manx National | Manx AS |
| 8th <br> May | Cetus Stages | Wigan \& DMC |
| 12th <br> Jun | Keith Frecker | Blackpool SSMC |
| 3rd <br> July | Enville Stages | Warrington \&DMC |
| $2 / 3 r d$ <br> Sep | Promenade Stages | Wallasey MC |
| 25 th <br> 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 |
| $11 / 12$ <br> Nov | Poker Stars | Manx AS |
| 26 th Nov | Hall Trophy Rally | Clitheroe \& DMC |


| 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 <br> Hill Climb | Pendle DMC |
| 3rd Sep | Autumn Aintree <br> Sprint | Liverpool MC |


| SD34MSG None Race/Rally Championship  <br> (AT, AS, PCA \& Trials) 2016  |  |  |
| :---: | :--- | :--- |
| Date | Event | Organising Club |
| 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 |

## Malton Motor Club

This year saw me navigate Jonathan Hoggarth in his Astra on this Plot ' $n$ Bash event, last year l'd navigated my son, Niall, in his 106 , to $10^{\text {th }}$ place, and first car under 1000 cc . We had no expectation other than a good thrash in the lanes, and a chance for me to introduce Jonathan to this type of event, where he would have to calm himself down initially whilst I tried to plot on the move. Often all I manage is to get the next junction on the route, without calling the road for him.

Our $1^{\text {st }}$ timecard was completely wrong in its printing of due times, very confusing, I should have queried it before we set off, but naively thought I would sort it out! Instead we set off with a completely wrong card and had to convince the marshals at each control that we were on time, I even offered to hold the clue sheet for the next section whilst debating our times, almost worked once! Luckily the check sheets rescued us by giving our times to the results crew.

The clues were not difficult, until you get into a car that is moving fast, unpredictably (Jonathans driving!) and feel the pressure of expectation to get the route plotted as quickly as possible, so that normality could return, i.e. call the road, at least then you have some idea of how the car will move. Plotting on the move you have no reference for your balance canals, and it shows in severe motion sickness. It's very confusing......whilst my head is down at the clue and map, the Jonathan is making supposedly calm efficient progress down to the next junction, hoping that l've worked the clue beyond there! He is supposed to note some of the topography so as to help me with orientation when I do get to look up. Conversation goes 'Where are we, what have we passed?'....'Dunno, have you plotted it yet, can I 'go' now?'......'no, I just need to look up for a while, my stomach contents are lodged in the back of my throat'.......'Oh, OK, can I go faster then?' He is actually very tolerant, understandably he wants to 'drive', yet has to be tempered by my plotting speed, and route certainty. Arguably it's better to go a tad slower and get the right route than fly off in the wrong direction and have to backtrack, better still fly off in the correct direction all the time, but it's all plotting speed dependent.

Worst clue of the night was the grid of Tulip diagrams, D to A along the bottom, 4 to 1 down the side, with a string of grid references to take you to the tulip, so A3, D1, C2 etc. Since the grid was, in a sense, inverted, it just took me ages to work it out, and time was ticking. The clue took us up one side of Farndale, and down the other to Gillamoor. I were not very well (in Scotland I would say I was affa seek), our worst dropper of the whole night!

Next section took us up towards Cockayne, the village plotted as a quiet zone, so the temptation was to assume we were going through, nope, just in time I plotted the slot left at Spout House to take us round, code collected, only one way out, now you can 'go'. Jonathan is excellent at driving 'blind' with little help from me, often the road is much more severe than the map, and I simply can't help, I just call the next significant feature, approximate distance to it, then tell him he's on his own, he likes a challenge does our Jonathan, and can be very quick, not afraid to have the car move about underneath him, gives me a chance to look up or keep plotting, stomach allowing.

## Ryemoor Trophy Rally

## Continued from Page 23

Down Boltby Bank and off to petrol on the A19. Turns out I wasn't the only heaving stomach at halfway, the route and clues were taking a heavy toll. Next section was on the other side of Ripon, quiet through Ripon, threw up the coffee and chocolate that l'd had at the halt! Off round the back of Lightwater Valley and Kirkby Malzeard. Jonathan missed a slot on a 90 left, 'was there a junction right?'.......'don't think so'..........went back to check, there was, go, go , next car up behind, but not for long.

Quiet through Masham, then out towards Ellingstring, left at
 the crossroads and back towards the Lofthouse moor crossing, thick fog, passed two cars, thanks for letting us through, and dropped them both! 'I've cycled this road, Jonathan, it's straight for 800 m to a T, give way, turn right'.....I should really go back and measure the black lines up to the $T$, very last minute junction that was! Lofthouses was quick, committed driving, and then down the side of Gouthwaite Reservoir, you're on your own Jonathan, I'm plotting, (it's very difficult to read off a map anyway). Round the back of Wath, they are very deep culverts, aren't they? Thank heavens for the 'Caution' boards, then into really thick fog (we had, quite literally to drive from side to side on the road to identify the margins and which way to go, flat out at, ooh, 15 mph ?) over the lanes by Brimham Rocks, missed a NAM in the fog, had to go back and collect the code, scary in thick fog. Another scary T junction appeared in the fog, just over a crest, slot right, thank heavens for a handbrake and switched on driver, otherwise a field beckoned beyond. Back through Ripon in a transport section, then the last section timed to a second, herringbones, with the middle one being consider all roads, deep rutted whites just to the east of Marton le Moor, nae problem, back toward the finish with an easy plot.......but, sneaky, just when you relax there was a blackspot plotted at the start of the event that had you go into a layby to avoid it, on the A19, on the run down to the finish, a secret check, I relaxed too much and missed it, doh!! It was cancelled in the final results after much argument, but a good cautionary tale, met it once before on the Rally of the Tests, just when you relax, they put in a secret check on the run home, sneaky wee devils!

Quite a discussion on the forums after the event about the pace of the front runners in thick fog, comes down to big balls, trust between nav and driver, accurate measures to the next significant feature on the road, a planted car, and experience, that elusive quality that builds with time, without shortcuts. Local knowledge can help, undoubtedly, but tempered by all the above.
$13^{\text {th }}$ overall (from a start at 25 ) and $3^{\text {rd }}$ in class (semi experts), no gross timing errors this time, a couple more lessons learnt, the pace is good in the car, it's held back by my side of the pairing, but l'm still learning, it is a frustrating business. Jonathan is never less than cheerful, despite my grumpiness and nausea on this occasion. When you consider how we got together in the first place (last minute, last year, never heard of or met each other before our first rally) we're gelling into a bit of a team, let's keep going.

Well organised, fully marshalled, we competitors have to raise our hats to all the people on the other side of the window who give up their nights for us to have fun, haven't done an event recently where there was any shortage of enthusiasm, magic. This was a cracking night, nausea and fog notwithstanding, miss it next year at your peril, do not be put off by plot and bash, it's just about adopting another mindset, and not being afraid to learn a bit more each time.

## Simon Frost : Kirkby Lonsdale MC \& Clitheroe \& DMC

[^0]Malton Motor Club Malton Laser Ryemoor Trophy Rally

12th / 13th March

> Woe is me. Thrice woe. Wrong Slots. Thick Fog, Thicker Navigator but still enjoyable (Almost!)

The original plan was to do the Malton Laser Ryemoor Trophy with Ken Quinne in his VW Golf but that plan went awry when Kens Golf, having a roll cage fitted, was not ready in time. Prior to tying up with Ken, young Ayrton Harrison had asked me if we were going to do this event in his new (well new to him) Micra but after I reminded him of my dismal attempt on last years event (we wrong slotted on the first section and disappeared onto the map below which was not required for the event and it took me an age to find my way back onto the maps we did have with us) he decided that this was one we would miss, however, we are next out together on the John Robson run by Hexham \& DMC (the weekend following the Ryemoor)

Following Ken the next victim was Andy Ritchie. Andy was desperate to do some rallies again after he demolished his old beemer just over a year ago. A new compact was acquired for last years Primrose Trophy Rally but he managed to stuff it in the first half mile into the very same banking that Ayrton and I had hit when running as course car. Andys only outing since the Primrose was this years JJBrown in North Wales with me sat in the silly seat. The Brown was a disaster with me making some very simple and stupid errors. You would have thought he might have learned his lesson but no it just shows how des-


Photos Courtesy of James Ward<br>Chicane Media james@chicanemedia.co.uk perate he is to get back out into the lanes to ask me to do the Ryemoor with him, even though I did explain that it was a Plot \& Bash event and I would probably get him lost.

With my appalling record on P\&B events (and the Ryemoor in particular) I was not looking forward to the evenings entertainment as we trundled along the M62 toward the start in Stilligton. Our problems started as we made our way up the B1363 towards Stillington to unload the trailer. The B1363 was closed due to the floods of last month, so we had to head back towards York and then go via the A19. At this point I decided that it might be worthwhile reading the Final Instructions in case they mentioned something about any other closed roads. No mention of other closed roads but it did say that as there was only limited parking at the Start Venue in Stillington and that we should go to Noise \& Scrutineering in Easingwold first and leave the trailer there. Note to self 'Read the Finals' as they might be there for a reason and could be of use. Easingwold is just off the A19 and had I have read the finals we would not have had to try and turn the car and trailer round on a narrow B road.
As we are going through 'Noise' Andy remembers that he has not fixed the broken Number Plate light. When we pull into Scrutineering we both jump out of the car. Andy pops up the bonnet and I open the boot before the scrutineer makes his checks. The number plate light is on the boot lid and with the offending number plate light out of the line of sight of the scrutineer he fails to notice that it isn't lit and other than being asked to get rid of some small pieces of glass that are lodged in the boot wheel well we are cleared to go.

Get our Rally Pack at signing on and do the Quiets \& Blackspots and am rather pleased to note that this year they have include a lot more re-join points. So if (that really should be when) I get lost, providing I can work out where I am on the map we can get our moneys worth and more important a finish.

Make our way from MTC1 to TC1. On our appointed time we get the handout giving us. The instructions to get to the next control look simple. Unbelievable, I know, but I get it onto the map quickly and arrive at this control penalty free. Next lot of instructions are deposited on my lap and we still manage to get to the next control also without getting lost and still on time. Maybe this P\&B is not so bad after all. Wrong!

Continued on Page 26

## Woe is me. Thrice Woe

## Ryemoor Trophy Rally

## Continued from Page 25

It now starts to get a little tougher. In the Neutral section I decide to let James Taylor past us and we will take the same minute as him. We drop a minute by doing so but its in a neutral and therefor penalty free. We chase James out of the control, round the sweeping $30^{\circ}$ left and slot left and immediate right into the grass triangle that is NAM 1 , but James misses it and we meet him coming back for the NAM. Bugger we now have to find our own way to the next TC. Neednt have worried too much because he now has his dander up and passes us as we are turning round when we slide past the hairpin slot left down a white. We are back behind him and I make the fatal error of thinking that they know where they are going and they promptly, wrongly, slot left. I thought we had already passed this junction (must have been a tarmacked farm Road) and we follow only to see him turning around. Takes a little longer to turn the beemer round and by the time we are back on the correct road he is well gone. Still manage to get to the next control without too many issues.

Short run up through Helmsley and onto the B1257 to the start of the next section which has a slot left onto a white down to Crabtree Hall. Loved this section. Turn right off the white and go through Old Byland and for some reason that even now I cant fathom I call 'and take the slot left', which of course, we shouldn't have slotted left at allShould have been ' and miss the slot on the left. I quickly realise the error and we try to turn around only to get stuck on the grass. After much to'ing and fro'ing we eventually get the wheels back onto the blackstuff and we on our way again. As we drop down a steepish section of road we are met by a lake. Andy questions if this is the right road and I rep[y 'Course it is. This is a ford', but must admit to one or two doubts . I have never used Caydale Mill Ford before but it is something else. It goes on forever. No real problems for the rest of this section which is followed by the fuel halt on the A 168 just before Topcliffe. Arrive at petrol and we still doing. No fails for missed boards or passage checks that I am aware of, some dropped time but we are still doing. Bit of a novelty for me on a P\&B rally so I am quietly surprised and secretly a bit chuffed. Might, at long last, get a result and a finish, but say nothing because we are still only halfway through.

A long run through Ripon to MTC 12 and we make up all our lost time. As we are waiting for our due time I look closely at the map and the possible options and what I would do if I was running the event. We get the handout and we are on our way. The handout is a short herringbone and I get it down onto the map very quickly. I even surprised myself as to how simple that had been. So, T junction turn left and take the next slot on the right. A half mile after turning right we meet a Rally car coming towards us. Andy questions if we are on the right road. I double check the herringbone and tell him that they are wrong and we are right. Then we meet another car and then another and I am now not as certain as I was.. We get to the NAM and meet another car coming our way so decide that there is a strong possibility that I may (!!!!) have got it wrong. Park up and recheck the herringbone and notice that I had missed seeing a very short yellow leading to Sutton Grange. Bugger. Make a note of the code board at the NAM and start to work out where there might be a control so that we dont have to retrace all the route and start again. The re-route works and we get the passage check that was a mile before the NAM. I then enter the code board for the NAM that we didn't stop at and despite dropping a shedfull of time (but not as much as we might have done if we had had to retrace all this section) and we didn't need to slow or go round the NAM when we got back to it.

The next section is no real problems but I make an almighty cock up when I miss the slot left at the end of Gouthwaite Reservoir and before I know it, we are in the middle of Pately Bridge. I had it all down on the map, I just missed seeing the slot. With the amount of time spent getting the herringbone sorted we dont have the time now to go back, so we make our way to MTC 16 (just to the East of Pately Bridge).

As we approach MTC 16 we start to encounter a slight mist. The mist gets worse. When we leave MTC 16 the fog has now become a 'Pea Souper' and we crawl along at a snails pace.

There has been much debate on Face Book as to how the top crews deal with these sort of conditions and you have to admire (or envy) how they do it. Gary Evans (winning Navigator) said 'Richard IS bloody quick driving on sight. Plot $n$ bash takes maximum concentration as we press on at pace straight away, it's a balance of plotting ahead and shouting out instructions for what's approaching. In the fog Rich was reacting to the verges as they came in sight, simple as that. Its back to maximum concentration....but we did have few moments. The trip was used a lot on Saturday, we didn't miss a slot or NAM all night. I called the more severe bends and said when it was a long straight so we could get some time back. Once the section was plotted I measured distances with the roamer and worked with the trip. Fast approach junctions or hazards get a countdown from around 400 m to avoid early braking. But you have to know exactly where you are, and on those long featureless moorland roads measuring the map and watching the trip helps.' (NB. Richard was originally a Ripon lad, so a bit of local knowledge might have helped)

Far beyond the capabilities of mere mortals like me. Any how, back to how we coped. To tell the truth not very well. We probably didn't get much above 15 mph and even then it felt far too quick for the conditions as we dodged walls and trees by the skin of our teeth (but managed to find the NAM). At least one crew didn't manage to dodge the walls as far as we could tell and had gone straight on at a tee Junction and into the wall judging by the skid marks and wall down. At the end of this section we had used up 17 mins of our maximum lateness and it was starting to come light.

Woe is me. Thrice Woe Ryemoor Trophy Rally Continued from Page 26
We made our way down the next Neutral to TTC18. Only thirteen miles to go on this section and we would get a finish. Not a good one perhaps, but a finish.

We got our handout as we set off. Three lots of herringbones. With 3 NAMS and 3 Code Boards to find. Not wanting to make the same error with this set of herringbones as I did with the one after petrol I ask Andy to pull over so that I can plot them in peace and quiet rather than being bumped all over the place and making a mistake. Outside the car it is still foggy and its getting lighter by the minute. After 4 minutes I am ready to go but Andy is well cheesed of by now and takes the executive decision, and not wanting to risk it in the fog, to call it a day.

Calling it a day so close to the end might not have been the best decision but I had not had the best of nights on the maps (nothing new there then) and the foggy conditions were a bit on the scary side. Andy had got his run out and we both had enjoyed those bits of the route that we got right. Even though there was not many of those! At least the beemer lives to fight another day plus Andys pace was starting to get better as the night went on

## Maurice Ellison Clitheroe \& DMC

Photos Courtesy of James Ward Chicane Media james@chicanemedia.co.uk

12th / 13th March


The Colman Tyres rally plates were still on the car the morning of the rally, so no, we haven't done much since August (apart from running the Clitheronian). This is traditionally our first event of the year so always claim to be a bit rusty, especially in the left hand seat. This year was no exception. Sam Spencer (C of C) kindly sent me a copy of last year's route instructions to have a practice and help blow the cobwebs off. Looking at the result, l'm not sure it helped.
Scrutineered and signed on without difficulty, it was time to plot the quiets and blackspots and a have a guess at where we might be going. The time cards were telling us that there were plenty of droppers, in fact most sections were timed to the second with neutrals and transports to join each one to the next. Good long sections as well, which means fewer controls, less stopping and keeping on the go - definitely how I prefer it.
I'm going to leave it to someone else to tell you where it went, because to be honest I can't entirely remember and quite often with plot and bash I don't draw the route on the map, usually because we're already there before l've had chance to get it down.
I usually get my cock-ups out of the way in the early sections, however whilst relatively time consuming, the instructions were quite straightforward so everything seemed to be going okay. No major errors and all seemed to be going reasonably well. Helped by the fact that the route, especially in the latter part of the first half, was mostly moorland road with few slots, so not as much opportunity to wander off course.
Matthew Atkinson's superb results service meant that within minutes of handing in the first time card at petrol we knew where we stood. Having dropped 15 minutes, we were $14^{\text {th }}$ overall at that point. Not as good as we would have liked. Still, half a rally to go.
The second half was to be the real story of our rally. What a disaster. First section after petrol was a fairly straightforward herringbone. Or at least it would have been if this numpty hadn't ignored the first yellow junction after the control. After turning left instead of right at the first T-junction, and not realising my error until we met rally cars coming towards us, countless minutes (well, about 6) had been wasted in going a couple of miles the wrong way, replotting and getting back on route. With missed boards and secret checks

## Ryemoor Trophy Rally

## Continued from Page 27

being fails, cutting route wasn't an option. Bugger.
It was also about this time the fog started to descend, which didn't help. The next section went without any issues, but the peasouper of a fog meant driving on sight at any pace was nigh on impossible and without a trip or any points of reference, the stump in the left hand seat was not much use either. Still, we went the right way and got all the boards, so not so bad. Keep going.
By this time Paul had been awake for almost 24 hours, having been working on the Saturday morning. The fog was beginning to test his patience and he was in no mood for any more cock-ups. Well, it's not like me to disappoint! The next section involved counting green dots and ignoring at least one of them. Doing a top job of misinterpreting the instructions, I missed a loop and we had to back-track. More time lost and together with the fog, we lost almost 12 minutes on that section.
Only one more section left and more fog, a little hesitation from me and a slight hold up with a less than happy local which made me stop to check that were in fact going the right way meant another 7 minutes dropped. Not one of our best nights.
At least I didn't fall foul of the sting in the tale. For some bizarre reason, Sam a placed a secret check in a lay-by just off the A19 on the run back to the finish. It caught out one or two crews but despite Paul's bewilderment at why we were chasing code boards on the run back, we went and got it.
Our only saving grace for the night was that we had no fails, but we were the last crew to achieve that, finishing where we started at $15^{\text {th }}$ overall with 35 minutes dropped to the winners. Hats off to the top crews. To drive like that in a fog where you couldn't see the sides of the road much of the time took some serious cahones and trust in the navigator.
Thanks to Sam, Ali and the Malton team for putting on a first class event. A good route, plenty of droppers and faultless paperwork meant all we had to worry about was getting round. Thanks to Paul for not braining me with a wheel brace and of course thanks to all the marshals for braving the cold night air.
We'll be back next year to have another go at this excellent event.

Steve Butler : Clitheroe \& DMC
surprisingly still navigating for Paul.

## RALLYTECH (COMPOSITES) <br> LEE HOLLAND RALLY <br> $20^{\text {TH }}$ March 2016.

This event I billed as the culmination to 20+ years of hard graft for the members of Pendle and also Garstang and Preston.
We were approached by Darren (blmcc) quite a while ago... before the Neil Howard. Which was to be the opening round of the New Motoring News race circuit rally challenge.
Members from both clubs then were invited to the Grand unveiling of the championship at Oulton, with representatives from the major sponsors. Michelin (Pro tyre) who had committed a lot of money to the championship.
More of the hard work done by the members of Garstang who had persuaded John \& Paula Swinscoe of Rally Tech to support the event. Ihope they were satisfied with the way we ran the event and giving them the publicity they deserve..and hopefully the=is could be the start of a long friendship.
At this "press day" the circuit manager and his deputy came to view, to see how Anglesey "Trac Mon"could fare against the other cir-
cuits..Cadwell,Croft,etc etc..
Obviously relishing the challenge they originally wanted to build a Wa ter Splash"..but after several adverse comments..they decided against it...and went for a "yump"..something that was unseen by both clubs until the Saturday set up day !!!!..at that time it did not look so good. We (both clubs) decided to form a committee to discuss the pros and cons..and at our first meeting Darren came forward to advise etc etc. The officials list was soon sorted Clerk was to be Steve Ken-
yon, deputy was Alan Shaw...Safety officier ..Dave Nolan..etc.
Whilst there was a full team..not everyone took an official job...albeit working very hard.
I had persuaded the Chief Marshals job was to be Peter Wrights domain.....Something that he did an excellent job of... and a credit it to him.
We took the unusual step of running the juniors first on stages $1 \& 2$ and last on stages $7 \& 8$..this would then keep the noise down for those hours...thats the theory...but it worked..we ran at least 1.5 Db under level 3...happy days..
I then came in to play as entries secretary ..and ignoring Darrens advise og getting 2 or 3 members with lap tops,logged on to Matthew Atkinson's rally.info site..I found myself struggling especially the first hour....but some competitors do not help..one chap pressed his send button several times... and then rung me to ask why does he owe $£ 1040$...simple you have sent 4 entries !!!!.
The system is brilliant and quite what we would have done without it ...who knows.All went well with entries..not just as full as others ..but we eventually got 70 Seniors and 15 Juniors..Maximum we could run 85.

Closer to the date, we had cancellations..like most events..But one entry late one night..A bright \& cheerful Irishman.. who introduced himself as Dessie McCartney..."any relation to Ronnie McCartney" late brother ...oops !!!!.
I took his details etc etc.I said Rothmans Porsche for car...no he said.."it is have a nut \& bolt restoration"..."I have wee toy to play with " " Oh yes...whats that then ?" DARRIAN T90 GTR with a 2.5 MILLINGTON engine...Ah yes everybody has toys like that.
So how did we fare..Car 5 James Sharrock quoted "The best round of the championship so far"..Darren was well impressed...so fingers crossed for next year.
Finally just a huge thanks to everyone who made the trip down either as competitor, marshall etc you ALL made the event what it was.
Every one felt very sorry for Alan ..who was laid up with a severe case of Shingles and therefore could be on hand to see the benefits of his labour with the event.
Thanks also to Matthew and Richard for results and timing..an excellent job..with no complaints/queries on times...a worthwhile investment on this tye of event.

Rodders (Rod Brereton : Pendle District MC)

## Hexham \& DMC : John Robson Navigational Rally A Northumbrian

 excursionWhilst waiting for the NW season to really kick off and with the Travis Proton having some upgrades fitted I thought that the rusty navigational skills needed a good try out before the Primrose rally in April. Seeing a lonely hearts club advert on the BRF I responded and promptly got offered a run out in the Proton Coupe of NE pilot Alan Bennison. Talking to Alan on the phone it turned out that he lives just up the road from my home town Darlington and being the same age we decided we must have done one or two of the same events in the mid to late seventies when the NE had a thriving
 road event scene. By the sound of it he had enjoyed considerably more success than me as well! In contrast to the halcyon days of the seventies where each and every event seemed to attract over 90 crews (and the ANECC series was over 8 or so events as I recall) the John Robson is now the only surviving road rally in this area and it was struggling to attract 30 entries which is a real shame as Ed Graham is doing his utmost to keep the rally in the calendar.

The roads I remembered as being superb and not too populated and the speeds were crazy - well not mine, but the likes of Stanners, Mawson, Bater, Saint and Lewis amongst many, who could all pedal extremely rapidly. The roads I expected to be still the same but the current rally had a method of navigation that I was really worried about...the dreaded plot n 'bash. I did take the trouble to talk to Ed about the navigation and he kindly sent me a couple of examples and after further discussion I opted to follow his advice and opt for the largely tulip based novice level format. Suffice to say I am glad I did.. with hindsight the semi/expert level would have been a bridge too far for me as a first attempt. It wasn't that they were complex but the speed and difficulty in trying to plot in a car that is bouncing all over the place would have meant I would have had to ask Alan to stop numerous times which would have been highly frustrating for him.

After meeting Alan at the excellent Dr Syntax pub start venue it became obvious why this rally has such a good reputation.... very good paperwork with summer time cards in operation, a real friendly approach from Ed and his team and a rally that started just down the
 road with a ford less than a mile from the start!

The pre plotted opening regularity went ok and then the rally proper started with the first handout at TC1. I found the tulip instructions ok to be fair and apart from an early major wrong slot and a couple of more minor slots I missed whilst plotting we managed to collect all of the first half boards although Alan was deliberately not going too quickly.

Petrol in Bellingham gave me a short breather which I needed to be honest...I have never felt under this degree of pressure on a pre-plot event and found I was working really hard to manage the plotting in order to be ahead of Alan on the map, whilst doing code board paperwork all the while with reading the junctions out...how the likes of the Lloyds and Gary Evans sat in with Sambo Collis this week do this all at pace I have no idea!!

Sadly the second half didn't go well as about after 20 or so miles we had a minor incident which resulted in retirement there and then although the car was just about drivable back too the start/finish venue. Thanks to the crew of car 20 who shepherded us back to the finish. The one upside of this early finish was the fact that we were first in the queue for the magnificent buffet which Hexham MC had laid on for all crews and marshals...I have had far worse at many weddings and which no doubt had cost serious $£ /$ per head!!

Overall I thought the route was superb, the atmosphere was relaxed and despite some misgivings on my part about the early start we met only a couple of non-competing cars, plus the navigation wasn't beyond me (although improvement is obviously required).

This rally definitely should be on many more crews radar next year and if time can be found to enter one of Eds famous 12 cars the navigation should not hold too many fears...but be prepared to go slowly or indeed stop to plot.

ON the trip back to Preston in the early hours I reflected upon the single most important plus point of this type of event is that it keeps the speeds down...which if the sport is to survive long into the future has got to be a good thing surely? A big thanks to Alan for giving me the chance to flex my ageing brain cells and hope the T-Cut does the business...

Car 21 Co-Driver : Tony Vart Clitheroe \& District Motor Club

## HEXHAM \& DISTRICT MOTOR CLUB THE HEXHAM HISTORIC \& JOHN ROBSON RALLY

Having had a rather lean run of success in the recent Six Nations Rugby tournament, the Welsh recovered some of their pride when North Wales crew Matt \& Rob Lloyd scored a narrow victory on the combined Hexham Historic and John Robson Rally, running out a mere 9 seconds clear of Sam Collis/ Gary Evans with the new pairing of Mark Warburton / Jonathon Webb taking the final podium spot on this unique event which, despite being the North East's only road rally, attracted just 25 entries this year.
Based at the Hexham \& DMC's headquarters, the famous Dr. Syntax Inn, the rally featured some 100 competitive miles on maps $80 \& 87$, all tarmac apart from a few lay bys and triangles. There was the opportunity to pre-plot the opening regularity section which got off to a damp start, quite literally, with a trip through both of the well known Broomley fords, this while still within sight of the start line !! The Proton of Andy Whittaker/ Charlie Tynan took an early lead, dropping just 5 seconds, Tony Harrison/ Peter Taylor ( Proton ) on 11, Paul Mankin / Peter Scott (Lotuus Elan ) on 12, and Chris Dodds/ Josh Davison (Peugeot) on 14, it was all very close. By comparison, the Lancia of Richard \& Sue Grasse dropped 10 minutes and the Tait/ Swinney Escort managed to lose 29 !!!
As the route headed North towards the A69 trunk road, Whittaker/ Tynan surprisingly lost a minute at TC. 2 but the leading crews stayed clean as the event wended it's way over the A69 with several NAM's keeping crews on their toes. Some navigators were struggling with the "Plot \& Bash" element of the rally, Harrison/ Ellison (Micra) were seen parked up after TC5 with the navigator hard at work while Phil \& Caroline Jobson (Ford Escort) decided they had had enough plotting while bashing and opted for plotting each section while stationary and then "Bashing" on.
The route thenwended its way up the North Tyne valley, the fast yellows were punctuated with numerous trips into lay bys and unmarked triangles, although the organisers lost the projected detour through Latterford farm yard when the local farmer filled it full of sheep !! The well known Warks Burn yellows were as demanding as ever although, with the bone dry conditions, the leading crews were still able to maintain their clean sheets. Further down the field there were several crews in trouble, Harrison/ Ellison cutting TC. 6 and Agnew/ Jackson missing TC's $7,8 \& 9$ to avoid going OTL. The first half finished with a run over the incredible switchback road North of Hetherington and a blast over Dunterley Fell before a welcome respite at the Bellingham petrol halt.

The second half of the rally set off from a control sited just outside Bellingham cemetery, were the organisers trying to make a statement ??. A quick 4 minuter over Ealingham Common was followed by a run round the little used yellow past Lea Hall before a neutral section through Wark Village. The Grasses Lancia and the Tait/ Swinney Escort both retired around here, heading back to the finish for an early supper, the Jobsons dropped a couple of minutes, Harrison/ Ellison dropped 3 and the Proton of lan \& George Eland suffered a massive 11 minute wrong slot.

https://www.facebook.com/ Andrew.Brookphotographyl

## HEXHAM \& DISTRICT MOTOR CLUB THE HEXHAM HISTORIC \& JOHN ROBSON RALLY <br> Continued from Page 30

The maze of yellows in the Chipchase and Birtley area came next , including the hard to find route past the former Wark Station, this didn't trouble the leaders but Mankin/ Scott dropped 2 minutes, the Jobsons and Hewitt/Lewis (Mini) 4 each while Harrison / Hudson ( Proton ) dropped 5 causing some hard words between driver and navigator !!!. The following extremely twisty yellow over Buteland Fell

should have been one of the highlights of the rally but with a large amount of livestock roaming near the unfenced road, the organisers wisely opted to make it a Neutral section, they did in fact have no fewer than 15 marshals on duty on this 2 mile stretch to ensure the safety of the animals.

The route now headed South down the A68 and round the "Impossible triangle at Carry Coats to a control near Barrasford Park, this section had dramatic bearing on the results as the Lane/ Crozier BMW missed a code board and the Davison/ Proctor Proton, at that point still unpenalised, retired when the alternator and power steering belts came adrift, a bitter blow after a fine performance. It wasn't a good section for the Davison family as young Josh, navigating for Chris Dodds in the Peugeot, failed to spot a code board and lost out on a top three position. This section saw two crews disappear in bizarre circumstances, Dave \& Sheila Ross (Peugeot 205 ) stopped to record a code board and were thumped up the rear by the Bennison/ Vart Proton, neither car making any further progress.

The final two sections of the rally used the fast flowing yellows that run up Ryal banks and the twisty, and rather badly potholed, yellow past the Stagshaw transmission mast, the final section featuring one last NAM lay By. These failed to trouble the leaders so it was left to the opening regularity to decide the final placing with the Lloyds going one better than last year's $2^{\text {nd }}$ place to take the victory from Collis/ Evans whose first visit to the North East had been remarkably successful while Warburton/ Webb's third place was another fine performance.
Whilst the Hexham run event was again well received by competitors , the low entry was quite worrying, the Hexham club have worked hard to try and keep road rallying alive in that part of the country but it seems that there isn't the enthusiasm for road rallying such as exists in other areas, particularly say in Wales. The organisers are, however, determined to persevere and are adamant that the event will run again in 2017.

## RESULTS.

| 1. | Matt Lloyd/ Rob Lloyd | BMW | $00: 25$ |  |
| :--- | :--- | :--- | :--- | :--- |
| 2. | Sam Collis / Gary Evans | Peugeot | $00: 34$ |  |
| 3. | Mark Warburton / Jonathon Webb | Peugeot | $01: 11$ | $1^{\text {st }}$ Semi |
| 4. | Andy Whitaker / Charlie Tynan | Proton | $07: 05$ |  |
| 5. | Chris Dodds / Josh Davison | Peugeot | $15: 14$ |  |
| 6. | Andy Lane / Richard Crozier | BMW | $15: 18$ | $1^{\text {st }}$. His |
| 7. | Stuart Newby / Russell Walker | Citroen Saxo | $32: 45$ | $1^{\text {st }}$.Nov |
| 8. | Matt Carr / Ashley Young | Ford Puma | $33: 39$ |  |
| 9. | Phil \& Caroline Jobson | Ford Escort | $40: 20$ |  |
| 10. George Harrison / lan Hudson | Proton | $62: 15$ |  |  |

Ed Graham (Clerk of Course) : Hexham \& DMC

Murphy's' old lady had been pregnant for some time and now the time had come. He brought her to the doctor and the doctor began to deliver the baby.
She had a little boy, and the doctor looked over at Murphy and said. 'Hey, Murph! You just had you a son,! 'Ain't dat grand,'
Murphy got excited by this, but just then the doctor spoke up and said, 'Hold on! We ain't finished yet, !' The doctor then delivered a little girl. He said, 'Hey, Murph! You got you a daughter, She is a pretty lil ting, too....' Murphy got kind of puzzled by this and then the doctor said, 'Hold on, we aint got done yet!' The doctor then delivered another boy and said, Murph, you just had yourself another boy!'
Murphy said to the doctor, 'Doc, what caused all of dem babies,?'
The doctor said, 'You never know Murph, it was probably something that happened during conception.'
Murphy said, 'Ah yeah, during conception.' When Murph and his wife went home with their three children, he sat down with his wife and said,
'Mama, you remember dat night that we ran out of Vaseline and we had to use dat dere 3 -in-1 Oil.'
She said, 'Yeah, I remember dat night...' Murph said, 'I'll tell you, ......it's a good ting we didn't use dat WD-40

Two elderly ladies had been friends for many decades. Over The years, they had shared all kinds of activities and Adventures Lately, their activities had been limited to Meeting a few times a week to play cards.
One day, they were playing cards when one looked at the Other and said, 'Now don't get mad at me ... I know We've been friends for a long time, but I just can't Think of your name! I've thought And thought, but I Can't remember it. Please tell me what your name is..
Her friend glared at her for at least three minutes she Just stared and glared at her. Finally she said, 'How Soon do you need to know?'

# Hexham \& DMC John Robson Navigational Rally Two Sayings Spring to Mind Practice makes Perfect and You Can't Teach an Old Dog New Tricks 

I competed on the Ryemoor Tophy Rally the week prior to the John Robson Navigation Rally (see my report on pages 278\& 29) and very nearly got a finish.

The Ryemoor is, like the John Robson, a Navigation event with lots of complicated stuff to trip up the beleaguered navigator. I did 'so-so' on the Ryemoor but certainly didnt come away covered in Glory. In the fog there were times that we very nearly didn't come away at all.

I did last years John Robson and didn't find it overly difficult. It was, however, by no means easy and it was certainly testing but I still managed to work most of it out without too many errors.

This years event I found the first half a nightmare and consider myself very lucky to have found my way to the car never mind the way to the halfway halt. But, for some reason the second half went like a dream rather than the horrors of the first half. I was getting all the clues down on the map at first shot and for most of the time arriving into controls either on our minute or early. By arriving early I then had that little bit of calm whilst in the car to get the next set of clues worked out and onto the map. Sounds all so simple when it works. Could it be that it is as simple as I remember from my youth doing Springhills 12 Car Rallies. Probably, but these days there are, or certainly have not been lately, any 12 car rallies run in the Lancashire area and the crop of Road Rally Navigators with the required experience for this type of event have not been able to hone their skills.

What we do run is Nav-Scatters and whilst it gives everyone a run out and a bit of training in navigation skills it does nothing to teach budding navigators how to cope with the devious navigation events.

The odd table top might get navigators into what to expect as far as the various clues they might get on a navigation event but it does not come close to preparing them for solving the clues whilst on the move, solving clues with only a head torch for illumination, juggling maps, clues, time card, and code board sheet and still trying to tell your driver what the bends are like and where to turn and then dealing with a control and finding where you were on the clue sheet and the map when you leave the control. Think I might be eligible for a job in a circus as a juggler.

Old Dog - New Tricks : The tricks are not new. The problem
 is that I am now an Old Dog and lots of bits dont work as well as they used too. My two remaining brain cells have stopped talking to each other and my eyesight is getting worse

## Malcolm Wilson Stages Rally

Bentham's David Wright was denied a win on round 2 of the BTRDA rally championship, the Malcolm Wilson rally, last weekend after mechanical issues on the final stage of the event lost him time.
Despite suffering from a lack of brakes for part of the opening Comb stage Wright and co-driver Steve Pugh were third fastest in their Grove Hill Garage and Kumho Tyres-supported Ford Focus WRC.

The next stage was Wythop which featured a very long straight where Wright had the Focus on the rev-limiter in 6th gear. His bravery was rewarded with a fastest time which took him into the lead of the event.
There was one more stage before the service halt and Wright set another fastest time which gave him a lead of six seconds over Charlie Payne.

After a short stage in Thornsgill there were two stages in Grizedale forest, a venue where Wright usually goes very well. It was all going to plan until the Focus hit a large puddle of water which caused the windscreen to instantly steam up. The crew were forced to slow to
 walking pace for 10 seconds as visibility was zero. The time loss meant that Payne and Wright were exactly equal on time after the first Grizedale stage.
A storming drive in the second Grizedale stage saw Wright pull out a lead of 14 seconds and, although Payne pulled back a second on the next stage, it looked like Wright was set for the win.
Disaster struck on the final Greystoke stage though as a driveshaft broke on the start line. With drive going to three wheels rather than four the handling of the Focus became very difficult which led to a spin at a tight hairpin. At least 30 seconds was lost and Wright dropped to second overall as a result.
"We had a great run and I was really getting used to the car and enjoying the performance," said Wright. "Despite one or two issues we were setting some very fast times and with a lead of 13 seconds going into Greystoke the win should've been ours. However, the shaft issue made the car extremely hard to control, we were lucky to get away with only one spin. Sadly we dropped too much time so had to settle for second. It's still an excellent result but I was gutted to have the win snatched from us."
"I'm hoping to get some funding together to do more BTRDA rounds this year. Thanks to GPM, Grove Hill Garage, Kumho Tyres, Proflex and Drenth for their help and support."

Songasport

## Malcolm Wilson Stages Rally The learning curve of rallying.

This years Malcolm Wilson Rally was by far the most enjoyable event I have ever done. We were nearly the second to last car running on the road and we did find the stages a little rough after 100 odd cars had been through but it still has Matty and Myself looking forward to our next event.
As this was only my third ever rally and technically first with Matty, we started the first two stages cautiously after our high speed "argument" with a cattle grid on Pendragon. The car felt good on the smoother sections but we did struggled a bit with the massive ruts. The pace notes from Matty were absolutely perfect
 all day and didnt miss a beat. I can see it will only be a matter of time before he will develop onto bigger and better things and would not be out of place in a leading car of the BRC and beyond. Because of this , from a drivers point of view, it allowed me to learn a hell of a lot faster with 1), what gear I should be in for each corner .... (and as the day went on)...
2), focusing on the distances between the corners. It sounds simple I know and if there was a number 3), it would be learning what maximum speed the car can do through each gradient of corner. But we ran out of stages.
In the car now we click even better and got a hell of a lot more confidence with the last stage feeling very natural. I totally understand the meaning of seat time after this event and how important it really is to be able to stay at the sharp end in a class. With a few more car upgrades (suspension) and a hell of a lot more driver knowledge....one day we might be able to knock on the door.
Thanks again to everyone who has helped out on the event, without you it just wouldnt be able to happen and I appreciate it very much. Also a big thank you to all the marshals and organisers for running the event. You all did a cracking job.... Roll on the next one!

Andy Wilde : Kirkby Lonsdale MC


## A PERFECT START TO

 PRITCHARD'S TITLE DEFENSE
## Jason Pritchard and Phil Clarke began their British Historic Rally Championship title defense in near perfect fashion on the Red Kite Stages; a mature drive landing them victory for the second year in succession despite very testing conditions.

The Red Kite Stages has consistently been a top class event and pleasingly 2016 saw Amman and District Motor Club rewarded with a near maximum capacity entry, not only featuring a bucket load of pristine historic championship entries, but also including the likes of BRC championship hopefuls David Bogie and Tom Cave in brand new R5 machinery. Whilst maintaining the traditional compact nature of the event, the itinerary for 2016 would see the crews tackle the very fast open gravel roads of route 60 within the schedule of 6 stages which also included more familiar tests in Crychan and Caeo. With high winds and rain forecast the weather was always likely to have a say in proceedings. However the thick fog which greeted our entry onto the Epynt military ranges was most definitely not on the menu; a somewhat different challenge to the snow and ice faced by the crews on last year's event! Pre-event, the smart money would have been on 2014 RAC champs, Nick Elliott and Dave Price, to lead the way; widely regarded as one of the quickest MK2 pairings on Welsh gravel. However, a cold ridden Elliott endured a difficult start to the event; a stall in the opening Crychan stage losing the Cheltenham man an estimated 22 seconds! But such was his pace, the traditionally fast starting MK2 pilot would only drop 4 seconds to Jason Pritchard, the eventual stage victor.
Whilst Pritchard had taken an early lead it was the flamboyant Joe Price, with Chris Brooks alongside, who would top the time sheets on Route 60 before Elliott would make it three different victors in as many stages with a good time through Caeo, leaving the 3 crews separated by just 15 seconds at the mid-day service halt. The scene was set for an almighty battle over the afternoon loop of stages; precisely the reason why I was up at 4am on a Sunday morning!
I am not sure what Pritchard had eaten for lunch but it most certainly did the trick. His blistering time through Crychan 2, whilst coinciding with another stall and time loss for Elliott would ultimately be the defining stage of the rally; A likely victory cemented by fastest time over the second running of route
60. Pritchard and Clarke amazingly equalling their morning stage time, in what was now significantly worse conditions, to take a 26 second buffer over Price into the Caeo finale with Elliott a further 2 seconds back in third.

Continued on Page 35


## Red Kite Stages

## Continued from Page 34

Elliott is not a man to give up without a fight however; his electric final stage charge to regain second position overall and the class D5 victory proof if ever it were needed. And on a day when things didn't exactly go to plan for Elliott, the points for second overall are a nice consolation prize to take into Rally North Wales in just over 1 month's time.
Meanwhile Pritchard had already done the hard work in stages 4 and 5 and knew that a sensible pace through the 9 miles of Caeo would be enough to wrap up the opening round victory; a 28 second gap was too much even for Elliott to close. This had been some drive by the 2015 champion!
After missing the event in 2015 through illness, 3rd position overall represented a great result for Price and Brooks in their infamous bright Orange MK2. What's more, sitting just 31 seconds down on the event winners by the close of play, setting 1 fastest time and never outside the top four on the other five tests, shows the pace is there to mix it at the front; encouraging signs for the remainder of the season.

## CATEGORY 1

It was an all Ford Cortina affair at the sharp end of category 1 with the MK2 GT of Bob and Dale Gibbons holding a 7 second lead over the MK1 of Bob Bean and Malcolm Smithson at the half way service point. A battle which would rage on well into the afternoon before being ultimately decided on the very last stage when the evergreen Bean was forced OTL by an electrical failure. Bob and Dale Gibbons therefore going on to claim category and class B3 top spot with a strong 34th position overall.
Meanwhile Bill Douglas and Dave Tearl brought their immaculate BMW 1800 home in 42nd position overall to claim class B4 honours while Phil Harris and Graham Wild took class B2 top spot with 43rd in their Mini Cooper.

## CATEGORY 2

Following the sad news of David Stokes' passing just a week and a half before the event, it is fitting that we had a category battle to remember. Long time co-driver to the legendary David Stokes, Guy Weaver, was partnered with Stanley Orr for this event in a C3 specification MK1 Escort and boy did they put in a performance that the big man would have been proud of!
2015 category champions, John Perrot and Keaton Williams were quickest out of the starting blocks however, opening up an 8 second lead over class C5 rivals Simon Tysoe and Paul Morris on the opening Crychan test. They would then go on to set fastest category time on each of the following 3 stages to increase their lead to a comfortable 23 seconds.
Orr and Weaver may have elected for a steady start but they clearly had the pace to challenge, passing Tysoe for second in category after Crychan 2, before a stunning run through a very foggy Route 60 would see them sit just 11 seconds behind Perrot with only the 9 miles of Caeo remaining. Could they really snatch victory on the last stage of the event?
But for gearbox problems, Perrot and Williams may well have had enough time in hand to take the category victory; instead the Hereford man was unfortunately relegated to 4th after losing 2

minutes at a Caeo hairpin. A real sting in the tail for the long time leaders.
You can't take anything away from Orr and Weaver however. To be anywhere near the front running pace in a class C3 MK1 Escort is borderline heroic. 8th fastest through Caeo to finish 9th overall is a fantastic achievement; class and category honours the icing on the cake!
Second in category and 12th overall was enough for Simon Tysoe and Paul Morris to claim top spot in class
C5. After sitting the right side of a 1 second margin to third at the half way point, the long time MK1 pilot was a victim of Orr's afternoon charge; eventually dropping 32 seconds behind the Northern Irishman by the end of the day. Having witnessed Adam Milner's impressive drive on last year's Malton forest Rally, big things can be expected from this Yorkshireman in 2016. Unfortunately Milner, with Roy Jarvis alongside, had been blighted by a misfire all morning, but having cleared during the afternoon, the Malton MC man was able to show what is possible at the wheel of a 1600 MK1; rising from 5th to 3rd in category by the end of the day and claiming class C2 honours with 13th overall; unbelievably setting 8th and 7th fastest times in stages 5 and 6 respectively!

## Red Kite Stages Continued from Page 35 <br> CATEGORY 3

In fourth, Paul Barrett and Dai Roberts put in yet another giant killing performance to take class D3 honours by a whopping 4 minutes and 17 seconds. Like Price, Barrett and Roberts were never outside the top 4 stage times all day; their $4: 25$, second quickest blast through stage 5, taking this huge cut along the way, surely the highlight. Incredibly they would end the day just 46 seconds down on the rally winners. At times you really do have to remind yourself that it is a Pinto engine in the Northern Irishman's Ford!
Guy Anderson and Steven Davey were the star performers in class D4. Nearest rival, The Triumph TR8 of David Kynaston and Paul Wakely, was no match for the nimble Sunbeam in the truly awful conditions, leaving Anderson and Davey to take class victory by over 6 minutes with 22nd position overall.
Meanwhile Chris Skill and Tom Jordan put in a strong performance to claim class D2 honours in their 1600 Escort MK2. Their opposition may have fallen by the wayside however they did get the better of several more powerful machines to finish the event in 24th position overall.

## NATIONAL B

The rejuvenated British Rally Championship has attracted some of the top names in British rallying, and two of which, namely David Bogie and Tom Cave had chosen the Red Kite to debut their new machinery. The 2 crews couldn't have had more contrasting days
 however with Cave and co-driver James Morgan fortunate to escape injury after a big off in the first stage, whilst Bogie and Kevin rae went on to take National B victory in their Fabia R5. Getting the better of a Julian Reynolds piloted Focus WRC is no mean feat and suggests that Elfyn may not have things entirely his own way in 2016!

## Looking back

I am not sure I have experienced such foul weather whilst out on a rally. The combination of rain, fog and wind was not pleasant. Never before have I expended so much energy in an effort to remain standing, but at least it wasn't cold! Photography was even tougher; After running out of clean filter options I even reverted to my 7D and 70-200 f4! And without a Monopod even fewer photos would have been in focus!
Next up for me is the Mid Wales Stages in early March before another instalment of the British Historic Rally Championship with the Rally North Wales in April. Hopefully Robinson and Collis will be up to speed by then in their stunning RSD prepared 131 to take the fight to the all conquering blue oval!

# Report \& Images Paul Commons 

wWW.paulcommonsmotorsport.com


# Blackpool South Shore Motor Club <br> <br> Roskirk Stages Rally <br> <br> Roskirk Stages Rally Three Sisters 

 Three Sisters}

The $2^{\text {nd }}$ weekend of the month saw me competing on the Roskirk stages with as car 5 with Trevor Smith in his extremely quick MK2 Escort. This chance came about after pulling the original entry with regular driver Ryan Fagan due to illness on the Friday night moving Trevor from the reserves to a place who then found out his co-driver was unavailable so it was rally back on......

Unfortunately it ended up as a "what could of been" event as the rally was almost ended after a big off into a tyre wall only a couple of corners into the first stage meant we had to wait until the rest of the field has passed through the stage before we could dig it out and finish. We are still unsure what caused the crash but it would seem cold tyres had a part to play. The stage gave us a maximum and therefore any chance of a result out the window, luckily however due to not sustaining major damage we were able to carry on. After just getting the car ready and running as last car on the road for the $2^{\text {nd }}$ stage it was found the bent suspension wasn't going to hurt us as bad as we thought so we decided to go and see if we could match the leaders.

Over the rest of the day we managed to set times within the top 4 on every stage equalling $2^{\text {nd }}$ place on nearly half the stages setting a pace that taking the first stage out of the equation would have put us $3^{\text {rd }}$ overall, actually climbing back upto $24^{\text {th }}$ overall. Not bad considering the bend car and knocked confidence from the crash, plus the lack of seat time Trevor has had in the car. The only other real drama came on the last stage when overtaking another car which meant we carried to much speed into the next corner narrowly avoiding another crash.
Overall a brilliant day and definitely an eye opening experience for a first time in a Millington powered car, ive never been so sideways in a car before. Looking to the future next up is the Lookout stage's at Melbourne airfield with Ryan in 3 weeks time.

Jordan Joines : Wallesey MC


Photo above Courtesy of Brian Taylor www.whitedogphotography.co.uk

## Roskirk Stages Rally

4:30 am alarm go's off load the van and load car on to the trailer and off we go. Arrived Wigan 06:28 found great place to park and unload. Luckily all the Warrington DMC crews where able to park together what a great sight to see 4 crews and car's together working as one big team AND the SUN was OUT
09:58 time to go where did that 3 hours go. As this is my first time at Three Sisters in my Escort with proper tyres on should be good. At the start line ready to go and GO. Well all I can say is sat at the start line in a full grp4 BDG ESCORT what a feeling and it took off like a rocket taking my time to learn the track and how the car handles getting quicker as the day went on. Stage 3 we got a stage max (my right or your right I think was said on the intercom ) This did not faze us and we started to pull back some places so looking foreword to the CETUS Stages. What a fantastic day, great stages, with a Big thanks to all the marshals

## Stephen Ellison : Driver : Car 33 Warrington \& DMC

Passing scrutineering without any issues we waited for our start time, giving the car a few last minute checks with the help of John Boggs servicing.

SS 1 and 2 brought us a time of 2-28...quite good really.
SS 3 and 4 were 2-50 with a stage change, another good time going off how other club members were doing in four wheel drive cars doing slightly less times

SS5 another stage turn around. We were doing well here, in 20th place,both Steve and myself enjoying the stages.

SS6..Well, we had a crew malfunction, ended up going left instead of right at the split so incurred a maximum!! . . . It happens. Dropped us down to last . . . .oops!!..

We spent the rest of the day trying to work our way back up the field and ended up 34th.

On SS 10 we had a slight coming together with a water barrel at the split coming out of the long right downhill, reversed from the mornings direction and dented of course who else's side would it be, the nearside front wing!!.

On inspection back at the paddock a slight push back by John it didn't look too bad. Easily repaired by a few knocks from inside the wing.

In all a good day and I'm sure we would have had a good finish place only for the split.

Looking forward to next event at Three Sisters on May 8th.

## Adrian Lloyd: Car 33: Co-Driver Warrington \& DMC



Blackpool South Shore Motor Club


ES5MC.com

## Blackpool South Shore Motor Club

## Roskirk Stages Rally Three Sisters

Second rally of the year for us after a good result on the north west stages back in February

19th overall and 13th in class
So with a 4 car team from Warrington \& District Motor Club all servicing together

Dale and I in the Subaru, Steven \& Adrian in the escort Ste \& pat in the EVO, Mat \& Jamie in another Subaru

For me and dale it was always going to be maximum attack So by the end of stage two we were up to 6th overall and pushing hard as we have finished 6th overall last year.

Stage 3 \& 4 went just as good we were chasing haward potter in his sunbeam and the CSG for focus we were all split by one second so we thought we could go for top 3 finish

So in stages $5 \& 6$ we pushed even harder but nearing the end of stage 6 there was a lowed bang from the front left of the car thinking a drive shaft had gone we got back to the service area the mechanics jump on the car only to fined out the front diff had eaten it's self so that was it for us.

So we stayed to help all the other club members out till the end top day had by all.

Next outing for us will be the SMC stages at Angelsy in April if the gearbox is done in time fingers crossed.
Dale Carter \& Mark Carter : Car 14 : Subaru impreza sti Warrington \& DMC

## Mathew Steadman and Jamie light sparks

My first rally, single venue at Three Sisters.
What an experience!!
A massive day of dramas but absolutely brilliant fun!
Lost all gears except $2 / 4$ on third corner of first stage, mechanics next to us managed to fix it. Then span, then caught a car, then rammed a car that span infront of me, wrecked four tyres for some reason, then sadly we retired on stage 11 with a broken drive shaft. Gutted because when we got a clear stage and we set some good times.
Time for repairs and back out again, it was bloody brilliant!! Huge thanks to everyone that came to watch and bigger thanks to everyone who helped out
Another dream come true, for me!!
Mathew Steadman \& Jamie Sparks Car 23 : W DMC



Courtesy of Brian Taylor


Courtesy of Brian Taylor


Brian Taylor
www.whitedogphotography.co.uk

# S'NO'W STOPPING EVANS ON BRC OPENER 


#### Abstract

Despite an unfavourable road position, an impressive Sunday afternoon charge saw Welsh duo, Elfyn Evans and Craig Parry, overhaul the similar Fiesta of Fredrik Ahlin and Morton Erik Abrahamsen to claim a hard fought Mid Wales Stages victory; the opening round of a rejuvenated British Rally Championship.


After years in the doldrums culminating in a 1 year break, the British Rally Championship was back with a bang in 2016. The Newtown based Mid Wales Stages was a completely new event to the BRC calender but appeared to have captured the imagination of the nations best drivers. An impressive entry list topped by current M-Sport WRC2 crew Elfyn Evans and Craig Parry but also including a whole host of leading British crews proof, if ever it were needed, that the R5 headlined BRC was most definitely back on track.
68 stage miles lay ahead of the crews, with 2 classic tests in Hafren and Myherin on the Saturday evening to kick off proceedings; talk about jumping in at the deep end! This, combined with the sprinkling of snow on higher ground, is precisely the kind of challenge that should exist in a top level national series.

## BRC1

Whilst still on M-Sport's books, Evans was unlucky to lose his full time WRC drive at the end of 2015 and would head into the opening round as a huge favourite for the event win. And true to form the DMACK Fiesta R5 man was electric out of the blocks to set a time that was 18 seconds quicker than anyone else through the slippery 16 miles of Hafren Sweet Lamb.
Anyone who thought the Welshman would have it all his own way was however silenced on stage 2 when Swede and fellow Ford man, Fredrik Ahlin, topped the time sheets, cutting the overall deficit to 17 seconds at the overnight halt. With the mountainous Myherin/Pikes Peak stage seeing more of the snow fall, could it be that the Swedish native had a better set up for the white stuff? . It certainly seemed that way on the morning of day 2 as the impressive Scandinavian, whilst benefiting from a good road position, was able to set fastest time on both stages 3 and 4 to claw back all of the time lost to Evans and jump into a 3.5 second lead by the mid-day service halt. But whilst thoughts of an upset may have crossed onlooker's minds, Evans would no longer be sweeping the roads. With snow and Ice now few and far between on stages already passed once, the rapid Welshman was able to fully attack the event's final 23 stage miles.
As was the case on stage 1, no one could live with Evans' pace through Hafren Sweet Lamb; Ahlin losing 16.4 seconds and ultimately the rally victory as Evans showed what the Ford WRC team were missing. Their loss however is most definitely the British Rally fans gain as the number 1 seeds rounded off a fantastic fight back with their third stage win of the rally to wrap up victory by just 17 seconds; a much closer battle than many would have imagined pre event.

## Mid Wales Stages <br> Continued from Page 40

Behind, despite both David Bogie and Tom Cave enduring difficult starts to the event, it was they who would find themselves challenging for the final podium position. A puncture had dropped Cave and co-driver, James Morgan, behind the Fabia of Bogie and Kevin Rae overnight, but a quick time on the very tricky opening Saturday morning stage, coinciding with an off for Bogie, would promote the young Welshman back up to third.
However, Bogie definitely had the pace, and after stringing together 2 impressive times in Myherin and Hafren found himself within touching distance of Cave's Fiesta as they entered the final 8 miler. But whilst Cave was able to set 3rd quickest time on stage, a differential problem would end Bogie's charge, causing the recent Red Kite Stages victor to settle for a hard fought 4th.

## DMACK JUNIOR BRC

Having not paid much attention to the junior ranks prior to the event, the front running crews turned out to be some of the stars of the Mid Wales Stages. Who said FWD's don't go sideways?! In what turned out to be a Ford/Vauxhall/ Renault battle, it was the little Twingo of Norwegians' Sindre Furuseth and Goril Undebakke who held an 8 second overnight lead after a blistering 11th quickest time overall on a tricky stage 2 !
However, lying second at the start of day 2 , Gus Greensmith and Alessandro Gelsomino increased their pace on the Saturday morning stages and stole the class lead on Pikes Peak before another quick time on stage 4 would see them hold a 3 and 11 second advantage respectively over Furuseth and the Vauxhall Adam of Robert Duggan and Gerard Conway at the mid-day service.
And despite fastest class times going the way of Furuseth and another Vauxhall junior driver in the form of Matthias Adielsson over the final 2 stages of the rally, it was Greensmith's consistency which earned him and Gelsomino the well earned maximum class points. I for one cannot wait to see this battle continue as the season progresses!

## NATIONAL A CLASS RESULTS

Matt Edwards and Will Rogers were in a class of their own in the Swift Caravans backed Mitsubishi Evo 9. The pair were never outside the top ten stage times to claim BRC2 victory by more than 5 minutes with a fantastic 7th position overall. Along the way setting 4th quickest time on the very tricky stage 2; one of the highlights from a quite brilliant drive.
Gee Atherton and Keaton Williams would end the day on top of the class BRC4 pile after a consistent drive saw them claim class victory by almost 2 minutes with 23 rd position overall.


Recent Top Gear addition, Chris Harris, co-driven by Brynmor Pierce suffered many a problem on the Mid Wales Stages but still managed to claim BRC3 victory in their glorious Toyota GT86 with 30th position overall.

Continued on Page 42

## Mid Wales Stages Continued from Page 41 NATIONAL CUP

Due to a lack of homologation, the trio of Mitsubishi Mirage R5's were disappointingly forced to take part in the 68 mile National Cup instead of the full on National A event. Whilst covering the same tracks as the BRC, the National Cup competitors would not be party to the Friday Recce of the stages. And with this in Mind, Osian Pryce and Dale Furniss' time of 16:46.8, good enough for fourth overall on combined times, on the opening Friday night stage was even more impressive.
In fact by the end of the event the rapid Welshman was only beaten by Evans, Ahlin, Cave and Bogie on combined times as he and Furniss absolutely dominated the National Cup to take victory by a mammoth 8 minutes! Such a shame that the Mirage is not eligible for the main BRC as a full recce may well have seen Pryce in a theoretical podium position! A sublime performance.

## CLUBMANS STAGES

Dylan Davies and Llion Williams were the class of the Clubmans field, setting fastest time on all but 1 of the 4 stages to claim victory by 55 seconds from another Subaru in the hands of Andy Davies; claiming maximum Welsh Rally Championship points in the process.
Elsewhere, 6th overall was enough for Stanley Orr and Guy Weaver to claim maximum HRCR Old Stager championship points. The MK1 Pinto pairing getting the better of the similar powered MK2 Escort of Ben Friend and Cliffy Simmonds to take top spot by 20 seconds.

## THOUGHTS

Night stages, sleeping in the car, good access for spectators and the addition of a little snow made for a fantastic weekend. There was a definite feeling that the BRC was back to its best!
We can only hope that the remaining rounds of the season can attract such strong entries as the Mid Wales and that Evans' joker inflated maximum points haul does not deter leading crews from entering rounds later in the sea-
son. Surely the BTRDA best 6 scores from 8 rounds concept would be a better way of maintaining interest for longer? As it stands, Evans, clearly the favourite for the crown anyway has a monumental lead that is now unlikely to be challenged.
That aside, from a standalone event perspective you cannot fault what has been put together in 2016. I never imagined for one moment that some of the best action would come from the junior ranks. Furuseth, a much deserved Spirit of the Rally winner, and all 3 Vauxhall Junior drivers were an absolute delight to watch; I had forgotten just how quick these machines can be in the hands of top driving talent. And up front the quality was just as good, If some time ago you would have told me that the Mid Wales entry would include previous BRC and SRC champions as well as two current WRC2 competitors I would never have believed you. Roll on the Pirelli in April, my anticipated next slice of the BRC action ...


Report \& Images


Photos Courtesy of David Dudley Damian Cole Rolls It : Big Style!



7MSA BRITISH RFLLᄂ ᄃHAMPIロNSHノP

SATURDAY $\mathrm{S}^{\mathrm{mr}}$ \& SUNDAY G ${ }^{\text {Tr }}$ MARCH 2016


## Mid Wales Stages Elfyn Evans and Craig Parry claimed victory on the opening round of the <br> MSA British Rally Championship for the DMACK British Rally Team.

The Welsh pairing used their Ford Fiesta R5 to good effect to conquer the competition and conditions. It was not to be plain sailing as they were pushed all the way, after an event long battle with the Scandinavian pairing of Fredrik Ahlin and Morton Erik Abrahamsen in a similar Ford Fiesta R5. The final winning distance was a mere 17.1 seconds between the two young protagonists. Tom Cave and James Morgan finished a fine third overall making it three Fiestas on the podium.
The MSA British Rally Championship got off to a spectacular start in Wales ( $5 / 6$ March). The series, which took a year sabbatical, returned with a bang on the opening round, the Mid Wales Stages. More than 50 of the best crews in the best cars launched themselves into six demanding timed gravel stages over the course of the two-day event.
Treacherous icy conditions greeted the competitors on the opening two tests on Saturday evening. The darkness coupled with the tricky road surfaces was a real baptism for the crews as they challenged the grip and pushed as hard as they dared on the gravel and snow covered stages. The first car away was Evans with codriver Parry sitting alongside.


## Mid Wales Stages

## Continued from Page 44

The Welsh pairing have come off the back of two wins in the WRC2 category in the FIA World Rally Championship and are dovetailing the full British series with their WRC commitments in 2016.

Landing the first blow, Elfyn took a staggering 18.2 seconds out of the opposition before Fredrik Ahlin stepped up to take a second out of Evans going into the overnight halt.
Ahlin woke up in a confident mood Sunday morning as he reduced Evans' gap on the opening stage before snatching victory and the outright lead on the second - heading to the midday service with a 3.5 second cushion. An inspired Evans continued the tantalising battle by topping the time sheets on the concluding two tests to overturn Ahlin and win the event by 17.1 seconds. Crews can elect to play their 'Joker' on one of the first six rounds which doubles the crew's points on that event. Having played his on familiar home territory in Wales, Evans has walked away with 50 out of 50 points.


BRC1, the top category for the British Rally Championship saw a real tussle throughout the field with crews swapping positions on the second day. Tom Cave and James Morgan in the Spencer Sport run Ford Fiesta made it three Fiestas on the podium and three different tyre manufacturers in the top three with DMACK, Pirelli and Michelin fighting it out on the iconic stages.
Cave was to not have it his own way as he was pushed hard by the Scottish pairing of David Bogie and Kevin Rae in their striking Skoda Fabia R5. Bogie recorded several top three times, but two spins left him out of touch of Cave, 16 seconds the deficit at the end of the event. Euan Thorburn brought his newly acquired Peugeot 208 T16 across the line in a respectable fifth ahead of Irishman Sam Moffit. BRC2 winner Matt Edwards finished seventh and the DGM Motorsport Citroen DS3 R5 pairing of Jonathan Greer and Keith Cronin ended the weekend together in eighth and ninth respectfully with Desi Henry rounding out the top 10 in his Skoda Fabia R5.
The DMACK Junior BRC was to provide the same level of excitement with three different marques battling it out over the 68 -mile event. From the outset Englishman Gus Greensmith with Alex Gelsomino in the navigator's seat topped the opening stage before Swedish star Sindre Furuseth snatched the lead from Greensmith, overturning an eight second deficit to grab an eight second advantage. The see-saw rivalry continued into the second day with Greensmith in a Ford Fiesta R2T having a good run to the event end, chalking up an 11.9 second advantage. Furuseth in his Renault Twingo R2 leads the championship, though, having played his Joker - as a result he sits five points clear at the top of the championship standings.
Swede Mattias Adielsson led the three-car charge for the Vauxhall Junior Rally Team with a fine third overall in the nimble ADAM while team mates Robert Duggan and Aron Windus finished fifth and seventh respectfully. Josh Cornwell, who finished fourth, also played his Joker in the junior category helping him kick-start his championship with 20 points.
Matt Edwards in his Mitsubishi Evo 9 dominated the BRC2 category and also performed a giant killing act by finishing seventh overall with several more fancied BRC1 cars behind him. Second in the class was Roland Llewellin in a Mitsubishi Evo 10 with Spencer Wilkinson rounding out the BRC2 podium in his Subaru Impreza. Tony Simpson was the lone finisher in BRC4, claiming a respectable $25^{\text {th }}$ overall.
BBC Top Gear presenter Chris Harris brought the exciting rear-wheel-drive Toyota GT86 CS-R3 to the Mid Wales Stages. Harris experienced electrical gremlins on the opening day, forcing him to retire early. Undeterred the Rally Prep team brought the car back into action allowing Chris to finish the grueling event in $30^{\text {th }}$ overall and first in BRC3.
Osian Pryce dominated the National Rally Cup in his Mitsubishi Mirage. The Welshman ended the event over eight minutes in front of Swede Robert Bloomberg in a similar Mirage. Pryce also played his Joker and holds the same advantage as Elfyn Evans with a maximum points haul.
As well as leading the DMACK Junior BRC series, Sindre Furuseth also won the SORT Oil Spirit of the Rally award for his commitment and raw speed on the stages in his Renault Twingo R2.

## Photos Courtesy of Lucy Owen-Moczadio



Photography whw jucrally co.uk

## Mull Car Club

## Rally Time Trial <br> Fishnish Forest

$12^{\text {th }}$ March Ronaldsons claim Rally Time Trial glory on Mull
Inverness pair Steven and Kevin Ronaldson both took their own silverware home from Mull Car Club's Rally Time Trial in Fishnish Forest on Saturdauy the 12th of March. Driving a Mitsubishi Evo, Steven won the event outright while Kevin claimed victory in Class 5 in the MG Metro.


Steven traded quickest times in the morning runs with Liam Wood from Forres and Skye's Paddy Munro in their Mk2 Ford Escorts, and Craig Rutherford's Subaru Impreza. However, Steven's runs in the afternoon were in a class of their own, eventually winning by more than seven seconds.

Kevin had a tougher time on his hands. Although the class fight was just between him and Glasgow's Lorne MacFadyen in a Ford Escort, Kevin had to pull it out of the bag right at the close. With Lorne holding a slim lead going into the last timed run, Kevin produced a fantastic drive, knocking more than five seconds off his previous best time to move ahead.

Robin Hamilton from Dalkeith had a great drive to 6th overall and 1st in Class 2 in the Talbot Sunbeam, while Stevie Alexander took Class 3 honours in the Citroen Saxo. The Class 4 honours were fine consolation for Liam Wood having finished second after winning the event overall last year.
Also giving him cause to celebrate is the fact that he's leading the Scottish Rally Time Trial Championship after this first round. The championship runs a class-correction system to compensate for the performance difference between different car classes, so a smaller car with a quick driver can still compete closely for the overall championship. Paddy Munro and Robin Hamilton are just behind in 2nd and 3rd.

Highland Car Club hosts the next round of the championship on May 22nd, where hopefully the organisers and marshals will have an easier time. Mull saw some brave driving, but the real heroes on the day were the boys and girls in orange tabards who endured two full days of perpetual Mull wind and rain to set up and marshal the event.

Image courtesy of Eileen Wood 90right UK Rallying


CETUS STAGES.
Where: Three Sisters Race Circuit, Wigan. Wher: Sunday $8^{\text {th }}$. May 2016. How much: $£ 165: 00$.
Mileage: 28 Miles.
Number of Stages: 12.
Surface: All sealed tarmacadum.

Championships: 1 The ANWCC Stage Rally Championship 2016.
2 The ANWCC All-rounders Championship 2016.
3 The ANWCC Ladies Rally Cbampionship 2016.
4 The 6R4.com Three Sisters Stage Rally Challenge 2016.
5 The SD34MSG Inter Club League 2016 supported by Gazzard Accounts-
6 The SD34MSG Stage Rally Championship 2016 supported by Gazzard Accounts. Send your entries to The Entries Secretary, Helen Fox.,
Telephone 01942715653 between the hours of 19:00-21:00.
Marshal's \& Timekeepers wanted please contact Ian Pilkington the Chief Marshal on Mobile:07753436397 or via E mail:- janpilkington/älive,co,uk

Regulations \& Online Entry Forms can be downloaded at:www.wiganmotorclub.org.uk

# ANCC 17th March 



# LYNCH READIES FOR FRESH CHALLENGE AS 2016 BRITISH RALLYCROSS SEASON DAWNS 

Wigan racer Tony Lynch will embark on a fresh challenge for the 2016 season after confirming a change of car for his assault on the MSA British Rallycross Championship in association with Odyssey Battery. Westhoughton-based Tony had originally planned to continue with the MINI Cooper he used for his Super National class programme last year before being granted the opportunity to acquire the Ford KA previously raced by Gareth Wood.
Having agreed a deal with Gareth to purchase the car that finished second in the standings last year, Tony and his team have spent recent weeks working around the clock to prepare the KA for the opening event of the new season, which takes place this weekend at Croft.

Buoyed by the step up in performance that comes with the car, which features a Mountune-developed engine producing 300hp and a Hewland sequential gearbox, Tony heads into the new season in optimistic mood and is confident about his chances on track with the new machine.
"Our original plan had been to continue with our MINI this season as we know there was still more to come from the package," he said. "However, when the opportunity came along to acquire the KA, it was simply too good to turn down and a deal that made perfect sense for us as a team.
"Our Achilles heel last year was that we were down on power compared to our rivals in the Super National Class but the KA has a much better power to weight ratio than the MINI and is already proven at this level.
"It's the first time we will be competing with a car that isn't based on a production model, and I truly believe it will provide us with the chance to shine this season."

Prior to the season opener at Croft, Tony had the opportunity to sample the KA for the first time during a day of testing at Blyton and he admitted that he now couldn't wait to get his campaign underway in earnest when he heads to the North East.
"There were a few little niggles with the car that we were able to sort out, and hopefully that means we can then hit the ground running when we get to Croft," he said. "Whilst it is going to take me a little bit of time to get used to the car and things like having a sequential gearbox for the first time, the early impressions are that it's a fantastic bit of kit and there is no doubting the fact that it's quicker than the MINI.
"Whilst we got some good results last year, it tended to be when the conditions weren't at their best and our power deficit didn't matter as much. With this car, I feel confident that we will be in a position to challenge for at least


Photos (above) courtesy of Hal Ridge


New Livery the podium whatever the conditions are on track and hopefully that will be the case this weekend and we can start our season with a positive result."
In an additional boost for 2016, Tony and his team - Team Geriatric - will continue to compete with title sponsorship from Lucas Oil; one of the world's most famous high performance lubricant companies.

Having come onboard as a minor sponsor back in 2005, Lucas Oil has held the position of title sponsor with the team since 2011 and having already enjoyed multiple championship titles together across the years, hopes are high of further success with the new-look package now in place.
"Over the years, Tony Lynch and Lucas Oil Team Geriatric have been terrific ambassadors for our brand and season after season, their performances have been consistently high," Les Downey, managing director, Lucas Oil Products (UK) Ltd, said.
"With the new KA and its improved power to weight ratio, the prospects for the 2016 season are looking good, and we look forward to more of the same." Since making the move into Rallycross, Tony Lynch has firmly established himself as one of the top racers in Britain with multiple championship titles to his name.
National MDA Champion in both 2005 and 2006, Tony is also a two-time MSA Stockhatch champion, BMW MINI Rallycross champion and in 2014, came out top in the Super Modified over 2101cc category in the BTRDA Series.
The name Team Geriatric came about as a joke after Tony's wife Susan joked that the team was 'starting to look like a bunch of Geriatrics'. Now known throughout the paddock by that name, Team Geriatric is regarded as one of the hardest-working and well presented teams in British Rallycross, as shown when the team was awarded the BRDA's Best Presented Team in 2008 and was given the same accolade for the 2014 BTRDA season. Tony Lynch and Team Geriatic are supported by Lucas Oil, Milltek Sport, Pemberton Tyres, Sign-Tec, Apollon Music, Rye Motors, Silverstone Design Solutions, Delmo Salvage, Mintech Spares, Coastal Racing and AVO Shocks.

## LYNCH SHOWS EARLY PROMISE DESPITE TOUGH CROFT OPENER

8 March 2016: Wigan racer Tony Lynch showed strong early promise with his new Ford KA despite a tough end result as the 2016 MSA British Rallycross Championship in association with Odyssey Battery season kicked off at Croft.

Westhoughton-based Tony made the trip across the Pennines eager to impress at the wheel of his new car, which was making its competitive debut in the colours of his team - Lucas Oil Team Geriatric

Having only spent a single day at the wheel of the car prior to the season opener, Tony was keeping his feet on the ground going into the weekend but things started well when he topped the times amongst the Super National class runners in free practice.

Although a stall at the start of heat one - his first race start in the car and first with a sequential gearbox - cost Tony valuable time, he took tenth spot in a combined field and posted the fastest single lap amongst the Super National class field.

Tony followed that up with eighth place in heat two before an impressive second place in heat three, where he was once again the quickest Super National class driver over a single lap.

Sitting in a solid fourth on the grid for his semi-final, Tony was in good shape to secure a front row slot for the final only for misfortune to strike on the opening lap when a sideways moment saw him collected by one of his ontrack rivals.

That contact was enough to hole the radiator on the KA and, mindful of the possibility of terminal engine damage, saw Tony forced to pull off track to retire.

Despite the undoubted disappointment of the end result however, Tony insisted there were plenty of positives to take away from the weekend, with his focus now turning to round two at Lydden Hill later this month.
"It's never nice to head home from an event having failed to make the final," he said, "but at the same time, it's hard not to be happy with the performance we showed considering it was our first time out with the KA
"We knew from last year that the car has the pace to run at the front, and it's good that out laptimes were right in the mix from the very start despite the fact that both the team and I are still learning about the car.
"The stall in heat one was unfortunate but our pace across all three races was really good and put us in a good position for the semi-final. Sadly an early incident damaged the radiator and we didn't want to risk the engine so it meant being forced to watch the final from the sidelines.
"Obviously that wasn't the result we were chasing this weekend but when you consider how little running we had done before Croft, I think we've put down a solid marker for the season in terms of our performance.
"As I come to terms with the car and as the team learns, we'll only get quicker and that is something that bodes well for the future."


# Hagley \& DMC Geoff Taylor Sporting Trial Buildwas Off Road Leisure Centre, Near Telford 

It was an early start, I left Bradford at 4.30 am with a light dusting of snow which was still blowing in the wind. I had to first head off up north to collect my passenger for the day, Vickie Hunter who lives near Lancaster, the team complete we headed off down south on the M6 to Telford.

The trial was a round of the MSA and BTRDA championships and held at Buildwas off-road leisure centre.

There were 29 starters and 3 non-starters. The facilities were excellent, hard standing car park, proper toilets, buttie van ... and by this time sunshine. Utopia!!
All the paperwork completed and scrutineering done there was a bit of time to stand about an do the usual bit of "gassing", just glancing at the car I noticed a funny line on the A-frame at the front ... Aaaarrrgh, a crack!!!! Bu\#\#er, how did I miss that? Would it hold out for the day or would it collapse in a heap, mid-section or in a hole ...?? That put a damper on the day, heart in mouth we started around 10.30, gingerly off to the first hill with 5psi (the pressure for the day) in the rear tyres.

This was a new venue for Sporting trials, so with the new regulation tyres and a new venue, C of C Pat Henson had a lot of variables to deal with. We had 3 rounds of 8 hills to attempt. Apart from 2 very muddy sections (more like pottery clay) the rest were very dry, on hard semi frozen soil twisting in and around trees. The sections were quite narrow in places, which these days is what we try to avoid (pole dodging) but considering the dry ground conditions there was no other choice.

Quite a lot of the sections traversed deep Land Rover ruts (big gulleys to our cars), they needed a bit of "pace" to get over them, but not so much as to break the A-frame?

Unfortunately we finished right down in 21st place on 62 pts, purely down to "pilot error", I think stressing about the crack, not being able to charge at some of the hills for fear of wheelie(ing) at the top and the suspension collapsing when it landed, and lack of concentration due to tiredness (I missed a 9 gate out) and on the very last section just brushed an 11 marker on the easiest section ever. You can't afford to make those kind of basic errors on what was a fairly close, low scoring day, at least we finished.
As ever in trials it's a case of "if only". But it was what it was, still a very good event and very enjoyable.

We got packed up and headed straight of as we were on a time limit, Vickie had to be back as she had a romantic meal booked with her BF Tony.

## The top ten were,

| Jerome Fack | 18 pts |  |
| :--- | :--- | :--- |
| Alan Ede | 23 | Live Axle |
| Josh Veale | 23 | Live Axle |
| Bryan Walker | 25 | Top Northerner. |
| John Fack | 29 |  |
| Andy Wilks | 29 |  |
| Steve Courts | 31 |  |
| Peter Fensom | 35 |  |
| Alistair Moffat | 37 |  |
| Boyd Webster | 37 | 2nd Northerner |



## Sporting Trial at Eden Hall, Cumbria, $6{ }^{\text {th }}$ March 2016

It had been many years, maybe twenty or thirty, since I last passengered in a sporting trials car and as that was in the Gold Star Championship and I have helped to organise many events since then, I was ready to jump back in and carry on from where I left off. Why nobody took me by the throat and reminded me that there would be a difference in my physical ability between being a fit forty year old and now a well retired pensioner, I don't know. Maybe my mates were just being polite but the task seems to have become more difficult with the passage of time.

My occasional navigator in my classic trialling Suzuki X90 recently bought a well proven and competitive trials special and enthusiastically offered to return the compliment by asking me to passenger for him on a club event. Thank goodness it was not a difficult one, I would not have walked away alive. The 90 mile journey to Cumbria went smoothly but on firing up the car it would not idle smoothly for some unknown reason. Last time out it went perfect and nothing had been touched whilst it had been stored in a nice warm garage for a couple of weeks. There was no time to start messing with the carb balancing and probably no reason so we got on with the first section and did moderately poorly. Stuart is a beginner so we put it down to his inexperience. The next few sections saw me hanging on for grim death rather than intelligently moving my weight about to assist him to find traction. There was no finesse about the approach, no gentle creeping over obstacles, no chance to find alternative hand-holds. At that part of the proceedings Stuart was taking the blame for being insensitive to the needs of the car and I was to blame for not moving around properly. Instead I was bobbing around like a ball in a pinball machine. Eventually I succumbed to gravity and centrifugal force and spent a few uncomfortable seconds bouncing my ribs against the edge of the door frame whilst trying not to fall out headfirst. I retired injured and grabbed an unsuspecting young chap who agreed to take my place. I'm not sure how well they progressed but I got a lift back to the pits in a nice soft Land Rover for which I was very grateful.

As the results were being added up a crowd of competitors gathered around the car and it was discovered that the accelerator cable was internally frayed so smooth operation was impossible. The handholds were designed for a monkey so suggestions were numerous as to where additions could be made. We both felt somewhat relieved to have some of the blame moved off our shoulders.

Despite all of the above we won our class and as the trophy was passed to my young deputy he positively glowed, it may have been his first motorsport prize and he saved our day.

Changes will be made to the car and to my response if I get invited again. Ibuprofen and codeine help but at turned sixty-five I learned that I was too weak to ride a trail bike and I have learned that at turned seventy I am too old, fat, stiff and lack the strength to passenger in trials cars. It's not the old days anymore.
Does anyone have a big soft armchair for sale?

# ORIS RALLY CLASICO Mallorca 

We took an Early Morning flight on Thursday $10^{\text {th }}$ March and arrived at Palma in good time to prepare for the grand start at 7 pm that evening, from the the picturesque marina in Puerto Portals just west of Palma for the Oris Classico Rally Mallorca.

The 'we' being, a strong group of fourteen Rally fans who made the trip from the UK to watch this event. We based ourselves in a Hotel in Puerto Portals, so we had not far to go to enjoy the action on this 'Closed Roads' event that predominantly used the roads of the western side of this Island resort.

The weather was not good and with lots of showery rain, strong winds and a wintery temperature the road conditions caused early grip problems for the front runners Perex/ Spooner in their Lancia Stratos. Rockingham/Fiona in their ex Tony Pond TR7 V8, Ahlgren/Flint in the group B spec. Ford RS200, Whelan/ Morgan in the ex ProDrive and ex Roger Clark 'Cossack' Escort RS showing a strong run.

With the opening Thursday night action over we then had an 'early' 8am start on the Friday for our travel up the mountain roads which were very twisty with a hairpin bend every 50 meters. The weather was cold in the mountains which prompted our group to use our survival instincts and we quickly gathered some tree branches and a roaring fire was born to warm our chilled souls.

Some Epic driving, at speed through the passes by German pilot Oberdoerster/Heupel saw Perez/Spooner lose his lead to Oberdoerster in his Porche 911SRS.

After a 12 hour day travelling and seeing soom great action we arrived back at our 4star hotel and enjoyed a hearty Chinese meal.

Saturday the $12^{\text {th }}$ and the Rally moved to the mountain stages around Calva with a double loop of these mountain stages

The final leg of the event running just of Palma and arriving back in Puerto Portals for the finish.

At the finish it was Victory for Oberdoerster/Heupel in his Porche 911SRS with rthe all britsh crew of Perez/Spooner finishing in the top five

A trip that we can all recommend to any avid Rally fan
You will need to take more than one pair of socks but designer Speedos NOT Required

Steve Price : BLMCC with Wallasey MC



# Simpson on fire, (in more ways than one!...) Simpson/Patrick Walsh have started the 2016 MSA Asphalt Rally Championship in the same way they finished last season - with a win! 

Notwithstanding a lack of recce for the Melvyn Evans Motorsport Tour of Epynt (13th March) - they were 250 miles away contesting the Malcolm Wilson Rally at the time that took place! - their Subaru Impreza WRC moved into the lead of the event on the second of the seven stages and stayed there through to the finish, eventually coming home half-a-minute ahead of last year's winners, Simon Mauger/Jon Hawkins (Metro 4M4).

Seasoned Epynt watchers were astonished by the glori-
 ous sunshine that pervaded the Ranges throughout the day and, as can be imagined, in such conditions the pace was fast and furious! For their part, Simpson \& Walsh can count themselves lucky to finish after an errant oil pipe on the penultimate stage caused an under-bonnet fire which, thankfully, they were able to extinguish themselves before too much damage was done. Mark Worley, who had just retired, lent them another hand-held extinguisher to put in the car and off they went to complete the final stage and take the win.

For their part, Mauger/Hawkins were another half minute in front of the Fiesta WRC of Damian Cole/Paul Morris which, with just the final stage to go, was on equal time with Adrian Spencer/Mark Hewitt who were using their ex John Indri Impreza S11 on an Asphalt Championship round for the first time. Cole managed to squeeze a solitary second out of Spencer on that 14.5 mile stage to take the final podium spot.

Simon Mauger was experiencing various niggles with the 4M4 - fluctuating fuel pressure being the most noteworthy, whilst Cole admitted to a slight off on a hairpin on SS6 with the resultant loss of a handful of seconds. Also falling foul of a hairpin mid-event, Spencer stalled on one and the 15 seconds, or so, that it cost would have made all the difference at the finish!

Bob Fowden/Paul Wakely \& Richard Clews/Carl Williamson were a mere eight seconds apart in their respective Imprezas, while Rob Tout/Dylan James also claimed a Top Ten spot in their Lancer EVO9. But for a one-minute road penalty, David Tinn/Giles Dykes (Proton Satria Neo) would have been there as well. However, it's worth pointing out that, having been forced to miss the event in 2015, David was 27 th two years ago and should be well pleased with what is, undoubtedly, a very impressive improvement!

Philip Turner's Mitsubishi Lancer finished one place in front of the winning Group N car - the Impreza of Wynne Watkins/Sherryn Roberts. They hadn't exactly had a trouble-free day as problems with the car's centre diff. saw it dropping into fail-safe mode on occasions which is not exactly what you'd call a 'confidence booster'! The new partnership of Oliver Hopkins/Ashley Trimble were second in the Production category in their Lancer EVO9, while champions for the past two seasons, David \& Mathew White (Impreza), stopped on the first stage and will now have to wait until the trip to the Isle of Man to get the defence of their latest title underway.

A different driver/car combination came up trumps in the Millington Rear-Wheel Drive Challenge - Alistair Inglis' Lotus Exige led the Astra RWD of Geoff Glover/Keith Barker back to the Llandovery finish. Unfortunately, it wasn't a good day for Ford Escorts as those of both Graham Hollis/Alan Jones and Phil Turner failed to finish.

The AB Motorsport Front-Wheel Drive Challenge was dominated by the 1600cc Peugeot 106 of Paul Clapham. 17th overall and a class win, by more than two minutes, were just rewards for a blistering run over Epynt to take the lead in the table at this early stage. Next up were 22 -year old William Hill and Richard Crozier in their Fiesta, finishing one place ahead of a returning Tim Seipel (MG ZR). David Earthy (Citroen C2R2 Max), partnered by Sarah Edwards, took a class win on the event for the third consecutive year, with Phil Bruce (Peugeot 206) next in the FWD points.

Asphalt Championship newcomers Richard Milbank/Lee Bezuidenhout (Vauxhall Corsa) romped home in the 1400 category, ahead of lan \& Margaret Kelly (Nissan Micra) and another Corsa in the hands of David \& Mathew Smalley. Former champions Ian Barnard/Richard Bonner were reduced to the rank of spectators after their Nova retired midway through the event.

Retirements, especially among the leading crews were, thankfully, few and far between. The aforementioned David \& Mathew White were the highest-seeded Championship registered crew (18) unlucky enough not to see the finish line. Meanwhile, Chris West's Peugeot 306 Maxi holed its sump on the opening stage, but the team were able to repair the car in time for the Trophy Rally (last two stages) which it went on to win.

# Bovington Stages Moran takes first Fuchs R.A.C. Historic Asphalt victory 

Roger Moran and Ashley Trimble took a classy victory on the opening round of the new Fuchs Lubricants R.A.C. Historic Asphalt Championship on the Bovington Stages ( $5 / 6$ March).

A new chapter in British historic rallying started with the first round of the new championship as crews tackled the fast sweeps of Bovington on an event that covered 90 stage miles at the smooth and flowing Dorset venue. As well as the ideal start for the championship, the event offered crews a perfect earlyseason shakedown.

The Fuchs Lubricants R.A.C. Historic Asphalt Rally Championship is organised by the Roger Albert Clark Rally Motor Club and is a dedicated asphalt championship for all categories of historic stage rally cars. As well as catering for crews who prefer to compete on sealed surfaces, the championship also offers a place for the Category 1 (pre-1968) cars that are moving away from gravel rallying as a result of the changes to event running orders.

A very encouraging 14 -strong entry was big on quality. However, several cars were not ready and some first day retirements further reduced the field. Out on only the second stage went Grant Shand and Jez Rogers (Ford Escort Mk2) when the fuel injection pump failed. "If I'd got a spare pump I could have fixed it," said Shand. The opening day also claimed pacesetters Eian Pritchard and Steven McPhee with a misfire and then end of day one leaders Leigh and Chris Armstrong were sidelined with an engine issue. "We think it's the head gasket and we can't risk blowing it up," said they said after retiring their Escort Mk2 at the end of the leg.

Meanwhile, Moran had been running consistently strongly and was able to move ahead and take a commanding victory following another six special stages on Sunday. "You've got to go at a pace you can keep going for two days," said Moran after a first run in his fresh Escort Mk2 which also netted victory in Category 3.

Into second place as winners of Category 2 went Roger Matthews and Tom Marrott who led the chase of Moran in their Escort Mk1. "We kept running out of revs so we'll change the crown wheel and pinion for next year's event," said Matthews. "That shower of rain on stage five made it interesting!"

Bob Seager and Simon Hannam won Category 1 in their MG Midget despite finding the car running out of breath on the fast and flowing stages. "You need power and brakes here and we haven't got either," said Seager of his home rally. Credit is also due to Barry Stevenson-Wheeler and John Pickavance who fixed their Escort Mk2 after hitting a chicane on Saturday and rejoined to win Sunday's Trophy Rally.


## Confucius Said

Man who drives like hell is bound to get there.
Man who live in glass house should change clothes in basement.

Man who fish in other man's well often catch crabs.

## Pendle Slot Racing Club Pendle Rally Stages Round 2 26th April

Lomeshaye Industrial Estate, Nelson, BB9 6RT Lancashire

## Pendle District Motor Club and Garstang \& Preston Motor Club Rallytech Lee Holland Memorial Trophy Rally \& Lee Holland Kick Start Junior Stage Rally

## Flying High

Motorsport News national rallying editor Jack Benyon debuted in the best way possible at last weekend's Lee Holland Memorial Rally , by winning the event in the co-driver's seat of Ashley Field's Darrian T90.

The 23 -year-old hadn't competed in a rally before despite attending events from as early as six weeks old, and had a relatively uneventful day to help steer Field to a 59s victory, the Mansfield driver's first in the Motorsport News Circuit Rally Championship this year.
"It was a baptism of fire for sure, said the 23 -year-old Benyon. "Everything came up so quick in that car. It's a real piece of engineering genius and trying to keep up with the splits - and Ashley was difficult. The splits provided a challenge but the Pendle and District and Garstang and Preston clubs did a great job of creating a challenging course. I just wish it hadn't been my first time in the car."

Field has been a frontrunner in the championship all year, meaning a debut in the car put Benyon under pressure.
"Yes, there was a lot of pressure. But not from the team. Ashley and his crew didn't put me under any stress, the exact opposite. They were great all day. The pressure came from myself, I was adamant I didn't want to ruin anything for Ashley who hasn't had the best of luck in the championship this year. He should have had at least two wins prior, so as soon as it was apparent we would have a chance at the win, I had to make sure everything was up to scratch."

The journalist - who has covered the majority of the rounds for Motorsport News this season - was shell shocked at the finish but, was soon brought back to earth by Special Stage TV presenter Paul Woodford.
"Paul and I have some banter going back to the BTRDA awards last year when he presented me with an award for the best hair in the championship. When we got out of the car in service on Sunday, Paul gave me a Michelin hat for the win. He said: 'I don't know why all the award related items I give you are to do with hair, but well done!'

Benyon says there are no future plans to co-drive with a BARDS test approaching, but won't rule out a return to the passenger seat.
"I've dreamed of competing since I could talk and walk, so I can't thank Ashley and the Medi Cell Rally Team enough for having me aboard as a complete novice. I think that tells you what kind of people they are. I had family in attendance too and it was so nice to share it with them and they were so well looked after by Leslie and the crew."
"I don't have any co-driving appearances confirmed for the future but I'm open to offers! I did joke on Sunday that I was retired from co-driving, it can only go downhill from here! But I doubt I'd be able to stay away if I had an offer.
l've had some of my most enjoyable times as a reporter in this paddock, everybody is so friendly and hopefully I can continue to dedicate time to being around this championship. It's full of great people and l've thoroughly enjoyed it."


So what next for Benyon - maybe a seat in a WRC car?

## Pendle District Motor Club and Garstang \& Preston Motor Club Rallytech Lee Holland Memorial Trophy Rally \& Lee Holland Kick Start Junior Stage Rally

It might be nearly Easter but for some of us it's the start of the motorsport year. Having recovered from the financial hammering of the Mull Rally last October - the most expensive rally per competitive mile I have ever completed, it was time to blow the dust of the Scooby doo!!!.

Finding quality tarmac events is becoming a challenge, so a trip to Anglesey was the chosen event to get things moving. Malcolm had picked the car up last week. Although there wasn't much to do he did need to "road test" to make sure it was safe for me to drive. Having spanner checked and fitted new seat belts, as well as tweeking the clutch pedal it was ready to roll (the wheels - not the car. Been there - done that - EXPENSIVE!!)
The usual suspects gathered at White Windows Farm for fish butties before setting off for the mammoth westerly trek - I didn't realise how far west Anglesey is!! 160 miles later we arrive - just 10 minutes before our scheduled time for scrutineering. Perfect, so I thought - then I saw the queue!! Noise check - no problem - 96dba as usual. Then join the queue - over an hour later we get to the front of the queue, and its all completed without any fuss. New helmet stickered up, documentation complete and its back to the camper and get on with dinner.
A glass or two of red wine pre-dinner to get the palate working then it's the customary 3 course dinner, with fillet or rib-eye steaks followed by apple pie and custard. Malcolm and Paul having the lions' share of the brandy - as could be seen both Saturday night and again on Monday morning!!!
Anglesey1Sunday morning was dry and chilly - the first cars to start were the Juniors. Worth a watch - oh what it is to be young and fearless - even though they only have 1000 cc . Then it was time for the big boys - I must say most of the cars were out and out tarmac spec vehicles - not too sure if they would make it round Mull but on the circuit they are awesome. Made our multi-purpose Scooby a bit out classed. As we lined up for the first stage Mark decided a pre-rally selfie was called for. Not usually high on my "to do" list, but "click" and there it was. The lights turn green and off we go - a long left hander out of the pits and into a merge leads up to a long open hairpin. Just how hard can you push with cold brakes
 and tyres!!! Getting the feel of the car on a race track after not having driven it for the best part of 6 months was amazing.

The rest of the day ran smoothly, until stage 5 when we had a bit of an indiscretion, a half spin on a hairpin concentrated one's mind, and similar event on stage $6 . \mathrm{Mmm}$ - the car wasn't feeling quite as sure footed coming out of the corners. Back at service we found the centre diff wasn't locking. Malcolm with his trusty test light identified a faulty switch - this was quickly replaced and we were fully functional again. Although a K left on stage 7 caught us out - this time a full 360 in front of a camera - just my luck!!

Stage 8 was a re-run of 7 - this time got it right and finish 32 O/A - beating our seeding and some very well set-up cars.
Many thanks to Malcolm for turning out a very well polished car. Paul, Mike and Dave - all of whom helped with drinking, eating and cooking throughout the weekend. And Mark for having the $b^{* *} \mid s$ to site in the hot seat.
Would I do this event again - possibly not. The circuit is very abrasive, tyre wear was high, even though it wasn't a hot day. It's a long way to travel and you do need an out and out race car to be competitive. Scrutineering was very slow and some very long gaps between stages. On the plus side, the stages were very testing and certainly kept Mark on his toes - lots of splits and merges. A very good venue if you are closer to it.

Roll on summer - Otterburn and Warcop beckon!!!!!!!!!!!

# Pendle District Motor Club and Garstang \& Preston Motor Club Rallytech Lee Holland Memorial Trophy Rally \& Lee Holland Kick Start Junior Stage Rally 



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## FIELD GIVES NEW DARRIAN FIRST MN CHAMPIONSHIP VICTORY

Despite having never competed at the Anglesey Circuit, Ashley Field took an emphatic victory with rookie co-driver Jack Benyon in the rapid Darrian GTR. No less than12 seconds quicker than everyone on the first stage they won every stage to take overall victory by almost a minute ahead of John Stone, still acclimatising to his new FordFiestaS2000 car fitted with a Millington power plant. Eight stages were scheduled, with a number of splits and merges that made it a very testing day for both crew members. The organisers gained the most out of the roads of the race circuit and service road. The circuit owners had also built a yump, which proved to be the undoing of some crews, notably the Darrian of Brandon Smith and Craig Sharpe Simkiss, who destroyed the car's gearbox bellhousing on the first launch. Last year's winner Wil Owen, this time with regular co-driver Rob Hopewell alongside in the 2.5-litre Ford Escort, held second after the first stage but then spun on the third and were actually caught by Field. They were clawing their way back up the leader board until the sixth stage when a diff pin fell out and caused their retirement mid-stage. That left Stone as Field's closest contender, but a problem with the trip screen in the car meant the Fiesta driver stalled at a hairpin, which was also incorrectly laid out. That put the final nail in the coffin of the lead battle, although he got quicker throughout the day and will no doubt be a challenger for victories on future events. The event was the latest round of the MN Circuit Rally Championship and all the leading crews finished well up to gain many useful points. Field extended his lead with the win-whichwas59s in total on the rally-while James Sharrock/Stuart Faulds consolidated their second place in the standings, finishing fourth overall in the Ford EscortMk2. Sharrock commented that this event was the "best so far in the series-hardwork, testing stages that flowed well." Nigel Mummery-also a regular campaigner in the MN series-rounded out the top spots with Fiona Scarrett. Making a very welcome appearance was Irishman Dessie McCartney-best known for his phenomenal exploits in a Porsche 911 in the late '70s/'80s-drove his Darrian rapidly to fifth overall with son Richard. McCartney Senior would be celebrating his $72^{\text {nd }}$ birthday the following day and didn't ease off on the tricky yump. Leading the two-litreclass were Steve Quigley/TomHutchings, who finished sixth despite removing some of the front bodywork on one of the chicanes, while seventh fell to the Metro 6R4 of Pete Smith/AlanWalker. Talbot Sunbeams took the next two places, the twolitre version of Stuart Gilks/MichaelBoyns finishing ahead of the Lotus version of MikeTaylor/ MartinHaggett, who fared better once the early gear selection issue was solved. Rounding off the top 10 was ANWCC Championship leader Rob Hughes with Sion Cunniff in a Millington-engined Ford Focus, Hughes increasing his lead while Cunniff moved up to take the co-drivers championship lead due to pre-event leader Sharpe-Simkiss's failure to add to his score. All-girl crew JadePaveley/Sarah Hughes finished just outside the top 20- this time using Paveley's dad's Mitsubishi Lancer following their big accident in Jade's Impreza at Brands Hatch on the previous round. They finished the event with no first gear but gained useful championship points in both the MSVR and ANWCC series. In the 1400cc class, a close battle raged between the Vauxhalls of Joe Cunningham/AndrewFawcett (Corsa) and JustinLawson/PaulHargreaves (Nova), with the Nova just keeping ahead until the seventh stage. Cunningham went into the final stage with a three second advantage but a broken driveshaft put him out. The1600cc class leader board remained the same all day, HowardPotter/Dylan Thomas, a firsttime pairing, taking the class and just missing the top10 in their Sunbeam.

## Photo Courtesy Duncan Littler, 2 Pendref, Dwyran, Anglesey, Gwynedd. LL61 6YL

More from the Rallytech Lee Holland Stages Rally on Pages 72 \& 73 'Radio Mutterings'

## Airedale \& Pennine MCC

Sunday 20th March 8 competitors turned up for the final round of the championship at the Rock \& Heifer Thornton.
The sun was out Craig Lofts had set 2 tests out, his first time at doing this.
Test 1 was two slaloms followed by a double back though a gate to finish line everyone was close as we tackled the dusty conditions and Joe Mallingson and Sam Oddy both had overheating problems.
Test 2 was a slarlom then down the car park though a gate then back up though another gate to finish it was decided to run a 3rd test as we still had time.
This was a quick test which was a loop up then back down then back up though a gate to finish.
I got the ftd on this test and was as giddy as a kipper which resulted in 2 washouts to follow LOL

Gary Ross

## Results

|  |  |  |
| :--- | :--- | :--- |
| 1st | Martin Hargreaves | 202.14 |
| 2nd | Russ Coppin | 203.20 |
| 3rd | Joe Mallinson | 209.37 |
| 4th | John Greenwood | 209.80 |
| 5th | Sam Oddy | 214.84 |
| 6th | Gary Ross | 215.05 |
| 7th | Craig Lofts | 222.07 |
| 8th | Amy Toft | 228.24 |

Championship final standings are on A\&P website The next championship starts October \& car trials start in June


Class Positions
Expert
1 Rupert North 49
2 Russ Coppin 28
3 David Toft 19
4 Malcolm Davey 16
Novice
1 Gary Ross 51
2 Craig Lofts 40
3 Joe Mallinson 36
4 Mark Broadbent 20
5 Neil Toft 19
6 Paul Slingsby 6
Beginner
1 Sam Oddy 42

2 Amy Toft 32
3 Aiden Reynard
$=4$ Oliver Blair 19
$=4$ David Belt 19
$=6$ Evie North
$=6$ Paul Blair 9
8 Yvonne Coppin 8
The Championship Classes are:
Beginner (drivers with less than two years experience and no class or event wins)
Novice (drivers with more than two years experience and no class or major event wins) Expert (drivers with two years experience and a class or major event win)
10 points for 1st APMCC member,
9 points for 2nd APMCC member etc. to the top ten APMCC members in each class.

## How to access

## MSA Rally Marshal Training

1. Go to the MSA main site - www.msauk.org
2. Across the banner put your mouse pointer on MARSHALS
Then click on 'Training' (left side of page)
3. Track down that page then click on click here to undertake the on-line training
4. On the next page either "Log In" if you're already a 'customer' or "Register with MSA" if you're 'new'
5. Having gone through the registration or log in process then go back to main page.
6. Then click on MARSHALS tab then go to training
7. Then go to bottom of page and click on "click here for online training."
8. Your name page should then appear and again "click here for on-line training."
9. On next page click 'submit'
10. Then click Log in to LMS
11. Then click the words 'The Courses'
12. On the next page click "All Learning" (or 'Launch Course' if you're already registered) then click "Active Learning"
13. Then click "Rally and Cross Country Marshal Accreditation"
That will take you through to the course and assessment page - follow the instructions and complete each of the three modules by reading the text first (each module is in two parts - read them both!) and then complete the assessment.

When you have successfully completed the assessments you should receive an email from the MSA about completing the registration process

## Martin Melling Minisport Cup Challenge



After being diagnosed with a soft tissue tumour in my hand we decided to do the 6 rounds of the old stager Minisport cup rally championship in aid of cancer research www.justgiving.com/martin-melling/?
utm_source=Facebook\&utm_medium=fundraisingpag e\&utm_content=martin-melling\&utm_campaign=pfpshare


## Clitheroe \& DMC March Hare

## Nav-Scatter Rally

A good turn out of crews left Waddington Club for a gentle mid-week run around the dry (!) lanes on Maps 102 and 103.
The clues were in the form of 6 figure map references with no trickery in terms of code boards... the emphasis being upon building navigation skills in the startlingly young entry - only a year ago it seemed you had to be nearing pensionable age to get a run, but now the average age is plummeting thanks to a number of lads n'dad crews plus a healthy smattering of Myerscough College students who are all studying motorsport ...that wasn't an option when I was a lad - what happened to technical drawing and math's!?
However when it became time to tot up the results it soon became apparent that the road rally background of the older participants had come to the fore with Hargreaves/Martin running out deserving winners from Johnson/Worden followed closely by Figg/Ellison.
Interestingly the winners came in with not having bothered to visit Map 102 and were bang on the button time wise - other crews had more boards but overlooked the time element proving the value of having an old'un in the LH seat (sorry Tel!).
As organizer I even got away with a poor map ref (or bad board placement whichever you choose to view it!) but it was still visited by a number of crews! Hopefully an event enjoyed by all.

Tony Vart (Clerk of Course) Clitheroe \& District Motor Club


## Airedale \& Pennine MCC

## How to toady up to a landowner in search of a motorsport venue.

My bright idea of many years ago was to find a new venue to replace the increasingly noisy pub that hosted our club nights. It entailed me leaving the meeting early and driving around the local countryside using my extensive knowledge of hostelries and looking for a deserted car park.

A quick check to count the customers and the background volume and I had a shortlist of one. It was out in the countryside where few if any people would walk to and if I turned up with a gang of club members each month I knew we would get the red carpet treatment. That extended to using the car park for club autotests too.

This worked well for a few years but new owners decided to put on a rock band that coincided with our meetings so I was back on the road with the same formula. OK for a while but the refreshments were vastly overpriced so it was back on with the search again.

Like most such ventures, the rock band had gone away and so had the tenants of the original pub. It was back to it's former deathly quiet state and now, not only could we use the car park but the new landlord provided free sandwiches and chips to enhance our twice monthly get togethers.

We decided that we really liked this guy and if he did not do well he would get moved out by the owners so we did what we could to enhance his takings by drinking a lot. The pub became more popular with the public because our frequent presence made it a place worth visiting, not only for the spectacle of an autotest taking place in the car park each month.

This was a double edged sword though; the non-member patrons who over-generously imbibed on Saturday nights started leaving their cars abandoned on our PCA area so something had to be done. The increasing membership brought with it a number of young teenagers who wanted to drive the cars and we were keen to use the car park as a private teaching space but using customer's cars as obstacles was not a good idea. So our Chief Marshal, we will call him David in order to keep his true identity secret, hatched a cunning plan.

Behind the pub was a scruffy, overgrown, children's play area that desperately needed clearing out of weeds and assorted rubbish. The front door of the pub also suffered from smokers hanging around outside which effectively put off would-be customers so he persuaded a crew of members to bring shovels, brushes and the like and we tidied up the derelict area. This made the landlord very happy so when we asked if we could occasionally cone off his car park into a bit for his customers and a bit that we could teach our kids to drive on, he enthusiastically agreed.

Solution, put the smokers in the cleaned up play area and put the kids in cars on the far end of the car park. Back-to-front, I know, but an 'everybody wins' situation, nice one, Dave,

John Rhodes : Airdale \& Pennine MCC


# Bala and District Motor Club invests in the future of venue Trawsfynydd Ranges <br> Having secured a renewed lease of 25 years at the 

 Ranges Motor Sports Centre at Bronaber, Trawsfynydd, Bala and District Motor Club have just completed another phase of improvements at the venue at a cost of $£ 9800$Over the summer of 2015 motor club members filled in pot holes around the venue and 600 metres of ditches were reopened to facilitate better surface water drainage which has paid dividends having regard to the severe rainfall over winter. However the main aspect of the project was completed this week with the re-surfacing of 240 metres of the road at the venue; this being a continuation of the club's investment of over $£ 30,000$ on improvements at the venue over the last 10 years.

A spokesman for the club commented that it is important to maintain the venue for future years both for rallies, testing and other club events such as Production Car Autotests; this being the grass roots of motor sports facilitating cheap entry level motor sport for entrants of upwards of 14 years of age. The improved surface will also provide a better surface for rally car testing by private teams with the revenue raised from testing being continually re-invested in the venue.

The work would not be possible without the help of The Motor Sports Association / British Motor Sports Training Trust Club Development fund with grant aid of $£ 5400$ being secured to help finance the work.

This year will see 4 Production Car Autotests, 1 Stage Rally; The Minafon Garage Gareth Hall Memorial Rally, a test as a part of The Three Castles Classic Rally and possibly a Targa Rally being held at the venue.

Bala and District Motor Club would like to thank Mr Allan Dean-Lewis of The Motor Sports Association / British Motor Sports Trainig Trust, John Roberts ( Ffestiniog) Plant Hire, A \& M Lloyd and Hunter and Lewis Road Surfacing for all their assistance with this project.

Photos right; 1 showing condition of road prior to works and the two below show completed work.

## For more information please contact Emyr Hall; emyrhall@aol.com or tel. 01490420789 or 07798768184

## Positive Attitude

Late in the night, the patient finally regained consciousness. He was in the hospital, agonizing in pain.
He found himself in the ICU with tubes in his mouth, needles and... IV drips in both arms, a breathing mask, wires monitoring every function, and a gorgeous nurse hovering over him. He realized that he was obviously in a life-threatening situation.
The nurse gave him a serious, deep look, straight into his eyes, then spoke to him slowly and clearly, enunciating each word and syllable,
"You may not feel anything from the waist down."
Somehow he managed to mumble in reply,
"Can I feel your boobs, then?"
AND THAT IS A POSITIVE ATTITUDE!


As a senior citizen was driving down the freeway, his Car Phone rang. Answering, he heard his wife's voice urgently warning him, 'Herman, I just heard on the news
that there's a car going the wrong way on Interstate 77. Please be careful!' '
Heck,' said Herman, 'It's not just one car.. It's hundreds of them!'

## TRAINIMG Eorsiccects

## Last chance on a great club training session. Did your club attend, if not why not?

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

Attendance is being invited from all disciplines, and each Club may nominate up to 5 representatives from as wide a profile
as considered appropriate and,

## with newcomers especially welcome,

these seminars providing an opportunity to gain and share relevant knowledge and information.
The date and location of the venue of the last course are

## Sunday 10th April 2016

Location Carlisle (Wetheral-Crown Hotel) E-mail to daisy.poole@msauk.org as soon as possible, to attend.


MSA Unlicensed Officials Training Seminar
Having been to a few seminars over the years, not just motorsport related, I was fairly sceptical about what might be gained from going to one of these. Having put it off for quite some time and having been badgered persuaded to attend by one or more of our club colleagues, Mr Buckel and myself finally decided to bite the bullet and get on with it. You never know, we might learn something.
After finally landing upon one that didn't directly clash with a rally, we ended up in York, the day after marshalling on the Jack Neal Stages.
We had no real idea what to expect. Would it be six hours of sleep inducing powerpoint presentations or would we have to do some actual work? Neither prospect filled me with joy.
As it turned out, the time went very quickly. Starting at 10.00am (ish) and ending around 4.00pm the day was very well structured with a good blend of short presentations and work-group sessions, which were not at all taxing.
A key aspect of the whole exercise was that everyone was split up into groups of around six, where people from different clubs and disciplines were left to get to know each other and work together on the tasks set. It was good to swap ideas with other organisers and discover that most of the time we were arriving at the same conclusions, which, if nothing else, instils confidence in your own knowledge and experience.
The main areas of discussion were centred around club development and the very basics of running events. For example, we were tasked with producing a SWOT analysis for a hypothetical motor club, which surprisingly wasn't as dull as it sounds.
On the whole, it was a very worthwhile course. It doesn't cost anything and you can even claim your travel expenses from the MSA as well as a lunch allowance. Both myself and Paul came away not only having learnt some new things but also with an extra morsel of confidence to take with us. There was a lot to cram into those few hours and the balance of the presentation was about right. It was well worth taking the time out to attend and I would recommend it to anyone involved in organising events or those involved in club management and administration.


1. Steve Hill
2. Battle Stations !: Jordan Rally
3. Motoring News Round but dont know who or where
4. Bertie Fisher on the Manx
5. On the rims, ROTT at Halton Camp
6. On the limit ROTT, Halton Camp
7. Dave Tomlinson / Don Davidson Hawes to Ingleton Yumps


## Aston Martin



DB2 in Dark Green with 1953 2.9-litre DB3S engine and gearbox, triple Weber carburetters. Engine completely rebuilt less than 5,000 miles ago with new crankshaft, block and pistons. One owner since new, total mileage 27,500 . Numerous extras include Alfin drums, radio, racing type bucket seat, twin exhausts, heavy duty back axle and chromium wheels.

# NORTH WEST RACERS 

With Dave Williams \& Phil Rainford



## NORTH WEST RACERS BACK ON TRACK

Spring is here and motor racing is back underway in the North West. The CNC Heads Sports/Saloons Championship started the season at Oulton Park on $19^{\text {th }}$ March while the Lee Bowron Ltd XR Challenge staged its opening rounds on Easter Monday. Competitors in the Avon Tyres Northern Formula Ford 1600 series have to wait until $9^{\text {th }}$ April before beginning their campaign.

## CNC Heads Sports/Saloons

This championship opened its $32^{\text {nd }}$ season with yet another bumper entry as 29 drivers took part in the 15 minute qualifying session that set the grid for the single race later in the day.
Series sponsor Ric Wood was absent due to him competing in the clashing Goodwood Members' Meeting.
There are some who regard carrying the Number 1 on their car as a bad omen. That appeared to be far from Joe Spencer's mind as the 2015 title winner ran with the champion's plate on his Stuart Taylor Locosaki and blasted round the Island layout at Oulton Park 8 tenths faster than the man who would start from the outside of the front row - the Caterham R400 mounted Roddie Paterson. The latter was making a return to racing after a 15 year break to raise a family. His last appearance in Sports/Saloons was during the 1990s with a Darrian T90 ex-rally car.
There was another Stuart Taylor/Caterham paring on the second row - albeit with the order reversed - where more than 0.6 secs separated the 7 of Nick Creswell from the Locosaki belonging to David Fuller which was being driven this weekend by Dave Harvey. Peter Davies and Ilsa Cox added some diversity in their Spire GTR 998 and Seat Leon respectively.
Spencer had already established a gap of 4 lengths by the time the field reached Cascades for the first time. As in qualifying, Paterson was his closest challenger but third and fourth had swapped places with Harvey ahead of Creswell.
Further back Davies was very slow away from the grid and Paul Dobson seized the moment to leapfrog up to fifth from the fourth row in his Mazda RX7 on which the Lightning McQueen livery had been replaced by a blue hue.
Dobson's day had been hectic - during scrutineering it was discovered that the roll-cage on Steve Rowles' Honda Integra had been fitted incorrectly. Dobson took it back to his workshop to weld the safety apparatus securely in place and managed to return the car to the circuit in time for Rowles to take his place at the back of the grid from where he charged up the order to take the flag in eleventh.
Back at the front Paterson set about closing in on the leader. His third lap was a few tenths faster than Spencer's and he crossed the finish line exactly 2 seconds behind but the next time he approached the Island Hairpin he disappeared in a cloud of smoke - his engine was blowing out coolant.

Continued on Page 66

NORTH WEST RACERS<br>Dave Williams \& Phil Rainford Continued from Page 65

After a brief delay he reappeared over Hill Top right in the middle of the battle between Harvey and Creswell. He soon got ahead of the pair of them but despite short shifting to protect his car, he soon had to pull off and retire at the hairpin.
Harvey and Creswell were now battling for second. Back markers proved to be the key factor in this fight. First Creswell seized the opportunity to take the place by diving up the inside at Lodge as Harvey hesitated to pass a slower car - and found himself on the grass. Despite Creswell having great speed through Druids, Harvey was always able to reel him in under-braking for Lodge and so the duel remained in the balance until the final circuit when, coming out of the middle element of Hislops, Creswell passed a lapped car which then had no-where to go to get out of Harvey's way in the third element and then through Knickerbrook Creswell was thus able to eek out a crucial few lengths which meant a final corner lunge by Harvey was out of the question.
Out front Spencer began his title defence with a 23 secs win.

## Lee Bowron Ltd XR Challenge

Oulton Park provided fun for all the family on Easter Monday with an artisan market, jousting knights and circus acts but there was nothing more exciting in the
 Cheshire parkland than the pair of XR Challenge races on the ultra-short Fosters configuration that got this series off to a fine start.

Thanks to Storm Katie, track conditions were treacherous throughout the day. Qualifying saw the XR2s of Steve Poole and Mike Heath in a class of their own. Over a lap of little more than 1 and a half miles their best times were 2 secs faster than anyone else. Just a couple of hundredths of a second separated the front row men. Series sponsor, Lee Bowron, was the faster XR3i driver although he was unable to start the first race.
When the red lights went out for the opening contest, Heath initially got the best start but Poole took the lead at Old Hall. With rain falling, it was third placed Ralph Fernihough who was coping best with a slippery track and by lap 4 he had worked his way to the front. Clearly driving on the limit, he pushed too hard the next time he tackled Cascades and speared off to the left. Out of control, he joined the unused Lakeside Straight before skidding on to the soaking grass where he became bogged down.
Lap 5 saw 3 different leaders as, with Fernihough disappearing Poole was back ahead before Heath out-dragged him exiting Lodge and crossed the line a whisker ahead. Heath eased away while his pursuer pulled into the pits at the start of the final circuit when his throttle cable snapped. Mark Buxton was thus promoted to second while Justin Roberts held off a train of cars to claim the final spot on the podium.
Ron Loffstadt took the XR3i honours as Mike Taylor and Ryan Bowron staged a ding-dong battle behind him. Bowron tried everything he knew to get ahead and managed to do so once at Fosters Corner only to run wide and allow Taylor to take the place back. Bowron then spun at the same bend a few laps later.
The results of this contest decided the second grid which meant Poole started near the back. This didn't prevent him from being in the runner-up position as early as the fourth tour however by this stage Heath had established an unassailable advantage.
Buxton was the earlier leader but had to yield to Heath having run wide at Old Hall on lap 2. He then fell into the clutches of Roberts who took his second third place of the day when he demoted Buxton in a thrilling manoeuvre which saw the two cars running side by side through Knickerbrook and up Clay Hill.
Lee Bowron had repaired his car in time to win the XR3i Class on this occasion. The only entrant in the category for the newer Fiesta Si models was Mark Noble. During the course of the day his car changed colour from green to brown following many excursions on to the muddy grass!

Report by Dave Williams with Photos courtesy of Phil Rainford

# Gemini Communications Motor Sport Team 2016 Calendar of Events 

Would you like to get involved either as a Radio Marshal or just to come along and see what Radio Crews do? Newcomers Always Welcome. Give Bill Wilmer a Call MOTORSPORTS ASSOCIATION SAFETY \& MEDICAL FREQUENCIES LICENSED PRIVATE PMR MANAGEMENT SAFETY SYSTEMS Administrator - Bill Wilmer - MSA Approved Regional Radio Co-ordinator: For North Wales, Cheshire, Greater Manchester, Lancashire, Merseyside \& Salop: Serving Motorsport for 51 Years

| Sat 17th April |
| :---: |
| SMC Stages |
| Ty Groes, Anglesey |
| Stockport061MC |
| Sat 15th 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 |
| Enville Stages |
| Ty Groes, Anglesey |
| Warrington \& DMC |
| Sun 10th July |
| Greystoke Stages |
| Greystoke Forest |
| West Cumbria MSC |


| Sun 27th Aug <br> Gareth Hall <br> Memorial Stages <br> Traesfymydd Ranges <br> Bala \& DMC |
| :---: |
| Sun 25th September <br> Heroes Stages <br> Weeton <br> G\&PMC + P\&DMC |
| 25th to 30th October <br> WRC (GB) <br> Wales |
| Sat 5th November <br> Neil Howard <br> Memorial Stages <br> Oulton Park <br> Bolton-le-Moors CC <br> Sun. 20th November <br> Cadwell Stage Rally <br> Cadwell Park <br> North Humberside MC |
| 26th/27th November <br> Glyn Memorial Stages <br> Ty Groes, Anglesey <br> C\&AMC |
| Sat 26th November <br> Hall Trophy Stages <br> Blyton <br> Clitheroe \& DMC |

## Bill Wilmer <br> 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 <br> 20th August <br> FIRE TRAINING

Darwen Services

COMMUNICATIONS

## www.geminicommunications.org.uk

## BIKE RIDE EVENTS IN 2016 <br> Good Expenses Paid for Route Marshall's On this years 4 Events that we are planning

All the events are for good charitable causes. Please help us again this year and promote this healthier life style. New Marshals are always Welcome, please come and join in this fun day. Your expense money will be paid by FPO, or cash, cheque on the day and is per person. Some busy points will require two marshals, these are usually for husband and wives Some double posts are available, this means extra expenses for you. All rides are on Sundays


## 12 June Sunday - Manchester to Liverpool Bike Ride In aid of NSPCC

The NSPCC is inspired by a belief that we can make a difference for all children - by standing up for their rights, by listening to them, by helping then when they need us and by making them safe.
Our vision is ending cruelty to children in the UK. We believe cruelty is preventable and that through having an inspirational vision we will achieve much greater success for children.
This Events starts from Salford Keys, runs out thought Flixton, Warrington and Widnes, mainly following the Ship Canal and roads around it, Using two routes, one with tow-paths along its route, the other just roads to Liverpool's finish.

## 10 July Sunday - The Magnificent Manchester to Blackpool Ride In aid of Christies Hospital

The Christie was first established in 1901 through generous donations and fundraising has continued to support vital developments for more than a century. Our charity helps to pay for cancer research, new facilities, high-tech equipment and extra patient services. The huge difference the charity makes to patients is apparent across the entire organisation - woven into our research and services to help patients both cope with and survive cancer. The route starting at Manchester running out to Refreshment Stops at Leigh, Haigh Hall, Charnock Richard, Preston, on through Kirkham, Freckleton on route to Blackpool Prom.

## 04 September Sunday - Manchester 50 \& 100 mile circular In aid of Christies Hospital

The Christie is one of Europe's leading cancer centres, treating over 40,000 patients a year. We are also an international leader in research, with world first breakthroughs for over 100 years. The big one, 100 mile ride to Nantwich and back travelling through lovely countryside and roads near canals, not the one to miss.
The route travels through Knutsford, Northwich, Delamere Forest, Tattenhall, before turning round at Nantwich, through Middlewich then Wilmslow and back to the start. There is a smaller route of 50 miles that doubles back after Northwich for those who wish to have an early finish.

## 18 September Sunday - Leeds 50 \& 100 mile circular In aid of Three Charties

Day One is set up to help the victims of major trauma rebuild their lives, providing support for their friends and family, and giving them hope in challenging times.
Leeds Children's Hospital Appeal helps to make every child's stay in hospital a better, brighter and happier. Yorkshire Brain Research Centre funds research, through research we can help make patients' lives easier by improving diagnosis and treatment with the help of clinical trials.
Starting from Roundhay Park, choose the 100km or 50 km route through the unspolit landscape of Yorkshire Now in its fourth year, this great ride will again offer an opportunity to raise money for Leeds Children's Hospital

We really do need your help, events can't run without you. If you and/or your friends are available on any of the above dates or for more information please e-mail or phone me.


## www.geminicommunications.org.uk

The Gemini Motorsport Team led by Bill Wilmer 'Gemini 1' provide safety and emergency communications support to stage rallies the length and breadth of the UK.
The team provide highly experienced MSA licensed radio crews that provide communications support as an essential part of the stage rally event safety team.
Team members monitor rally cars through the stages and respond to incidents of every kind, from the delayed or missing car, the mechanical breakdown through to the more serious accident or 'off'. Co-ordinated via a team of MSA licensed Controllers the team provide event organisers with that essential 'pairs of eyes' on the ground, linking via Control to Rally HQ and the Clerk of Course.
As experienced rally marshals crews play a critical role in supporting the safety of competitors and spectators alike. In addition to the team of radio operators and Controllers the organisation also provides an MSA licensed Rally Recovery Unit 'Gemini Recovery'.
Alongside the MSA licensed rally radio frequencies the Gemini Team also operate their own private licensed 'high band' radio channels, providing for rallies options for a management or organisers frequency to support event administration, radio channels to provide an 'A' system to monitor cars progress through stages or a radio network that can support other events such as bike rides.
In a typical year the team might 'officially' support 30 or more rallies , which probably equates to over 3,000 hours of volunteer time into the sport, not counting the numerous other events many team members individually support as radio operators. A 'conservative' assessment would value this contribution to the sport at over $£ 25,000$ per year.
Events big and small have all been supported by experienced team members, who bring to events a wealth of experience, common sense and by reputation a safety team that can be relied upon.

## ANWCC

## Marshals Championship \& Monthly Cash Prizes

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

## Golden Microphone Championship

Past Championship Winners
2016 - this could be you!!
2015 - Ian Davies
2014 - Peter Langtree
2013 - Tony Jones \& Peter Langtree
2012 - Tony Jones
2011 - Stuart Dickinson
2010 - Eve Fisher and Graham Bray
2009 - Paul Henry
2008 - Chris Jarvis \& Lee Skilling
2007 - Tony \& Dan Turner
2006 - Tony \& Dan Turner
2005 - Chris Jarvis \& Stuart Dickenson
2004 - Dave Crosby
2003-Stuart Dickenson
2002 - Keith Lamb \& Adrian Lloyd
2001 - Tony \& Avril Lee
2000 - Ian Davies
1999 - Keith Lamb
1998 - Dave Crosby

After Round 3
Lee Holland Stages

| G | 23 | lan Davies | 30 | points |
| :--- | :--- | :--- | :--- | :--- |
| G | 25 | Chris Woodcock | 30 | points |
| G | 13 | Stuart Dickenson | 20 | points |
| G | 03 | Les Fragle | 20 | points |
| G | 21 | Dave Bedson | 20 | points |
| G | 09 | Keith Lamb | 20 | points |
| G | 11 | Mark Wilkinson | 20 | points |
| G | 48 | Peter Langtree | 20 | points |
| G | 33 | John Ellis | 15 | points |
| G | 56 | Tony Jones | 15 | points |
| G | 12 | Chris Jarvis | 10 | points |
| G | 04 | Alan Winterburn | 10 | points |
| G | 05 | Steve Coombes | 10 | points |
| G | 14 | Adrian Lloyd | 10 | points |
| G | 31 | Duncan Stock | 10 | points |
| G | 02 | Graham Cookson | 10 | points |
| G | 07 | Tony \& Avril Lee | 10 | points |
| G | 55 | Steve \& Matt Broadbent | 10 | points |
| G | 69 | Maurice Ellison | 10 | points |
| G | 37 | Lee Skilling | 10 | points |
| G | 57 | James Atkinson | 10 | points |
| G | 58 | Geoff Ingham | 10 | points |
| G | 17 | Robin Mortiboys | 10 | points |
| G | 65 | Brian Eaton | 10 | points |
| G | 24 | Paul Henry | 10 | points |
| G | 51 | Gerry Morris | 5 | points |
| G | 28 | Andrew Taylor | 5 | points |

## March 2016

# Radio Mutterings Lee Holland Memorial Rally. 

It's an early start for the drive across to Anglesey, sharing the roads onto the island with the early Irish ferry traffic, the day is cool and overcast as I head for the Pendle \& District and Garstang \& Preston Motor Clubs Lee Holland Memorial Rally now part of the 'new' Motorsport News Circuit Rally Championship 2016. With a flourish of my entry pass at the gate I'm into the venue and head for the control tower to sign on. I should say thanks at this point to the organisers for a rather fine goody bag, some refreshments, a fine woolly hat courtesy of Dales Subaru and then a rally first for me a stick of Garstang \& Preston rock, just like you got as a kid at the seaside.

Once signed on and with locations allocated there is just time for a quick bacon butty before getting into position opposite the pits on the banking to observe the various splits and merges during the day. Les Fragle is running control with Tony Jones our 'trainee', who like most apprentices does most of the work during the day (only kidding Les). We start on time at 09:00 and most unusually begin with the 'junior's completing a pair of stages before the 'seniors' join the hunt, after the first four stages they reverse this rather odd starting order. Fifteen juniors start and as usual the action is fast (OK relatively) but the commitment is $100 \%$ as these little cars scream and slide their way around the circuit and tight chicanes. After two stages we only lose a couple to mechanical woes and during the day the numbers ebb and flow as cars enter and then miss a stage, although thirteen finally make it to the end.

Stage 1 for the seniors is soon underway and unfortunately I get to see some of the worst and possibly most dangerous driving l've seen for a very long time. After the split the cars came down to a ninety right turn with the way ahead clearly blocked by a red and white pole barrier, cones and no entry board. Several cars overshoot this right turn and passed a few car lengths straight on before turning back around before making the correct turn, perhaps understandable as they out braked themselves. In the middle of the field however and for no apparent reason 'madness' seemed to descend and half a dozen cars missed the right turn, went through the no entry but then continued a good $50-75 \mathrm{M}$ further down the track through the out of use chicane before turning around and heading back through the chicane and no entry and finally making the turn. With marshals frantically gesticulating one idiot managed to then miss the correct turn a second time and continued WD head on towards rally traffic before finally realising their mistake and turning around again !!. Thankfully what could have been a series of serious incidents was avoided, but I really struggle to understand what happened as the stage was clearly laid out in the roadbook and the stage furniture, barriers, arrows etc could not have been clearer. Needless to say I spent the next half hour completing numerous 'judge of fact' incident forms.


Continued on Page 71

## Radio Mutterings

## Lee Holland Memorial Rally.

## Continued from Page 70

A very healthy total of 68 seniors started and by the end of the second run we had only lost six cars. Unfortunately one of these had only 'three wheels on his wagon' or in this case Peugot and the recovery proved very difficult and lengthy. Gemini Recovery were first on scene and struggled to attach lifting chains, without damaging the inevitable huge plastic front bumper. Once Bulldog Recovery had been 'helped' by the circuit tractor off part of the infield they joined the party and an attempt was made to lift the car with their spec lift, this also failed with Control getting ever more excited as we needed to start the next pair of stages. With the car stuck on only three wheels and in a dangerous position it had to be moved and finally third time lucky the Gemini boys managed to get the car attached and lifted by 'harvey' and pulled clear of the stage to everyone's relief and we were ready for the second pair of stages.
The action quickened in the second pair of stages for both the juniors and seniors. Car 102 managed a slow roll over and back onto it's wheels and continued running up by the Medical Centre, whilst Car 29 appeared to drive around for some time with an unnoticed fire which eventually seemed to extinguish itself. We ended these runs with a total of 13 juniors and 53 seniors still running. It was now time for the bigger turnaround as the stage direction was reversed.
To be honest the first pair of stages starting with the seniors passed without too much drama, although we lost Car 1 due to "transmission failure" and I had a couple of the juniors decide to park up opposite me with mechanical maladies
As we started the days final pair of stages the competition inevitably hotted up as class wins and potions were contested. On the final run for the seniors there was some last minute high drama as Car 37 rolled in the middle of the chicane by me but thankfully landed back upright although smack bang in the middle of the chicane. With cars at no more than 30 second intervals the marshalling team was quickly in action, firstly making sure the crew of 37 were alright but then trying to slow cars down and direct them around the completely blocked chicane. With the stage blocked the right decision was made to stop the stage and in the end the stoppage of only a couple of minutes gave the marshals time to push the stranded car clear of the stage and rebuild the chicane safely. Racing was soon resumed and after earlier delays it was a little touch and go if the juniors would get both of their final runs in, not helped by the final senior car deciding they were having so much fun as to complete an extra lap. We just made it and the thirteen remaining juniors were able to enjoy their final two stages, all in all a good days sport.

# Photos Courtesy of Duncan Littler, 

2 Pendref, Dwyran, Anglesey, Gwynedd. LL61 6YL

Tel:01248 430015 Mob:07740 179619<br>e-mail: dunclitz@hotmail.com

## Harlech \& District Motor Club HARLECH STAGES

Llanbedr Airfield<br>May 1st



This is the fourth stage event for Harlech \& District Motor Club to run in Llanbedr airfield. The route will consist of approximately 50 special stage miles over 8 stages, with one central Service Area and only £225. The event will be run with Llanbedr airfield being the Rally HQ Start and Finish will be at the airfield where the awards ceremony will take place.
We look forward to welcoming both old and new competitors to the event and we would like to wish everybody a successful, enjoyable and safe day's rallying.

## We will also require a vast number of marshals please get in contact if you can help.

Online entry and further information available at www.harlechdmc.co.uk/harlechstages

## NEW RULES ALLOW A STEAM CAR TO COMPETE AT CHATEAU IMPNEY

Steam powered machines, after being superceded and phased out many years ago, have suddenly been making a big comeback recently; interest in them has like cycling, suddenly taken off in dramatic fashion.
The Flying Scotsman after a 6 million pound restoration caused sensational numbers of people to gather all over the country on bridges, at railway stations, in fields, anywhere if fact where the locomotive could be seen on its recent series of proving tests. The interest generated was phenomenal and the National Rail Museum in York has all the planned excursions sold out far into the future, such is the interest in steam these days.
Many petrol heads, especially those of us who remember travelling on steam trains, have a great affinity to steam locos as they had a fantastic presence combined with a very unique smell. The smell was a combination of hot oil, smoke, steam and occasionally, sausages, bacon and eggs as the drivers and firemen used to cook these on a hot shovel held for a short time in the firebox to cook the food. Seconds earlier this shovel would have been in use for shovelling coal with never a thought about washing the shovel. I have never heard of any early deaths of footplate crews so it can't have done them any harm.
One well known Cumbrian, Ian Smith from Workington, owner of an Alvis 12/70 and hillclimb competitor, has more than a passing interest in steam locos. lan was for many years chief engineer on the Ravenglass and Eskdale small gauge railway in Cumbria where he designed and built the stunning loco "Northern Rock" in 1976 for the Queens jubilee. Still going strong and pulling thousands of visitors each year the loco was so successful, two similar locos were ordered by a theme park in Japan. These two locos were also built by lan, one of them was named Cumbria, I am not sure of the name of the other one.
lan's brother Alan, another well known person in Cumbrian motorsport, is also heavily involved in steam engines. He manufactures special piston rings called "Clupets" rings at his small works in Maryport. These are used in steam engines, vintage and veteran car engines especially by the type of cars doing the London to Brighton run. Earth moving equipment too uses the cast iron rings to replace rubber hydraulic seals in hydraulic rams because the "Clupets" rings can withstand grit and dirt in harsh conditions far better than rubber "O" rings and seals. If you look at the key ring on a key fob, it's sprung with a double spiral, that is the same basic design as a "Clupets" piston ring.

Continued on Page 73


## Chateau Impney : Steam Vehicles Allowed Continued from Page 72

Ships were also powered by steam; the great ocean liners Queen Mary, Queen Elizabeth and others were often cover illustrations on many a "Boys Own" annual.
Motor cars have also been steam powered but this form of power gave way to petrol a very long time ago, in the very early 1900s in fact, although steam road rollers and steam cranes and excavators were in general use certainly in the 1950s even up into the 1960s in some cases. I personally worked on these in the 1960s when I worked for British Steel at Workington's Mossbay works.
Steam powered cars have been banned from taking part in motorsport by the MSA for countless years but in September 2015 this rule was relaxed. One of the chief lobbyists to get this rule relaxed was Bob Dyke a passionate steam enthusiast, restorer and owner of a number of such powered vehicles. He can now compete with steam vehicles for the first time rather than just do demonstration runs as he has done for a year or two at some of the prestigious motor sport events over the last few years.
The venue for the first actual competition outing is the famous Chateau Impney Hillclinb in Worcestershire on 9/10 July.
This is no ordinary steam car however, it is the most famous steam car ever produced. It was built by the White Sewing Machine Company in 1905, named "White Rocket" but better known by its nickname "Whistling Billy". This was given to it by the spectators because it suddenly emits a loud whistling noise from its burners as it accelerates. The burners produced steam at 800 psi and a temperature of 750 degrees Farenheit making the pipes red hot.
Used for dirt track racing from 1905 by a guy called Webb Jay, and capable of 130 mph on dirt roads, it broke many track records but crashed into a pond seriously injuring the aforesaid Mr Jay.
Charlie Bair, a very wealthy sheep farmer, persuaded White Sewing Machine Company to rebuild it for him, costing him 20,000 dollars, a colossal amount of money especially in those days. It paid for itself however, earning over 50,000 dollars in prize money before another serious crash at Los Angeles. This happened when a front tyre blew out at high speed flipping over the heavy machine three times whilst up in the air. Rebuilt again, it survived several near misses in the next couple of years before yet another serious crash in 1912, going over the top of an embankment and was found smashed in half on the other side with its then driver Chris Dundee lying very badly injured. What remained of the wreckage was kept in storage at a solicitor's premises, eventually moved to a farm, its engine taken out and used to power a boat.
Bob Dyke during his trips to America bought as much as he could from this car together with other genuine White steam car parts from the period then rebuilt the car over a number of years.
I have seen it been demonstrated at Prescott and Shelsley Walsh but at Chateau Impney it is competing against the clock along with 199 other racing machines of all shapes and sizes. It is very unusual, has impressive torque and acceleration but will be tricky to drive on the tight, twisty course. Here is an opportunity to see not only this vehicle but many other world famous cars. The venue being just south of Birmingham is very centrally located with plenty of accommodation in the locality for those who wish to spectate on both days.
For full details of "Whistling Billy" and other attractions, Google Chateau Impney Hillclimb and click on "blog".

## Keith Pattison Memorial National B Sprint

Bank Holiday Monday $30^{\text {th }}$ May 2016 Blyton Park, North East Lincolnshire

## York Motor Club \& Huddersfield Motor Club



Brocikanks' Solicitors Croas Border Speod Championahip, Longton's Northem Speod Champronship, Liverpool Motor Cab Speed Championship, Noittingham Spead. Championahip \& ANWCC Sprint Championahip.
Open to all competitors in dubs in the ANCC, ANWCC, ANECCC and EMAMC.
The first sprint to use the Eastern Circuit of 1.4 miles ( $2,262 \mathrm{mtrs}$ )
Superb value for money with a maximum of 70 competitors ensuring many timed runs and high competitive miles. Excellent venue facilites such as cate, changing rooms and over night camping, this event is certain to be a tavourite.

Also all paid up entries recelved before Monday $2^{\text {wd }}$ May will go into a free prize draw - and the winner will receive har their entry fee back!

To acknowledge your interest and be the lirst to see the SR's contact Mrs Linda Cariss Tel: (01904) 738631 (belore 21,00hrs, pleasel) e-mailiinartdch@otinternet.com

Wigton Motor Club ran a really interesting club night recently where in conjunction with KICK Automotive( part of the Vodka Kick organisation) and Motordrive of Leyland Lancashire, these two retailers brought both types of head restraint systems together with appropriate helmets, seats and seat belts to demonstrate the differences between the two systems. This was an eye opener I can tell you.

One would think that both systems would be very similar but they differ greatly.
One, the HANS (head and neck support) device is the type you see drivers such as Lewis Hamilton and others lifting off before they get out of their formula one car and very similar to having a big horse shoe around your neck.

The other, (Frontal head restraint) is rather like wearing a small rucksack but only having the straps as if someone had forgotten to fit the bag to the straps so rather like wearing a pair of braces I suppose.

A small strap about 9 inches long attaches to each side of your helmet approximately at the position where your cheeks are then the other end attaches behind you to the device.
In the event of a very hard frontal impact or head on crash your full harness belts restrain your body from being thrown forward and the little anchor straps prevent your head being thrown forward and in so doing breaking your neck which may happen if your chin was thrown down on to your chest with great force. I hope you can understand my description.
Both systems do the same job but in a different way.
When wearing the Frontal Head Restraint (rucksack type) you were virtually unaware you had it on but wearing the (HANS) head and neck support it was very cumbersome and there are a number of cases we were told and the information is on social media I gather that quite often in a severe crash people break ribs with the HANS device. This you could appreciate when trying one on. Better to break ribs of course rather than break your neck but many people have bought a HANS device then gone out and bought a Frontal Restraint System, this is the reason why so many second hand HANS devices are for sale on e bay already. However HANS systems are much cheaper.

Best way of course is to try the different types out before you buy. The HANS is cheaper but one thing is for sure if you are going rallying or doing speed events this year you cannot compete without one unless you are competing in some historic events. and the car is a historic.

Check the MSA rules for exact definitions.
One rallying friend of mine is having to spend $£ 1500$ this year to comply with regulations on new helmets with appropriate anchorages, restraint system, new belts and seats because the" life" date of the equipment has expired even though its had very little use

Please read the blue book and get good advice before buying your kit.

Keith Thomas : Wigton MC


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# Help wanted with Spotlight 

As much as I want to go on competing forever, I am slowly (and in my case you should read that as 'very slowly' : the zimmer frame does not help me do anything quickly) coming to the conclusion that I am getting far too old for this Navigating lark. I am increasingly making silly errors and once it gets past 3am I am no longer kept awake by the adrenaline rush but start to tire and I long for my bed. Struggling to keep your eyes open on a night rally is not an ideal trait in any road rally competitor. So, my intention is to retire at the end of this year.
Having said that, I must admit that I also said the very same thing in 2011, 2012, 2013, 2014 and 2015 but at the end of each year the msa licence application drops through the letter box and like all my New Year resolutions disappear within a matter of days, but I really think I am getting far too doddery to keep this malarkey up much longer
At the start of 2015 I told the sd34msg meeting that I wanted to give up editing this newsletter when I got to 70 and would like someone to take over from me. I am 70 this year. Up to press no one has come forward.
Everyone assumes that it takes an awful lot of time and effort but it really does not. All the hard work is done by my jolly band of amateur correspondents (You Lot). If there is any hard work involved you can bet your house on the fact that I woudnt be doing it. I know it doesn't do itself but the only thing I do is put it together and try to make things fit on a page. The other thing that takes up my time is emailing correspondents to remind them to get their copy in on time for my deadline. I spend about half an hour in the evening browsing facebook, Club websites and British Rally Forum to find whos done what and then send them an email (I dont watch any of the Soaps and this is the time for the Newsletter bit). Then it's a simple job of Copy \& Paste. Half an hour for four nights a week (and that is in the last week prior to publishing) and the job is done. Total time per month (but in bite size pieces) is a total of eight to ten hours max. (however, I must admit that this month has been a little bit longer)
Not exactly onerous. I bet it takes some of my reporters longer than that to compose their reports
So, if you fancy having a go at this newsletter editing lark just drop me a line or give me a call and I will be more than willing to talk you through it all (07788-723721 or email me at sd34news@gmail.com).
I would like to spend some time with whoever takes the job on showing them how simple it really is and maybe job sharing it whilst they get the hang of it, 'cause I know when I did my first newsletter I didn't have a clue and probably spent more time putting the first two or three editions together (and back then 40 pages was a big edition) than it now takes me to do a whole years worth of Newsletters. Dont let that last comment deter you : I will show any volunteer how easy it can be
Trust me. It's a lot easier than you may think.
Ideally it would make sense for my helper / replacement to be someone who is out regularly competing or marshalling. That way you get the opportunity to chat to competitors at either the start or the finish venue and ask them if they wouldn't mind writing a piece. Once you have explained that all you require is a short report on their night. It needn't be the ones who have done well. To be honest I want to hear (and read) how the newcomers or not so gifted (like me) competitors get on. You will be surprised how readily they agree to knock a report together. They then send you a epic
By being at the start venue it also help get the photographs sent from both amateur and professional photographers
Go on. Have a go. It can be lots of fun too

# Grumpy Old Git 

## Myerscough College <br> Providing opportumities for all

## OPEN DAY \& AutoSolo Sunday 12th June Promote Your Club

I know I have put an advert in on page 14 for the Myerscough College Open Day on Sunday the 12th of June but it really is a cracking day out for the whole family and you can enjoy a bit of Motorsport at the same time.
With over 20,000 people at this event it is a superb opportunity to attract new people both into Motorsport and also to introduce them to your club.
You dont have to compete, we have more than enough space for clubs to show off their members cars to the people watching the AutoSolo. Contact me for more details


## YORK MOTOR CLUB <br> North Yorkshire Classic

## Sunday 20th March 2016

## 

Dan Willan and Martyn Taylor have set the bar high for this car, with their stunning result on LEJoG. Now it's up to Niall Frost and I to live up to its proven potential. Freshly polished and dried out from the Tour of Cheshire (ToC), the Volvo, Niall and I set off to The Hawkhills, a hotel and conference centre near Easingwold on the Saturday for the measured mile check, today it was just a measured mile rather than the longer route (potentially more accurate) used by many organisers, bit of head scratching for us as the trip was measuring a slightly shorter mile than the ToC! So, what do you do? Use the trip setting that worked so well on ToC or the organisers setting? Go with the latter we thought, as the route will have been set using these measurements, can't go wrong! Noise check and scrutineering, a bitterly cold wind swept in for the officials conducting their tests outside, without these stalwarts, along with the organisers and the hosts of marshals, we would have no sport. Muffled exchanges about cams, flywheel weights and carb set up, turns out that our scrutineer is building a PV544 for historic rallying, he knows this model inside out and thoroughly checks the car. All OK, back to Niall's for an early night after watching England win the Grand Slam, although he is out on the razzle dazzle at the Malton Motor Club dinner and prize giving, returns with a 'pot' and thankfully sober!
Sunday saw an early start from number 29/60. Not worried about the relatively low seeding after the ToC result, it allows more cars through the tests before us and gives greater visual clues for correct tests, assuming everyone before has gone the right direction of course! First test was long and flowing, on the old airfield at Tholthorpe, mixture of cones and muck heaps, piles of bales and broken hard surface, great fun, though we had to reverse at one spot, just too tight a turn in for 'the barge'. Second test on another part of the airfield and off to the regularity start. Pre plot for this one, part pre plot for the second then all plot and bash for the subsequent regularities. Niall quickly found the route and we settled in to be accurate, never more than a few seconds up or down on the route speed versus time, making the speed changes at the right places, we arrived at the controls........early, not by much, but consistently, what was going on? Never mind, keep at it.
More flowing tests, suited the Volvo down to the ground, tight twisty stuff results in much arm twirling but minimal deviation from a given course, protest from the front tyres, but still predominantly a straight line preference! The LSD pushes the car on at low speed, whatever the surface, but is great fun once I can get the back unsettled and the tail moving around under power.

## North Yorkshire Classic Continued from Pagw 76

The handbrake is not very effective, a fact in PV's, though I do accept that I need to practice more as there was never any call for handbrake turns in single seater hillclimb cars, (if ever there was, it meant you were in deep $s h^{*} t$ ) where the majority of my motorsport experience was gained. Caught the preceding car on one test, just at the finish, we were flying according to me, long downhill estate track, two code boards to slow us down, muddy entry over a tight bridge, along a valley floor and up to a hairpin right, tail out all the way uphill to the finish, magic.
In to lunch, now accepting that the measured mile was 'out', as we were arriving early consistently at regularity controls, not by much but enough to know that the score was mounting, hope it's the same for everyone. Little pockets of generally grumpy navigators gathered over lunch, our inexperience of these events had precluded us making adjustment for what was happening, although several methods were shared by the more experienced navigators. Our thanks yet again to Martyn Taylor for his advice on how he had adjusted, meant that we made better times on the second half, but those more experienced had adjusted after just one or two controls on the first regularity, we had lost time that we were not going to make up!
More tests and regularities followed, generally a compact route, meant we were never far from the rally start / finish, but a varied route taking in the southern bounds of the North York Moors, and covering some of the roads used on the Ryemoor with Jonathan the previous weekend. Some really bumpy whites in the second half, not particularly rough but some potholes needing care, muddy too, no problem with proper under body protection. One of the tests at 'Calverts Carpets' in the aptly named Beadlam was just a cone too tight for the Volvo, a hedge was beckoning, if I could just 'brush past it' we'd be OK? Nope, hedge 1 Volvo 0, thank heavens for bumpers, though the fragile mounting plate now requires help from Mr Savage by way of welding and a certain amount of derision, appropriately so according to my navigator.
The last regularity was a blast, all 'there and then plot and bash', 10 IRTCs, some controls close together because they were on private ground, and the longer sections had quite sparse clues, meaning that your eye had to roam widely over the map to find the next bit of the clue, spot height or farm name for instance. We made it, still entering controls a tad early despite our 'adjustments', more experience gained.
On to the finish, we'd been $8^{\text {th }}$ or $9^{\text {th }}$ at halfway, happy considering the problem with the trip meter, more the problem with the head really, once you have an inkling that something is not right, it can play on your mind and distract you, though Niall is very level headed and sanguine, whereas I can fret and get distracted, makes for a good team, our different strengths contribute to our competitive edge. We had to leave the event early before any results were available, no idea how we got on, ignorance is sometimes bliss! It turns out that we had come $9^{\text {th }}$ overall, $1^{\text {st }}$ in class and with an award for $1^{\text {st }}$ in the experts class, very happy with that. We had notified the organisers of our need to leave the event before results and presentations, and can only hope that they didn't think us disrespectful of their effort in organising and running the event. We were careful to thank all the marshals we encountered, and received very positive responses from everyone about the car and their enjoyment of their roles. The weather had been a crisp sunny day to start, by midday it was turning cloudy with showery bits, but not enough to dampen enthusiasm. Good event, shame about the measured mile, but at least we have a better idea for next time, should we meet a similar problem.
Whenever you do well on a historic rally of this type it's tempting to claim one for the driver, but reality is that the navigator determines the result, I'm lucky to have my son sitting next to me to tell me what to do and where to go, but there again he's only getting his own back on me for the years of upbringing where the roles were so often reversed, now he begins to understand what it's like when the directions aren't followed...........'Left of cone B, I said LEFT of cone B, ..............what is it you don't understand about left of cone B, Dad?"
Next one is the llkley Jubilee, new bumper mountings and a new navigator, Niall not being available for this one, Rob Henchoz, Mr Amazon Cars, better behave myself.

## White Heather Classic \& Targa Rally

## White Heather Rally success for Graeme and Jack

Wigton Motor Club opened the historic rally season with a new event based on and around Kirkbride airfield and the White Heather Hotel, a venue where many of the club's main events were based from the 70s to 90 's. The new event, for both Historic and Targa cars consisted of six special tests run four times giving a total of 24 tests with around 15 minutes of total test time for a very good value for money entry fee.

Under the experienced guidance of Stephen Palmer and the renowned Wigton team a very slick events was run with the end of event dinner and awards presentation happening at around 15.30


The historic rally was won by the oldest car in the field, the Mini Cooper S of Graeme Cornthwaite ands Steve Aspin with David Agnew/Alan Jackson in second place in their Porsche 911 who won class H2. John \& Marian Sloan were third overall won class P1 in their MG Midget while Stephen and Callum Douglas won class P2 in their MG B GT. Fifth and second in P2 was the flying Scot lan Dixon with his MG BGT. Robin Murray/David Rice won H1 in their Mini Cooper S
The Targa Rally saw 17 year old Jack Palmer, navigated by Tom Hampson in a Rover 25 take a good win from Daniel and Stephen Place in a Peugeot 309 and Chris Hunter and Fiona Tyson in a Mazda MX5 who took the top awards for class T2. Class T1 was won by Dave Charleson/Jim MacDiarmid.

Graeme Forrester WMC

## White Heather Classic \& Targa Rally

The Wigton Motor Club ran the White Heather Historic Rally on Saturday $5^{\text {th }}$ March, located entirely on Kirkbride airfield Wigton, 24 tests and only 2 miles of public road used made for a very compact but enjoyable event.

For this event Maurice Millar was not available to navigate so I press ganged Richard Welsh my no 2 navigator into the silly seat. We left on Friday afternoon and stayed in B\&B near the venue and got an early start on Saturday morning, trailer park was close to the start and very quickly through noise test and scrutineered by John Graham and Chris Leece, no problems and so to signing on and document checks, we were car no 26, with a total entry of 27.

The format for this event was 6 tests named " White Heather, Stampers, Kerr, Rudd, M Sport and Monks Dyke", entrants were split into
 groups of 5 , each group had a different start test and rotated around the tests until all tests had been completed 4 times giving a total of 24 tests for the day, 12 before lunch and 12 after lunch, this format meant minimal waiting at the start of every test with the day flowing and being very enjoyable.

Our first test was Monks Dyke, based on a side road of the air field we started with chicanes and a stop astride into a cattle grid, continuing onto 3 groups of 4 cones where we had to enter center and exit left of a group of 4 cones, 90 right along the rear 2 cones, 90 right back through the center and exit between the same cones as you entered, sounds simple but most crews got this wrong all day, we however got it wrong the first run but then cracked it and got it correct on the next 3 runs. To be fair to Richard two additional cones were present on the test that were not shown on the diagram but did make a lot of difference to the test route.

White Heather next a fast flowing test around 12 cones on the full width of the runway, no buildings or obstacles of any sort, but included 1360 around 2 cones and a very tight 360 around 1 cone and a couple of 180 around cones. M Sport test was as we have used before on the Solway rally, a quick blast up a run way with cones as gates and chicanes, the only difference being a water splash more resembling an Olympic swimming pool at a good 200 meters long and no way of avoiding it, the question on every ones lips was can we take this flat out or do we tip toe through it, we plumped for the middle option maximum revs but not flat out, it seemed to pay off as several competitors ended up with wet feet pushing their cars out mid puddle to the end to dry them out.

Kerr's on the main run way again but very slippy with little or no grip after the only shower of the day.
Rudd, similar to Kerr's but more involved with to'ing and fro'ing up and down the test.
And finally Stampers, a fast flowing test around cones but very close to farm machinery, buildings and loading bays, an enjoyable test but not to everyone's liking.

We finished the day at second in class and fourth overall, my thanks to Richard for steering me to a great result. A very well run and organized event at a spectacular location and hopefully will become an annual event. Our only issue of the day was only apparent when putting the car on the trailer to come home, I caught my hand on wire sticking out of the rear tyres which had 3 mm of tread when starting the rally in the morning, a sign I must have been trying harder on this rally !.

# ISTOR/C <br> RAlycainegisili <br> <br> Tour of Cheshire 

 <br> <br> Tour of Cheshire}

The 2016 Tour of Cheshire was the first round of the HRCR championship and thus for many, the first historic event of the year. Having never done the event before I was looking forward to it, especially as it was a chance to team up with my dad again in his Volvo PV544. Our last event being the St Wilfrids in August which showed that I still had a lot to learn about historic navigation techniques! (Worth noting the car's last event it finished $2^{\text {nd }}$ in lejog at the hands of Dan Willan and Martyn Taylor, no pressure!).

A snow affected dash across the m62 after work got me to the Bickerton Poacher in time to sign on, meet dad and start the plotting which appeared at first relatively straightforward although you had to concentrate as there were plenty of map crossings and whenever avoiding spot heights comes into play I worry!

An early start on Saturday and we arrived in plenty time to watch some of the top seeds set off. I enjoy this bit, as most into rallying do, mk1 escorts, mini's, a Renault alpine, loads of Porsche 911's, sunbeams and the list could go on (my favourite was the Ginetta G15). Before long it was our turn and we were off to the first regularity and straight into a white, which was tarmac - odd! We navigated the maze and very nearly missed a tricky slot in front of the church in Bickley. Fortunately we got it and slid into the next control on time (ish) - dropping 11s overall on this regularity.

We followed the first regularity up with 3 tests at Prees Higher Heath where we could stretch the Volvo legs and it was clear that these were good quality tests and not $100 \%$ car park autotests, with some catchable oversteer entertaining the spectators and helping boosting our confidence.

Looking back at the results now I can see that we did pretty well on Reg 2 although I had no clue at the time, at each time control you are handed tickets with the ideal time so you can work it out. I don't like thinking about it and just prefer to plough on in ignorance! Fortunately the advice from top navigator Martyn Taylor helped and we had less panic in the car whenever we approached speed changes, panic is not good
 with no trip meter (broken) for the entire event was far beyond me.

A couple of tests before coffee round Market Drayton auction market allowed us to explore lift off oversteer with the nose tucking in nicely allowing another stab off right foot. I was thinking he's starting to get the hang of this now. I quickly plotted the handout while the drivers drank coffee and we plodded off to the $3^{\text {rd }}$ regularity which unfortunately was re-routed due to an RTA involving the member of the public (not involvement with rally cars at all from what I could make out). This led to most of it being cancelled for timing purposes which was a shame but understandable in the circumstances.


## Tour of Cheshire

## Continued from Page 79

Rolling into the afternoon we started with two similar tests, although they had different start and end points, which were alongside each other. Unfortunately due a number of finishing competitors heading into the wrong "bay" the results got a bit messed up and both tests cancelled. This was a bonus for us as we had a bit of confusion about a cone instruction which led to some frantic reversing to get round a cone.

We were on the home stretch now and reg D was the first challenge with over an hour of navigating, speed and secret checks and it was a real buzz to finish. Intricate plotting with plenty of LWR triangles, some proper road rally roads to catch out the unwary. We navigated our way through the maze and needed to stop for sugar to keep the energy levels up, sharing the sports mixture with other cars in the queue.

Heading back towards the start venue using up two more regularities with plots that were handed out at lunch, our main interruption being an irate horse rider who managed to appear just before a control dropping us 10 seconds. Thankfully a "joker" mechanism operates which means you drop the worst score of the day, useful when you get stuck behind that tractor, or in our case a 15 ft Clydesdale.

The final 3 tests were at Beeston Auction Mart and proved to really test the waterproofing of the Volvo. Knee deep water (twice) and plenty of spectators to jeer the unprepared! We made it through the first time with plenty of screen mist, the second we nearly got stuck behind a Triumph 2000 which had drowned out and our windscreen wiper stopped working, mere battle scars.

Back at the finish venue and after a decent dinner we waited for results which due to the complexity of the cancelled tests and regularity took a bit of sorting out. The initial version showed us as $7^{\text {th }}$ overall and provisional $4^{\text {th }}$ overall! We were over the moon and both wondering how we had managed that result. When the final trophies were announced it transpired that one of the cars ahead was ineligible for overall rewards so a $3^{\text {rd }}$ place trophy was ours. Best rally result ever!

I should say that the enthusiasm for all involved in this sport is infectious and all the marshal's stood out in the cold appeared to be enjoying themselves and watching the 85 cars come through. Knutsford and District Motor Club did a great job organising and making the event feel a bit special. Round of cheese at the finish, no problem - 1 for every competitor.

Niall Frost/Simon Frost - Car 34 Volvo PV544


## Saltire Rally 2016

The Saltire rally took place on Sunday $28^{\text {th }}$ February 2016, starting at the Bridge of Tilt hotel in Blair Atholl, Scrutineering and signing on opened on Saturday evening in Pitlochry.
We were up early and drove the 6 miles up to Blair Atholl in glorious sunshine which set the scene for the rest of the day, and unusual for the saltire the sun was the only problem this year as wherever we turned the sun seemed to be blinding us, but a nice complaint compared with the snow, sleet, rain and frost of recent years.
As in previous years the format was 16 tests over the day with 4 regularities, 2 in the morning and 2 in the
 afternoon.


First test was " Salty " held in the council yard at Blair Atholl, a short run into the test with portacabins, loading bays, sheds and salt hopers all vying to upset the flow of the drivers, 20 yards further on after test 1 was the start of test 2 , "Horsey", an open test with a drive around the council yard, workshops and a pile of earth, so far so good and easing into rally mode for the new season, we left the council yard and drove into Atholl Estate for the first regularity. 3, 2, 1 and off we drove, first section at 25 miles per hour, then 20 , and down to 15 and this is where it went horribly wrong, as we came over a crest Maurice was heard to say "I think we have wrong slotted" a quick stop and get our bearings and re trace our tracks back to the last farm yard and back on track, to make up time I was pushing on and doing much much more than the 15 MPH and we hit our next problem, concrete gully's across the track to let water run away without washing out the road, but the architect had not allowed for water like the area saw in December and January and the gully's were sticking proud of the gravel and just at the right height to do maximum damage to an un suspecting MGB exhaust system, and for the rest of the rally we sounded more like a tractor than a quiet rally car, this deviation cost us 2.08 minutes penalties.
Test 3 "Bruce" was a quick blast down a farm road, free 180 turn and back up, no problem. The rest of the mornings tests were around Aberfeldy, Kenmore, Taymouth Castle area, second regularity from Glen Quaich road, Kenmore, Loch Tay to Fearnan, Fortingall, Coshieville and ending at Glenoulandie for test 7. From test 7 to Norrie's Brae, a blast around the caravan site and lunch.
The second half of the rally followed a similar format with a second run around the caravan site and then a second trip to test no $3,7,6$, and a revised test 5 . Regularity 3 started under the bridge on the A9 at Pitlochry and ran along the side of loch Tay on the South side of the loch, ending at Braes of Foss. 3 more tests and the final regularity saw us finish back at Blair Atholl.
A total of 130 miles with many smiles per mile and a lot of relieved faces at the end of the day, not one of our best efforts but finished $10^{\text {th }}$ overall and $6^{\text {th }}$ in class, on the whole a good start to the new season, and an enjoyable event very well run and gave us a chance to catch up with old and some new friends.
My thanks to Maurice Millar who navigated once again for me.

## Ian Dixon : Berwick MC : MGBGT : car no 27 Photo courtesy of billcrichtonphotographer.co.uk

## Ecurie Cymraeg Leukaemia Historic Rally $14^{\text {th }}$ May

Ecurie Cymraeg will be running their normal format event of substantial special tests and straight forward regularity sections. Included is a Targa Rally for vehicles up to 1600 cc . Regulations and all other details including examples of navigation instructions from previous years are available on the events website.
www.leukaemiahistoricrally.wordpress.com In addition to competitors, any marshalling assistance would be gratefully received.

The Chief Marshal Chris Jenkins can be contacted on chrisjenkins51@outlook.com


## THE 2016 NESCRO CHALLENGE SERIES - ROUND ONE THE SALTIRE CLASSIC RALLY

Historic rallying in the North got it's season of f to a brilliant start with the Perthshire based Saltire Classic Rally serving up a real "Highland Fling", a packed day's action providing no fewer than 16 tests and four regularities, all set against a backdrop of the most stunning scenery, the snow capped mountains adding an almost Alpine back drop to the proceedings.

The car to have for this event was evidently a Escort Mark 1 with the Ford product monopo-
 lising the podium, last years winners Ross Butterworth/ Ali Proctor scoring yet another convincing victory from the pairing of John Bertram / Andrew Fish with a rejuvenated Dave Marsden/ Mike Garstang taking the final podium spot on their first event for some time.

Despite it's high profile and outstanding reputation, the Saltire had a lower than usual 33 car entry, the Wigton Motor Club's decision to run their White Heather event the following week being the most likely cause. Nonetheless, there was quite a buzz in Pitlochry as the crews assembled and it was encouraging to see a lot of younger drivers on the entry list. The action started just up the road at Blair Atholl with two tests in the local council depot, the first was quite a memory test and, while Charles Stewart (Peugeot ) just edged out Craig Wallace ( Toyota G6) and John Bertram (Escort MK1), no fewer than 11 crews experienced the dreaded "Wrong Test" feeling. Test Two followed immediately, Jamie Stewart (Peugeot) taking quickest time from Charles with the Talbot Sunbeam of Clive Escreet/ Tom Leeming the best of the rest.

The opening regularity was a really tight, twisty affair with some extremely hard to find slots which saw many crews wrong slotting. It actually started in the grounds of Blair Castle before running via Bridge of Tilt and down through the Pass of Killiecrankie to finish at Garry Bridge. Ross Butterworth must have been highly delighted that Ali Proctor had caught an early flight back from the finish of the Winter Challenge has he unerringly guided him round the twisting lanes, dropping just 7 seconds, Bertram / Fish were close behind on 10 with Escreet/ Leeming on 21. Others weren't so lucky, even the experienced Bob Hargreaves took Ben Blanchard (Avenger) on a 3 minute detour while the Elands (Alfa Romeo GTV) explanation for a 5 minute penalty was simply "Got Lost". The very short Test 3 at The Bruce saw lots of cars on the same penalty and then the long East Haugh test saw Butterworth/ Proctor Escort sandwiched between the Hilman Avengers of Clark/ Thorburn and Blanchard/ Hargreaves, only 2 seconds covering all three cars.

A run up the A827 brought crews to a new test on the banks of the River Tay, a loose track, it might have proved quite a muddy section had the temperature as the first cars arrived not been -5 c with the ground ( And the marshals ) frozen solid !. Butterworth/ Proctor were fastest on this one while the Saxo of Gavan/ Jamieson whacked a large pile of logs, removing the cars bumper and radically modifying one wing. Butterworth/ Proctor were quickest on the next two tests and were level on penalties with Bertram/ Fish on the second regularity which ran from Kenmore, along the shore of Loch Tay and past the 3000 year old Fortingall yew tree to finish up on the moors near Glen Goulandie. The morning's proceedings rounded off with the first of two runs round the well known Ardgualich caravan site, Sandy Horne's Ka was the only car to beat the 2 minute barrier with the remarkably performing TR3 of Hendry/ Shearer and Marsden/ Garstang the best of the rest

Butterworth experienced a moments panic when his Escort sputtered and died , there was much fiddling of wires during the lunch break and it appeared to be extremely healthy when proceedings recommenced, setting quickest time on the second run round Ardgualich. The day's third regularity started in an underpass under the A9 trunk road and ran along the South shore of Loch Tummel before climbing up to finish near Loch Kinardochy. Blanchard/ Hargreaves just shaded Bertram/ Fish and Butterworth/ Proctor on this one while the Elands got hopelessly lost, losing a massive 14 minutes.

The remaining tests were all reverse runs of the mornings offerings and the front runners continued to dominate, although Clark/ Thorburn (Avenger) popped in a quickest time through the second running of Newhall. There was some controvosey on the day's final test where several crews were adjudged t have wandered the wrong direction round a bollard, Escreet/ Leeming, Heirs/ Leask(SAAB 96) and Struthers/ Johnston (Avenger) were all affected but the matter was settled amicably and all accepted the organisers ruling.

Butterworth/ Proctor were extremely popular winners of the Saltire Classic Rally which once again lived up to it's reputation as a first class event, the organisers finding just the right mix of tests and regularities to make it interesting for both drivers and navigators and an event requiring both crew members to be on top form. With the added bonus of the glorious Perthshire scenery and, on this occasion, superb weather, it was a great season opener which hopefully will attract a larger entry in 2017.

## RESULTS :-

1. Ross Butterworth/ Ali Proctor
2. John Bertram / Andrew Fish
3. Dave Marsden / Mike Garstang
4. Craig Wallace / Cliiord Auld
5. Jim Hendry / Bob Shearer
6. Grainger \& David Robertson
7. Ben Blanchard / Bob Hargreaves
8. Jamie \& Jack Stewart
9. Clive Escreet/ Tom Leeming
10. Ian Dixon / Maurice Millar

Ford Escort MK1 21:25
Ford Escort MK1 23:02
Ford Escort MK1 24:27
Toyota G6R 25:02
Triumph TR3 25:13
Ford Fiesta 25:20
Hillman Avenger 25:31
Peugeot
Talbot Sunbeam 26:58
MGB GT 27:07

Ed Graham
Hexham \& DMC

NESCRO CLASSIC CHALLENGE

| Pos | Driver | Total | Pos | Navigator | Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | Ross Butterworth | 102 | 1 | Ali Procter | 102 |
| 2 | John Bertram | 93.3 | 2 | Andrew Fish | 93.3 |
| 3 | Andy Lane | 90 | 3 | Richard Crozier | 90 |
| 4 | David Marsden | 85 | 4 | Mike Garstang | 85 |
| 5= | Jim Hendry | 76.7 | 5= | Bob Shearer | 76.7 |
| 5= | Jamie Stewart | 76.7 | 5= | Jack Stewart | 76.7 |
| 7 | Phil Jobson | 70 | 7 | Caroline Jobson | 70 |
| 8 | Ben Blanchard | 68.3 | 8 | Bob Hargreaves | 68.3 |
| 9 | Ian Dixon | 60 | 9 | Maurice Millar | 60 |
| 10 | Alan Clark | 51.7 | 10 | Iain Thorburn | 51.7 |
| 11 | Paul Mankin | 50 | 11 | Peter Scott | 50 |
| 12= | Clive Escreet | 43.3 | 12= | Tom Leeming | 43.3 |
| 12= | Gavin Thomson | 43.3 | 12= | Dave Lauder | 43.3 |
| 14 | David Heirs | 35 | 14 | Austin Leask | 35 |
| 15 | Sally Ann-Hewitt | 30 | 15 | Mark Lewis | 30 |
| 16 | Keith McCurrach | 26.7 | 16 | David Bell | 26.7 |
| 17 | Drew Struthers | 18.3 | 17 | Jim Johnston | 18.3 |
| 18= | Jonathan Huffer | 10 | 18= | Joe O'Leary | 10 |
| 18= | George Eland | 10 | 18= | Ian Eland | 10 |
| 18= | Dave Agnew | 10 | 18= | Alan Jackson | 10 |
| 21 | Chris Haw | 5 | 21 | Russell Smith | 5 |

## NESCRO TARGA CHALLENGE

| Pos | Driver | Total |
| :---: | :--- | :---: |
| 1 | Martin Lloyd | 97.5 |
| 2 | Stuart Newby | 90.0 |
| $3=$ | Craig Wallace | 85.0 |
| $3=$ | Grainger Robertson | 85.0 |
| $3=$ | Sam Collis | 85.0 |
| 6 | Sandy Horne Jnr | 76.7 |
| 7 | Andrew Whittaker | 72.5 |
| 8 | Matt Carr | 70.0 |
| $9=$ | Ryan Hay | 60.0 |
| $9=$ | Ian Rae | 60.0 |
| $9=$ | Mark Warburton | 60.0 |
| $9=$ | Chris Dodds | 60.0 |
| 13 | George Harrison | 50.0 |
| 14 | Tony Harrison | 47.5 |
| 15 | Quentin James | 43.3 |
| $16=$ | Charles Stewart | 35.0 |
| $16=$ | Robbie Beattie | 35.0 |
| $16=$ | Paul Gray | 35.0 |
| 19 | John Nicholson | 30.0 |
| 20 | John Leckie | 22.5 |
| $21=$ | Gillian MacDonald | 10.0 |
| $21=$ | Lee Moulden | 10.0 |
| $21=$ | Kevin Gavan | 10.0 |
| $21=$ | Ian Eland | 10.0 |
| $21=$ | Nigel Cardale | 10.0 |
| $21=$ | Ayrton Harrison | 10.0 |
| $27=$ | Norrie Campbell | 5.0 |
| $27=$ | Mick Davison | 5.0 |
| $27=$ | Dave Ross | 5.0 |
| $27=$ | Alan Bennison | 5.0 |


| Pos | Navigator | Total |
| :---: | :--- | :---: |
| 1 | Rob Lloyd | 97.5 |
| 2 | Russell Walker | 90.0 |
| $3=$ | Clifford Auld | 85.0 |
| $3=$ | David Robertson | 85.0 |
| $3=$ | Gary Evans | 85.0 |
| 6 | Kirsty Horne | 76.7 |
| 7 | Charlie Tynan | 72.5 |
| 8 | Ashley Young | 70.0 |
| $9=$ | Niall Thomson | 60.0 |
| $9=$ | Kevin Mollinson | 60.0 |
| $9=$ | Jonathon Webb | 60.0 |
| $9=$ | Josh Davison | 60.0 |
| 13 | Ian Hudson | 50.0 |
| 14 | Paul Taylor | 47.5 |
| 15 | Tom Howe | 43.3 |
| $16=$ | David Law | 35.0 |
| $16=$ | Bert Beattie | 35.0 |
| $16=$ | Peter Littlefield | 35.0 |
| 19 | Andrew Magee | 30.0 |
| 20 | Sion Mathews | 22.5 |
| $21=$ | Finlay Leask | 10.0 |
| $21=$ | Johnathon Koonyja | 10.0 |
| $21=$ | Alex Jamieson | 10.0 |
| $21=$ | George Eland | 10.0 |
| $21=$ | Roy Hewitt | 10.0 |
| $21=$ | Maurice Ellison | 10.0 |
| $27=$ | Jackie Wood | 5.0 |
| $27=$ | Ali Proctor | 5.0 |
| $27=$ | Sheila Ross | 5.0 |
| $27=$ | Tony Vart | 5.0 |



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

10th April<br>C (Classic), E \& N<br>Ilkley Jubilee Rally \& Run<br>llkley \& DMC

Tests, Regularity \& Navigation \& Run
Henry Carr : 01274-586461
Email : carrh@btinternet.com
www.jubilee-rally.org

## 30th April / 1st May <br> Pirelli Historic Stage Rally

Cumberland Sporting Car Club International \& Historic Stage Rally Brian Huddlestone : 01768-483292
Email: brianhuddlestone@pirelliinternationalrally.co.uk www.pirelliinternationalrally.co.uk

> 30th April / 1st May C (Targa \& Classic), E \& N Berwick Classic \& Targa 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
William Patterson Memoria Targa Rally
South of Scotland Car Club
Tests \& simple Navigation
Ian Crosbie : 07740-949240
Email : iancrosbie@hotmail.com www.socc.co.uk

12th June
C (Targa \& Classic), E \& N
Shaw Trophy Classic \& Targa 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 \& Targa Rally
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 \& Targa 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 \& Targa 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 Classic \& Targa 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 \& Targa 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 \& Targa Weekend
Wigton Motor Club Ltd
Tests \& Simple Navigation, Optional Run
Graeme Forrester : 01900-825642
Email : graeme.@gtforrester.freeserve.co.uk
www.wigtonmc.co.uk
19th \& 20th Nov
C (Targa \& Classic), E \& N
The Caledonian (Classic \& Targa) 200 CCHMSC
Road Rally
Jim Paterson : 01968-672644
Email: Jimpaterson@btinternet.com
www.caledonianmsc.com


Nigel Worswick stretched the legs of his Ford Escort WRC on the Live Rally Stage at Race Retro (February 26-28) as a final test in preparation for shipping it across the Atlantic Ocean to compete in Sol Rally Barbados 2016. Europe's leading show for historic motor sport enthusiasts is staged annually at Stoneleigh Park in Kenilworth, a few miles outside Coventry, formerly one of the main manufacturing centres of the British motor industry.

The Barbados Rally Club's (BRC) premier event and the Caribbean's biggest annual motor sport International, Sol RB16 will run from Friday to Sunday, June 3 to 5, with Scrutineering and the King of the Hill 'shakedown' event the previous weekend, May 28 and 29. Worswick, one of more than 55 overseas entries received on-line through the official web site, www.rallybarbados.net, will be making his sixth consecutive visit.

His best result in his Worswick Engineering / Rallytech Composites / Rockwell Automation Ford Escort MkIl was 15th overall in 2014, third in SuperModified 11, an achievement he was delighted with, particularly as it was the first major rally for co-driver Rebecca Kirsch. Worswick said: "I must highlight what a great job Rebecca has done these last two events, having done no rallies prior to being invited to make her co-driving debut two years ago."
Although they slipped to 17th overall last year, they moved up to second in SM11 . . . but not without some much-appreciated assistance from the island's rallying fraternity, as Worswick explains: "After the gearbox exploded at King of the Hill, it looked like curtains for us. But thanks to local Toyota Starlet driver Ralphie White, who loaned us a gearbox, then everyone at UIlyett's Machine Shop, who worked most of the week to make it fit the Escort, we were ready for the Friday night start. It is that sort of attitude that makes Sol Rally Barbados so special. Nothing is too much for anyone."

For Sol RB16, however, they will campaign Worswick's Escort WRC, which he could not bring last year, as he was entered for the Manx National and the shipping dates clashed; built from a new shell in 1999/2000 by Worswick and his then co-driver, Clive Molyneux, the Escort has a factory roll cage, Tommy Field en-
 gine, full WRC-spec suspension and rear diff, plus an XTrac front diff. Since the car was finished, Worswick has alternated between the WRC and his MkII on rallies, while his WRC has become a firm favourite at spectator-focussed events such as the annual Rallyday at the high-speed Castle Combe race circuit in south-west England.
Worswick's record of success includes a string of victories on the Cambrian Rally, recognised as one of the UK's toughest forest events; he won all four years he contested it, sharing the event's Roll of Honour with the likes Mikko Hirvonen, Andreas Mikkelsen, Mads Ostberg and Steve Perez. In the Escort WRC, he finished third on the Jim Clark Rally in 2007, following a fourth-placed finish the previous year.

## John Clegg Mini Miglia Tour <br> 



## John Clegg 1941-2015

John Clegg joined Knowldale in the late 1950s and was elected onto the Committee in May 1962 - he served as a committee member for fiftytwo years. By the mid-60s he was competing at the top level on International rallies in the company of works teams and other Knowldale notables such as Mike (Sutty) Sutcliffe and the Reverend Rupert Jones in a works Sunbeam Tiger. (The picture above shows John and Rupert after their successful outing in a Mini on the 1965 Danube Rally - 2nd Overall and 1st in Class.)
John was Clerk Of Course for Knowldale's Mini Miglia Rally in it's early years and witnessed Pat Moss/Stuart Turner giving the Mini it's first competition victory on the 1959 event, and Roger Clarke/Jim Porter winning in 1971 in the new Escort Mexico. By the mid-70s Road Rallying was coming under increased pressure from outside bodies, and John was a member of the ANCC working party which devised a set of guidelines for road rallies which became the basis for those adopted later by the RACMSA.
John was the club's Honorary Secretary and served as president of Knowldale in 1970. At the KCC 50th Birthday Dinner in 2002, at the will of the committee, he (surprised) was elected President once more, to the delight of the assembled throng.
In the early 70 's John bought a Volvo 122 to prepare for stage rallying. The Scottish, Welsh and RAC rallies were regular events for John in the 1970s, but on at least two occasions his rallying exploits took an unusual turn when his was one of a team of three volvos entered in the Caravan Rally, a feat repeated in 1975 as he partnered Colin Grewer in a Wolseley 2200.
The 'John Clegg Mini Miglia' is now run in memory of John

## Photos Courtesy of Tony North



# Mini Miglia 2016 John Clegg Mini Miglia Tour 12/13 March 2016 

The weather fared well on Saturday 12th March for the fourth running of Knowldale's Mini Miglia Tour, an evocation of one of the North's premier road rallies, renamed this year in honour of John Clegg who passed away last year. John was a well respected and successful competitor for many years on international and national rallies and previous Clerk Of Course for the Mini Miglia Road Rally.
Taking it's name from the Italian Mille Miglia road race, the Mini Miglia first ran as a Road Rally in 1957 and had a remarkable number of achievements, some of which are noteworthy for the classic car enthusiast. On the 1959 event, Stuart Turner (Competitions Manager of BMC) navigated for Pat Moss (sister to Stirling) and gave the Austin/ Morris Mini it's very first competition victory. Knowldale introduced the concept of standard car rallying, with Harry Ratcliffe's (British Vita Racing) rolling road being used to scrutinise power output at the start, and on the 1971 Mini Miglia the Escort Mexico gained it's first competition victory in the hands of Roger Clarke and Jim Porter.

Leading cars away from the start of this year's Tour at NWA Auctions, Crooklands were Peter and Kath Clegg followed by John and Sarah Ettridge - all members of the Clegg family. The aforementioned Jim Porter returned as a driver with his wife Jo in a Morgan Plus 4. A mixture of modern and classic cars included Sunbeams Alpine and Stiletto, a Talbot Sunbeam, Ford Anglia, TR6, MGB, Mk1 Fiesta Ghia, Vauxhalls Nova and Tigra, Renault Clio Cup, BMW 3.0CSL, Mercedes SLK, a Lotus Elise, and four Mazda MX5s.
The road book offered a choice of navigation by tulip diagrams or by plotting the route onto OS maps from a set of complex instructions. Code boards were placed in secret locations along the roads to check for compliance with the correct route.
A run over Barbondale and through Dentdale was followed by a climb past Dent Station over to Garsdale Head. Unlike in previous years, the remnants of recent snowfall was confined to off-road drifts and the roads were clear and dry. The respite of a section of A class road towards Hawes was halted abruptly by a passage of Buttertubs and Arkengarthdale, leading on to Tan Hill before arriving at the Fat Lamb in Ravenstonedale for lunch.
In the afternoon the delights of the fords at Smardale and Leases (both passable despite the recent weather) awaited crews as the route headed towards Eden District and another ford in Morland. Cars then turned south towards Orton and Tebay via that interesting section of road between the carriageways of the M6. After a late re-route due to a landslipped road, the extremely narrow humpty back bridge at Beckfoot leading up to Howgill was the final challenge, especially for the wider modern cars, before a run via Killing-
ton to the finish back at NWA Auction centre where crews enjoyed a well earned meal.


Photos by Sarah Ettridge \& Paul Stringer


## Inside the Industry with Paul Gilligan

## Driverless Drives Forward - With The Occasional Stumble

You expect cars to be on the front cover and front page of a motor magazine, that's what we buy them for after all. It's unusual though to see cars feature on the front cover of one of the World's leading news magazines. Recently Time magazine ran as their front cover a picture of a car with 3 happy passengers, plus a dog, but no driver. The headline was simple:
"No traffic - No accidents - No Deaths
All you have to do is to give up your right to drive"
Now Time is an American magazine. And our Transatlantic cousins do have a tendency to exaggerate. Also to threaten to elect unsuitable people as President. Time though commands enormous respect all over the World. Their article stresses that pretty soon (if not already) driverless cars will drive better and more safely than humans. Time recognises that US drivers will be even more unwilling to give up their licences than their guns, but forecasts that sky high insurance premiums for those who insist on taking the wheel may force them to?
Last year 33000 Americans died in traffic accidents, over 2 million were injured. $94 \%$ of accidents were apparently down to driver error. I could go on but hopefully you're getting the picture. Let me give you one last, and VERY chilling quote from, remember, one of the World's most respected journals:
"Because the gulf between human and machine is so vast - and growing - the next step after making driverless cars legal will be to make them mandatory."
Opponents are making a big thing of the fact that recently a Google driverless prototype was involved in a collision
with a bus on the public road in California. The car ALMOST stopped, it was doing 2 mph at the time of the bump, the bus was doing 15 mph . Nobody was hurt. It's the only accident in almost a million miles of Google testing, so maybe they're not doing so badly?
Meanwhile 3 professional US race drivers recently drove a Tesla from Los Angeles to New York in two days. Equipped with Tesla's latest autonomous software the car steered itself $96 \%$ of the way, so for about 3000 miles. And didn't hit anything!
To me this will happen step by step, but I firmly believe it will happen. All the big manufacturers are on the case, terrified of being beaten by Tesla, Google, and perhaps Apple. In April (yes this April!) Mercedes will launch the new E Class, which will be capable of overtaking on its own, all the driver needs to do is hold the indicator lever down (or up) for 2 seconds. Not yet legal in the UK, it will be offered in other markets first. Nissan will be making cars capable of running on autopilot in Sunderland next year. And it was recently announced that convoys of up to 6 driverless trucks will be tested on the M6 over Shap this year. One of the world's largest minters Rio Tinto has been using driverless 150 ton dump trucks in its Australian mines for years, with no problems.

## SUVs Power On

It's almost 50 years since Range Rover more or less invented to SUV (Sports Utility Vehicle). Now these are the most popular of all new cars, and with one notable exception every manufacturer seems to have to offer one. Jaguar recently launched theirs, Bentley have shown theirs and deliveries start soon. Rolls Royce (!), Maserati, and Lamborghini are not far behind. Aston Martin have recently announced that they are to build a new factory in South Wales to a completely new model, SUV of course.
So it's a very competitive market, and few would dare say that those who've been at it for a while are making bad cars. That covers Range Rover of course, but also Audi, BMW, Mercedes, Porsche etc, plus all the US manufacturers. So success isn't guaranteed for the new arrivals. I understand that many Bentley customers who'd put in advance orders for the Bentayga simply didn't like it when they saw it in the flesh, and many cancellations have resulted. With no rush of people to "buy" the place in the queue. Perhaps the SUV bubble is bursting? And the one manufacturer who won't build one? - Ferrari, thankfully.

## Great News at Aston Martin

With Mercedes now owning $5 \%$ of the shares, and providing some very useful technology as a result Aston is on the up again at last. As mentioned above new SUV to come out of a new factory in a couple of years time, but right now Aston have revealed the new DB 11, which just seems to tick ALL the boxes. Quicker, lighter, more economical (like it matters!), and just STUNNING to look at. Hopefully they will get their SUV as right.
Meanwhile their winged badge now adorns Red Bull F1 cars, genuine exchange of technology not just a sponsorship apparently and part of that deal is that Adrian Newey will help design an Aston supercar. Aston CEO Andy Palmer said part of the agreement was that it had to be capable of lapping Silverstone faster than a Red Bull F1 car. I had the pleasure of meeting Andy a good few years ago when he was in the early part of his career at Nissan. He rose to Number 2 in the Nissan world. And left because they told him only a Japanese person could be Number 1. Genuinely nice guy and frighteningly clever. Not given to light hearted business remarks. So I think we'll see an Aston go round Silverstone at F1 speeds somehow.

## TVR to Restart Production

South Wales seems to be about to become a new heartland for British sports cars. As well as Aston Martin a consortium involving renowned designer Gordon Murray is threatening $t$ start making TVRs again. The money comes from a computer games tycoon, and Cosworth will make the engines. Objective is to compete with McLaren, Ferrari, Porsche and Aston Martin.
I only write this stuff, don't shoot the messenger!

## Inside the Industry

## Continued from Page 88

## Jaguar's Product Strategy

Last month I wrote that I couldn't understand why Jaguar were launching the F Pace SUV when the LR part of JLR were already doing such a good job in that segment. Since than l've done some more digging. Theory is that everyone has to have an SUV, except Ferrari and so far as we know TVR that is. Jaguar are betting that people who would have bought an estate car will increasingly go SUV. So the XF Sportbrake (Estate) is being dropped. And probably the planned smaller XE Estate. F Pace may well get a smaller brother to fill that gap. So if you want a Jag that does the job of an estate car and has 4WD you will buy F Pace or a smaller version of. Being thick I still don't get it. Audi, BMW, and Mercedes offer a variety of estate cars all with the option of 4WD. AND they offer a variety of SUVs with the same option.
Meanwhile Jag have announced another new model which I do get and is a guaranteed money spinner. Most of you will be familiar with the 1957 XK SS sports car. This was a conversion on surplus D Types which couldn't be sold except at a vast loss (honest!). So a second door was added, a full width windscreen, and a rudimentary convertible roof with side screens. 25 were to be produced, but after only 16 had been finished the Browns Lane factory was engulfed by fire which destroyed the remaining 9 cars. Jaguar have now decided to finish the job, and 9 brand new XK SSs will be built by their classic division, and all have already been sold to "friendly collectors" at "over" (well over I hear) $£ 1 \mathrm{M}$ each. That bit I do think makes sense!

## VW Woes Continue

Large institutional shareholders of VW have filed law suits demanding $\$ 3.67$ Billion in damages because their shares lost that much value due to the emissions scandal. Meanwhile the European Commission could fine VW another Billion Euros for failing to meet agreed emission targets. All this is on top of the 5 Billion Euros VW has already set aside to deal with the scandal. And the fact that they are the only top ten brand to see market share falling across Europe currently.
Meanwhile VW have been forced to recall 800,000 cars worldwide becaus of a safety concern involving the foot pedals. The models involved are the VW Touareg and the Porsche Cayenne, which are of course built on the same structure and share many components. Admitting this to Porsche buyers may be the most embarrassing bit.

## Does Racing Success Sell Cars?

An old argument. One industry leader who says a resounding "YES" is Mercedes CEO Dieter Zetsche. Few spend as much as Mercedes between F1 and DTM. In the past 3 years they have dominated F1, and guess what their worldwide sales have gone up by $20 \%$. Renault/Nissan boss Carlos Ghosn has just approved 300 million Euros a year to buy the remains of "Lotus" and turn it back into a winner. Of course both have Boards and Shareholders to answer to, so they're hardly going to say it's a bad idea, but interesting numbers from Merc?

## Electric Cars March On

Tesla are pushing forward despite financial analysts questioning the validity of their business model. The new Model $X$ has just been launched to broaden the range, but lurking in the wings is the Model 3 . This will be a 4 door saloon of similar size to a BMW 3 Series, aimed to sell at about $£ 30000$. If Tesla can make this target the only problem they will have, as I may have said before is making enough. The combination of low operating costs and low company car taxation will wipe BMW etc off the corporate sales floor in the UK and most of Europe,
However to get to that goal Tesla will need to fund a very large manufacturing operation. They intend Model 3 to take them to a level of selling 500,000 cars a year. They currently sell not much more than $10 \%$ of that. Their business model is to own their own dealerships so they can totally control the sales and marketing process and avoid giving margin away to dealers. That's working fine currently, but can the system cope with selling that many more cars? Also the "conventional" manufacturers are not ignoring this challenge, but improving their own electric offerings. So there's a big fuht coming.
At the other end of the electric car pricing scale Indian manufacturer Mahindra will next month launch their e20 electric car in the UK. It's a small 3 door city car, certainly won't win any beauty contests, but they are rumoured to be aiming for a $£ 10000$ selling price. They reckon the average owner doing 8000 miles a year will face a fuel cost of under $£ 10$ a month. Like Tesla they will avoid using dealers but handle everything themselves. They say avoiding expensive dealer showrooms will enable them to reach their target price. All sales will be over the internet and test drive offered form their HQ in West London. They will establish servicing via mobile technicians. I think I've mentioned before that dealership glass palace showrooms and $£ 150$ per hour service charges may soon be a thing of the past? I think the critical thing for Mahindra will be product quality and establishing credibility. They've had two attempts in the UK before. The first was a cheap pick up launched I think in the 1980s. Quality was absolutely awful and although cheap to buy the fact they were worthless secondhand ant very unreliable soon brought an end to that. Then they made a small hatchback that in its dying days Rover imported and marketed as City Rover. Again quality was awful. One large Rover dealer I knew refused to take any more after his first batch. Rumour had it Rover were paying about $£ 1000$ + freight for them and charging the dealers 4 or 5 times that to try to keep their business afloat. Few were sold,


## Duns rally driver Gina Walker has been awarded the 2016 New Talent Scholarship from RSAC Motorsport

Fittingly, the award comes in the year that the MSA launches its initiative, 'Dare to be Different', designed to encourage more female participation in all aspects of motorsport.
Twenty-one-year-old Gina continues a fine tradition of rallying in the town, following in the tyre tracks not only of the legendary Jim Clark, but more importantly, of her mother.
Gina lists Colin McRae, Jim Clark and Lewis Hamilton among her motorsport heroes, but says: "My mum is one of my biggest [motorsport] heroes, but we won't tell her that!"
Gina's mum is, of course, Louise Aitken-Walker, MBE and Ladies' World Rally Champion in 1990.
The young Duns driver will be competing in the 2016 C2MotorsportParts.com Ecosse Challenge in her 1600 Citroën C2.
On winning the scholarship, Gina said: "It is fantastic to win the scholarship because this allows me to concrete my plans to get more experience and to move forward in 2016."

She also added that she is looking to ultimately win the Ecosse Challenge before moving on to bigger events.
Garry Headridge, administrator of the scholarship, added: "We are really pleased to be able to give Gina this opportunity. This is the fifth year of the RSAC Motorsport New Talent Scholarship which has already assisted drivers progress their careers. Previous winner Blair Brown from Kilmarnock is now driving in the MSA DMack Junior British Rally Championship. We look forward to working with Gina in 2016 and hopefully into 2017."

The scholarship includes free entry to the RSAC Scottish Rally on June 25 when competitors in the ARR Craib MSA Scottish Rally Championship will join those competing in the British Rally Championship in the forest stages of Dumfries and Galloway.
Gina begins her Ecosse Challenge campaign on the Brick and Steel Border Counties Rally on Saturday, March 19.
She joins Andy Struthers from Libberton who is in his second year of the Scholarship.

> Bill Honeywell continues his quest to climb 542 of the Lake Districts finest Peaks in 2016 in aid of Cancer Research You can help Bill by donating at http://www.542in2016.org.uk/ pledge-support/


## Evans wins as UK's premier rally championship returns

The MSA British Rally Championship sprang back to life on the Mid Wales Stages (5-6 March), with top seeds Elfyn Evans and co-driver Craig Parry scoring a narrow victory on home soil after a stellar two-day contest. Having been rested in 2015, the BRC was redrawn from a clean sheet of paper and relaunched with spectacular results. Now under the control of International Motor Sports, the MSA's commercial subsidiary, the championship has attracted more than 50 crews, including almost every R5 rally car in the UK. Among them are several foreign competitors such as Sweden's Fredrick Alin and his Norwegian navigator Morton Erik Abrahamsen, who took a turn in the lead before finishing second. Welshman Tom Cave and his co-driver James Morgan, an MSA Academy member, completed the podium. The victorious Evans said: "To have won the first two WRC2 rallies and now here is a great start to the year. I am really pleased to have won - the last event I won outright was in 2011, so it has been a long time coming." The DMACK Junior BRC provided equal excitement, with three marques battling it out. The lead swapped between Englishman Gus Greensmith and Swedish star Sindre Furuseth, with the former emerging victorious at the end of the 68-mile event. BBC Top Gear presenter Chris Harris was also in action aboard the rear-wheel-drive Toyota GT86 CS-R3. Harris experienced electrical gremlins on the opening day but returned to action on day two, finishing 30th overall. MSA Team UK's Osian Pryce dominated the National Rally Cup in his Mitsubishi Mirage. The Welshman ended the event over eight minutes clear of Swede Robert Bloomberg in a similar car. The next event will take crews cross the Irish Sea to tackle the classic Circuit of Ireland (8/9 April).

## Dare to be Different already Changing the Game

The new MSA initiative Dare to be Different has been making waves since its high-profile launch at Autosport International in January. The all important online community is now live, with hundreds of members now active and sharing their stories, opportunities and advice with one another. Fellow founder Susie Wolff has been busy in front of the TV cameras, with the initiative featuring on the Sky children's programme Game Changers. Susie's inspiring story, and a little help from the Williams F1 show car, helped widen eyes and open imaginations in the studio and across the country, as the next generation of potential drivers, engineers, TV presenters and volunteers took their first step towards a passion for our sport. At the other end of the scale, she spoke to the huge workforce at multinational company Unilever on International Women's Day ensuring that Dare to be Different is committed to Driving Female Talent at all ages and in all areas of the sport. Plans are now well underway for the first of five headline events for 8 - to 14 -year-olds that will give them a flavour of all the various areas of motor sport open to them. Daytona Sandown Park will play host to over 100 girls as they try out karting, engineering challenges, a piece to the Sky Sports F1 cameras and much more! To sign up to the community and find out more, head to www.daretobedifferent.org

## D2BD reaches out to Girl Guides

The Dare to be Different team was delighted to meet with thousands of eager Girl Guides at their Spark event at Alexandra Palace. With over 350 girls signing up to find out more about the initiative, it was a fantastic opportunity to reach new people and, alongside the Go Motorsport stand, introduce the sport to a whole new group of people.

\section*{MSA NIEMLS

\section*{Specialist Committees

## 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 MSArecognised 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 threeyear 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 MSArecognised club or Regional Association. The Club or Regional Association will forward the application to Andrea Richards at Motor Sports House, Riverside Park, Colnbrook, SL3 OHG. 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.

## Go Motorsport sparks interest with Guides

Go Motorsport coordinated a wheel changing competition at Spark, the Guides event at Alexandra Palace in London (20-21 February). Over 440 Guides took part and learned about motor sport. Working in pairs, the challenge was to remove the wheels using hand tools only as quickly as possible before swapping wheels (front to rear) and fitting them again. Over 220 wheel changes were completed over the two days, with the quickest crew of the weekend being Katie Wood and Eleanor Taylor, who completed it in 2 minutes 20 seconds. The event would not have been possible without Malcolm Wise of Green Belt Motor Club, Catie Munnings of Maidstone \& Mid Kent Motor Club and Matt Endean of Chelmsford Motor Club. Thanks also to Barnet \& Southgate College for providing the car.


## David Stokes, 1947-2016

Among over 800 mourners at the funeral of David Stokes were countless people from British rallying including competitors, organisers, officials and fans. David, the only driver to date to win the MSA British Historic Rally Championship four times, lost a brave battle with cancer and died at the age of 68. In 1968 David started rallying in a Ford Anglia and soon moved into Escorts as he climbed the UK rallying ladder. He won the 1976 Castrol/Autosport national title and finished third in both 1978 and 1979 behind Malcolm Wilson and Jimmy McRae. However, a big accident in Penmachno early in 1980 left him quite badly hurt and he effectively stopped rallying for 20 years. The comeback finally came in 2002 in historics with his beloved Escort Mk1. Over the next 12 seasons he was a constant pacesetter and claimed an unrivalled four BHRC titles. David was immensely popular with fans for his determined driving. He was outspoken, direct and fiercely competitive, and enjoyed a fine sense of humour. He will be greatly missed in the historic rallying fraternity.

Paul Lawrence

## MSA Develops Young Talent

MSA Coaches James Wozencroft and Adam Gould were on hand at the Mid Wales Stages (5-6 March) to kick off a support programme for young competitors in the DMACK Junior British Rally Championship. Wozencroft is leading the programme, alongside qualified coaches and support personnel.
They aim to provide informed guidance to help competitors to unlock their full potential. Coaches will attend all rounds this season, working with crews on human performance and sporting development, and assisting each team to identify its strengths and eliminate its weaknesses. Greg Symes, MSA Academy Manager, said: "The MSA Academy will provide performance enhancing support focusing on technical development, driving dynamics, planning and prep, debriefing, communication, working in a team and human performance factors such as fitness and nutrition for rallying. "From competitors starting out to those tackling the Junior BRC, we hope to help build relationships and careers and identify who will make it to the top and who we can take to the MSA Team UK and beyond."

## John Horton, 1948-2016

John Horton passed away on Friday 26 February following a heart attack while walking on Cannock Chase. Walking was one of John's passions - the other was motorsport.
John joined Dunlop Motorsport in 1972 and soon became Rally Manager. In 1979 he left to join Dealer Opel Team and then GM Dealer Sport. John was also an excellent navigator and competed beside the likes of Russell Brookes, Billy Coleman, Tony Drummond and Jimmy McRae. John's activities over the next 30 years were varied. He managed Shell Oils' sponsorship in rallying, managed and developed the National Rally Championship and helped develop the MSA British Rally Championship.
Many of the rally fraternity will remember John as the PA commentator on many rallies in the UK and Ireland, as well as MG Car Club's presenter at its UK race meetings. He also worked with Rally Finland for over three decades.
From 2001 until very recently, John was the National Press Officer for both the F1 British Grand Prix and Wales Rally GB. John was a father of two and he was immensely proud of Sarah and Patrick.

Mike Broad

## Getting a Taste for Motor Sport

A perennial problem encountered by many clubs is having insufficient membership numbers to draw on when requiring marshals for events. 'After having tried unsuccessfully to boost membership levels through traditional routes, my advice is to 'go forth and multiply!' Not in the way of the famous Jasper Carrot quote, but by associating yourself with a local owners' club, classic car club or similar. 'Such clubs, by their very nature, consist of likeminded petrolheads, though not necessarily MSAaffiliated. This lack of association does not preclude their members from taking on suitable marshalling roles at motor sport events; such activity is often welcomed by these clubs as a variation from the norm. 'However it is important to promote such a mutually beneficial link as being exactly that, and not as an underhand approach to try and poach their membership (though if the MSAregistered club has a sufficiently attractive 'product' on offer a certain amount of membership migration is likely). 'For motor clubs that take advantage of the promotional opportunity of stand space at shows and events where other (non-MSA) motor clubs are also in attendance, this is the perfect opportunity for networking amongst the exhibitors in order to tap in to this source of fresh enthusiastic manpower.' SouthWest@GoMotorsport.net

## Frontal Head Restraint guidance

Competitors should note that a guidance document on Frontal Head Restraints (FHRs) is available on the MSA website at https://www.msauk.org/assets/msafhrweb.pdf. A supplementary document covering compatibility of helmet and FHR standards is also available at https:// www.msauk.org/assets/msastandardsforfhr.pdf.
One specific area that seems to be causing some confusion is the requirements for harness mounting angles. A relevant diagram can be found in the MSA Yearbook: Drawing No. 39 in Section (K) Competitors Safety, page 189.

The angle of the shoulder straps must not rise above the horizontal. Where an FHR is not used it is acceptable to rise up to $10^{\circ}$ above the horizontal. It also illustrates the recommendation that the harness is mounted up to $20^{\circ}$ below the horizontal when used with an FHR. However please note that in all cases it is permitted for the harness to be mounted up to a maximum of $45^{\circ}$ below the horizontal. The diagram shows the angle being measured from the seat's harness slot, however it is the angle of the shoulder strap as it sits on the occupant's shoulder when seated that is important, as this may differ from the angle at which the shoulder strap sits at in an unoccupied seat.

## Frontal Head Restraints in Cross Country

For the avoidance of doubt, there is currently no general requirement to use an FHR in Cross Country events, with one exception: Competitors in Sports Utility Task Vehicles (Sports UTVs), as defined in (P)64 are required to wear an FHR in accordance with regulation (P)25.1. The use of an FHR is of course recommended for competitors in other types of Cross Country vehicle.

## Sprint \& Hill Climb harnesses

There is a regulation change this year in Sprint and Hill Climb events, requiring a 'currently homologated FIA safety harness' for vehicles in the Hill Climb Super Sports, Sports Libre and Racing Cars categories.
Please remember that where regulations refer to a 'currently homologated harness' that means it must be in date - once the expiry date has passed the harness is no longer considered to be homologated.
This regulation does not affect the Road Going and Modified categories, where there is no requirement to use a homologated harness.


## JSCC Scholarship winner Emily moves from grass to Tarmac

The Junior Saloon Car Championship has announced that the winner of its JSCC/Teenage Cancer Trust Scholarship is Emily Glanvill. Youngsters aged 14 to 17 competed for the opportunity to win a fully supported drive in the 2016 Junior Saloon Car Championship.
Glanvill, whose first race is at Oulton Park on 19 March, said: "I am over the moon, it has been a fantastic day and I can't wait to get out there and race." GoMotorsport RDO Andrew Bisping chatted to the young scholars about the MSA's Race ' $n$ ' Respect campaign, while British GT driver and 2015 Michelin Ginetta Supercup Champion Tom Oliphant offered tips on how to prepare for a career as a professional race driver. The JSCC will be raising funds and awareness for the Teenage Cancer Trust throughout the season and Glanvill will be an ambassador at events.

## Regulations for consultation

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

## 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

# REGULATION CHANGES FOR CONSULTATION <br> <br> Section B CURRENT REGULATION 

 <br> <br> Section B CURRENT REGULATION}

Committee: Autotest Committee
Date of meeting: 9 March 2016
Closing date for consultation: 13 May 2016
Email for comments: autotestconsultation@msauk.org Autotest

## (B) Nomenclature and Definitions

## AutoSOLO.

A type of Autotest subject to the same criteria as Autotests (see Section M).

## Autotest.

A Competition in which marking during the event is based solely on a Competitor's performance in manoeuvring tests. These tests may be at one or more sites on private property.

## Production Car Autotest.

An Autotest event restricted to strictly production cars as defined in the Specific Regulations, intended to encourage newcomers to the sport.

## (M) Autotests Autotests

M4. Any 'garage' used in an Autotest must have a minimum length of 5 m and a minimum width of 3 m .
M4.1. When Competitors are required to perform a $180^{\circ}$ turn in a box, the size of the box should be sufficient to contain a circle of 14 m diameter.

## PROPOSED REGULATION

AutoSOLO. A type of Autotest subject to the same criteria as Autotests (see Section M).
Autotest. A Competition in which marking during the event is based solely on a Competitor's performance in manoeuvring tests. These tests may be at one or more sites on private property.
Production Gar Autotest. An Autotest event restricted to strictly production cars as defined in the Specific Regulations, intended to encourage newsomers to the sport.

Autotest. A competition for Cars in which marking during the event is based solely on a competitor's performance in manoeuvring tests, and defined as:-
(a) Autotest. These tests may include spin or handbrake turns, stop astride lines, and some reversing, and may be at one or more sites. A passenger is NOT allowed. (see Section M);
(b) Production Car Autotest. A competition for Production Cars capable of being taxed and MOT'd. These tests may include a limited number of spin or handbrake turns, stop astride lines, or reversing, and may be at one or more sites. A passenger MUST be carried in the front seat. (see Section M);
(c) AutoSOLO. For Road Going Cars, with tests held on a sealed surface. These tests shall be all forward and non-stop, without requiring any spin or handbrake turns, and may be at one or more sites. A passenger MAY be carried in the front seat. (see Section M).

## Autotests

M4. Any 'garage' used in an Autotest must have a minimum length of -5 m 6 m and a minimum width of 3 m 3.5 m .
M4.1. When Competitors are required to perform a $180^{\circ}$ turn in a box, the size of the box should be sufficient to contain a circle of 14 m 16 m diameter.
M5.2. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3 m and a maximum of 4 m long or apart. See Appendix 1, Drawing number 5.
M6.5. Each test must be run at least twice, and preferably more than twice.
M6.6. Each Competitor's worst performance at each test will be discarded in arriving at total penalties for the event.
M13.2. No Passenger is allowed to be carried in any timed test except in Production Car Autotests.
a) No current Regulation
b) No current Regulation
c) No current Regulation
d) No current Regulation

M14.3. If the Driver holds a valid, non-provisional RTA Licence, the Passenger must be 12 years or over.

## Supplementary Regulations

M15. The Supplementary Regulations must specify:
a) *Details of the tests or when these details will be notified to Competitors
b) *The number of runs per Driver and how these count towards the results
c) *The method of identifying cars
d) *The method of timing and whether or not the timing apparatus is started by the car or by the starting signal
e) *The starting signal.

M16.8. Tyres from List 1b are not permitted.
M17. Miscellaneous
M17.1. Any entered vehicle must be currently registered and taxed as a private car, unless otherwise specified in the SRs. Whilst on the Public Highway, vehicles must comply with all Statutory Regulations as to Construction and Use.

## No current Regulation

M18.2.1. When an event is organised solely for open or sports cars, hoods need not be erected nor hard tops fitted, provided that all drivers hold a full RTA licence and all passengers are aged 16 or over.
M19.4. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3 m and a maximum of 4 m long or apart.
M30.2. No Passenger is allowed to be carried in any timed test.
M32.
h) Tyres from List 1b are not permitted.

M5.2. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3 m 3.5 m and a maximum of 4 m 5 m long or apart. See Appendix 1, Drawing number 5.
M6.5. Each test must be run at least twice, and preferably more than twice. Delete.
M6.6. Each Competitor's worst performance at each test will be discarded in arriving at total penalties for the event. Delete.
M13.2. No Passenger is allowed to be carried in any timed test except in Production Car Autotests.
a) Passengers are not allowed in Autotests.
b) Passengers are not allowed in All Forward Autotests.
c) A passenger must be carried in Production Car Autotests.
d) A passenger may be carried in AutoSolos.

M14.3. If the Driver holds a valid, non-provisional RTA Licence, the Passenger must be 12 years or over and be at least 135 cm in height.

## Supplementary Regulations

M15. The Supplementary Regulations must specify:
a) *Details of the tests or when these details will be notified to Competitors
b) *The number of runs per Driver and how these count towards the results
c) *The method of identifying cars
d) *The method of timing and whether or not the timing apparatus is started by the car or by the starting signal
e) *The starting signal.
f) * Whether carrying a passenger will be allowed or not, or will be compulsory.

M16.8. Tyres from List 1b and 1c are not permitted.
M17. Miscellaneous
M17.1. Any entered vehicle must be a Car for vehicle tax purposes, and currently registered and taxed, unless otherwise specified in the SRs.
Any entered vehicle must be currently registered and taxed as a private car, unless otherwise specified in the SRs. Whilst on the Public Highway, vehicles must comply with all Statutory Regulations as to Construction and Use.
M17.4. * Classes are free, but the class structure must be stated in the SRs.
M18.2.1. When an event is organised solely for open or sports cars, hoods need not be erected nor hard tops fitted, provided that all drivers hold a full RTA licence and all passengers are aged 16 or over, and at least 135 cm in height.
M19.4. All lines, or pairs of adjacent markers, forming part of any all-forward test must be a minimum of 3 m 3.5 m and a maximum of 4 m 5 m long or apart.
M30.2. No Passenger is allowed to be carried in any timed test. Deleted.
M32.
h) Tyres from List 1b and 1c are not permitted

## Minimum Ages

## AutoSOLOS

M29. Entries may be accepted from Drivers who are 16 and over without a full RTA Licence, provided the vehicle used is by definition a 'touring car'.

## Minimum Ages

## AutoSOLOS

M29. Entries may be accepted from Drivers who are 16 and over without a full RTA Licence, provided the vehicle used is by definition a 'touring car'.
If a passenger is carried, they must hold a valid full RTA licence.
M29.1. Entries may be accepted from Drivers who are aged 14 years and over, provided the vehicle used is by definition a "touring car". A passenger MUST be carried, and they MUST hold a valid full RTA licence and be experienced in AutoSOLOs or Autotests.
M29.2. *The Supplementary Regulations for an event will specify whether the driver can elect to carry a passenger or not.
M29.3. One Passenger may be carried in each competing car to assist in giving directions to the Driver. Once the event has started, the number of occupants of the car must not be varied.
M29.4. If carried, the Passenger must occupy the seat alongside the Driver and wear a properly fastened and approved seat belt at all times during the test.

## M29.5. No other Passenger is allowed.

M29.6. If the driver holds a valid, full RTA licence, the passenger in a touring car, or a sports car with the hood erected or a hardtop fitted, must be aged 12 years or over and be at least 135 cm in height. The passenger in a sports car without hood erected or hardtop fitted must be aged 16 years or over and be at least 135 cm in height.

## D.O.I. 1st January 2017

## Reason:

The Autotest Committee has completed a thorough review of the regulations and the above changes represent the first phase comprising both new and clarifications of existing regulations that become clearer with the second phase, separately published which is a complete representation of the regulations in a clearer manner.

One day, in the queue at the company cafeteria, Joe says to Mike, "My elbow hurts like hell. I guess I'd better see a doctor." "Listen, you don't have to spend that kind of money," Mike replies. "There's a diagnostic computer down at Costco. Just give it a urine sample and the computer will tell you what's wrong and what to do about it. It takes ten seconds and costs ten dollars. A lot cheaper than a doctor."
So, Joe deposits a urine sample in a small jar and takes it to Costco.
He deposits ten dollars and the computer lights up and asks for the urine sample. He pours the sample into the slot and waits. Ten seconds later, the computer ejects a printout: "You have tennis elbow. Soak your arm in warm water and avoid heavy activity. It will improve in two weeks.
Thank you for shopping at Costco."
That evening, while thinking how amazing this new technology was, Joe began wondering if the computer could be fooled. He mixed some tap water, a stool sample from his dog, urine samples from his wife and daughter, and a sperm sample from himself for good measure.
Joe hurries back to Costco, eager to check the results. He deposits ten dollars, pours in his concoction, and awaits the results.
The computer prints the following:

1. Your tap water is too hard. Get a water softener. (Aisle 9)
2. Your dog has ringworm. Bathe him with anti-fungal shampoo. (Aisle 7)
3. Your daughter has a cocaine habit. Get her into rehab.
4. Your wife is pregnant. Twins. They aren't yours. Get a lawyer.
5. If you don't stop playing with yourself, your elbow will never get better.

Thank you for shopping at Costco!

## Paul Commons Motorsport Photography

Paul Commons is a credited motorsport photographer covered by public liability insurance to the value of $£ 5 \mathrm{~m}$.

His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series’ lenses.

## Product

- JPEGS, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
- For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.
For pricing and any other enquiries please get in touch via email paul.commons@yahoo.co.uk
Or visit the website
http://paulcommonsmotorsport.com


## More Confucius

Man who stands on toilet is high on pot.
Man who fights with wife all day get no piece at night.
It takes many nails to build a crib, but one screw to fill it.

## Sebastien Ogier wins WRC Rally Mexico

Sebastien Ogier won both runs of the 2.30km super special stage at León's race circuit in his Volkswagen Polo R to lead Thierry Neuville by 1.7 sec . The Belgian led initially after winning the 1.09 km street stage in Guanajuato which opened this third round of the FIA World Rally Championship. Tens of thousands of fans packed the narrow streets of Guanajuato for a colourful and highly-charged start ceremony filled with music, dancing and fireworks.

Neuville topped the times in the short stage that followed, the Hyundai i20 pilot just a tenth of a second faster than Lorenzo Bertelli's Ford Fiesta RS. Ogier was third, a further 0.2 sec behind with the top six covered by less than 1.5 sec .

When the action switched to the circuit, Ogier showed a clean pair of heels to his rivals in both runs. Dani Sordo was second in the first pass, with Andreas Mikkelsen his closest rival in the following run.

Neuville was third in both tests to end the evening 1.6 sec clear of Jari-Matti Latvala, who complained of understeering in his Polo R. Mikkelsen, Sordo and Hayden Paddon completed a top six covered by 4.6 sec .

Jari-Matti Latvela, eighth in the start order, profited from roads swept clear of loose gravel by those ahead, to win the third stage on the Friday morning in his Volkswagen Polo R by a massive 22.1 sec from Dani Sordo's Hyundai i20.

Andreas Mikkelsen was fourth, almost 40sec down on Latvala's pace. The Norwegian admitted to a couple of mistakes in his Polo R but was still nearly 10sec clear of Hayden Paddon's i20.
Mads Østberg completed the top six, more than a minute slower than Latvala, but said his choice of hard tyres was 'a disaster'. Team-mate Eric Camilli lost more than five minutes after changing a rear left puncture. In worse trouble was Thierry Neuville (below) who spun into a bank over a crest and the impact broke his i20's suspension, sidelining him for the day.

After topping the times in the long El Chocolate stage in the mountains above Guanajuato, Latvela added a second win in the following Las Minas test before ending a successful morning with fourth fastest in the short León street stage.A lower start position on the slippery gravel tracks benefited Latvala, who enjoyed cleaner and faster conditions than his rivals ahead, but he was surprised to hold such a big lead over Volkswagen Polo R team-mate Sébastien Ogier, who opened the roads.

Dani Sordo retained third after two top three times in his Hyundai i20, 12.2 sec further back. The Spaniard was 10.5 sec ahead of Andreas Mikkelsen, who was fastest through the city street test in his Polo R. Mads Østberg relegated Hayden Paddon in their fight for fifth. Both regretted opting for hard compound Michelin rubber and Kiwi Paddon lost more time when he swiped a wall in Las Minas, damaging his i20's rear suspension. The gap between them was 7.4 sec .

Paddon burned his hand making repairs and received treatment from team doctors on arrival at the León service park. Ott Tänak kept out of trouble in eighth in his Ford Fiesta RS, with Martin Prokop, Lorenzo Bertelli and WRC 2 leader Nicolas Fuchs completing the leaderboard. Benito Guerra joined Thierry Neuville on the sidelines when the Mexican damaged his Ford Fiesta RS after a heavy landing over a crest in Las Minas

Starting the high-altitude gravel speed tests eighth in the order, Latvala benefited from roads swept clean of dirt by those ahead to win all four loose surface special stages and head Ogier by 32.1 sec . The Frenchman endured the worst of the conditions by running first through the dusty mountain roads and was powerless to restrain Latvala. He regained a few tenths of a second on the three short spectator tests in León, but faces a tough task to preserve his unbeaten start to the WRC season.

Dani Sordo held third all day in a Hyundai i20 to end 1 min 15.6 sec off the lead. The Spaniard was unhappy with his car's handling and a sticking throttle ensured nervous moments as he fought to keep the i20 on the road. Norway's Andreas Mikkelsen topped the times in León's street stage, but an overshoot and handling problems upset his chances of closing on Sordo and they were split by 31.1 sec .


## WRC : Mexico

## Continued from Page 97

Hayden Paddon and Mads Østberg fought for fifth all day and were separated by 14.8 sec at the close. Both regretted their choice of Michelin's hard compound tyres in the morning, Østberg labelling the decision as 'one of the biggest tyre mistakes l've done'. He was penalised 10 sec for a jump start while Paddon damaged his i20's suspension after swiping a wall and burned his hand while making repairs. He also slid into a ditch after his car mysteriously filled with dust in the final mountain stage.

Ott Tänak was seventh in a Ford Fiesta RS despite a spin and what the Estonian believed to be a broken differential, while Martin Prokop, Lorenzo Bertelli and WRC 2 leader Teemu Suninen completed the leaderboard. Thierry Neuville retired in the opening stage when he spun into a bank and broke his car's suspension, while Eric Camilli dropped many minutes with a puncture and later lost first and second gears.

On the opening Stage on Saturday, Latvala had the benefit of cleaner road conditions due to a lower start position and he won the test by 14.1 sec from Hayden Paddon. The Finn was 19.8 sec faster than road opener Sébastien Ogier to increase his lead over the Frenchman to 51.9 sec . Team-mate Ogier opted for Michelin's hard compound tyres to combat the slippery loose gravel and believed he did all he could in the worst of the conditions.
Paddon opted for a mix of hard compound rubber at the front and soft at the rear of his Hyundai i20 and, combined with ovenight set-up changes, it gave the Kiwi a more precise feeling. Team-mate Dani Sordo made similar changes but was less happy with the grip available. He was sixth fastest but retained his grip on third ahead of Andreas Mikkelsen. Mads Østberg reported a possible gearshift problem in his Ford Fiesta RS and slipped more than half a minute behind Paddon in sixth, while team-mate Eric Camilli retired after crashing shortly before the finish.

Having mastered the opening Ibarrilla test, Latvala was fastest through the long Otates by more than 18 sec before ending a hugely satisfactory morning by edging out Andreas Mikkelsen over the famous El Brinco jump. Ogier was third and fifth through the two tests but resigned to his fate after cleaning the gravel as road opener.
Dani Sordo retained third in his Hyundai i20, 52.7 sec behind Ogier, but despite top four times in both tests it wasn't plain-sailing for the Spaniard. A spin near the finish of Otates cost 10 sec and a broken fan caused the engine to overheat and reduce the available power.
Andreas Mikkelsen closed the gap on Sordo to 14.9 sec after clean runs but Hayden Paddon yielded fifth to Mads Østberg after breaking the left rear suspension arm in Otates. He was 1 min 12.9 sec behind Østberg's Ford Fiesta RS with Ott Tänak and Martin Prokop next up, the Czech driver complaining of handling issues. Lorenzo Bertelli and WRC 2 leader Teemu Suninen completed the leaderboard. Thierry Neuville was the second major casualty following Eric Camilli's earlier demise. He crashed heavily near the finish of Otates, both Neuville and co-driver Nicolas Gilsoul unhurt.
Many of the fast roads in the 80km Guanajuato in the mountains above León had already been driven earlier in the weekend. Sébastien Ogier celebrated finally being relieved of road sweeping duties by setting fastest time in his Volkswagen Polo R. The Frenchman completed the test in a little over 48 minutes and was 25.3 sec quicker than team-mate and leader Jari-Matti Latvala. Latvala reported brake problems but the Finn emerged with a 1 min 10.4 sec lead over Ogier. The Volkswagen drivers were in a class of their own, third-placed Hayden Paddon more than a minute further back in his Hyundai i20. Mads Østberg, Dani Sordo and Ott Tänak completed the top six, all content to measure their pace with large time gaps separating them on the leaderboard. Sordo also reported brake issues while Østberg said his decision to mix soft and hard compound Michelin rubber benefited him in the technical twisty parts but was not so good in faster sections.
Latvala failed to score in the first two rounds of the FIA World Rally Championship but dominated the opening gravel event of the year in a Volkswagen Polo R to win by 1 min 05.0 sec . Team-mate Sébastien Ogier retained the championship lead by finishing second in the hot
 and dusty mountains near León. Dani Sordo completed the podium on the four-day event in a Hyundai i20, a further 2 min 32.9 sec behind. Ogier also won the final live TV Power Stage to claim three bonus points. Latvala took two points for second while Hayden Paddon claimed the final point in third in an i20.

## FORMULA 1 AUSTRALIAN GRAND PRIX

 melbourne 2016
## Mercedes' Nico Rosberg won a dramatic Australian Grand Prix, after a huge crash for McLaren's Fernando Alonso.

A bad start dropped Lewis Hamilton from pole to sixth but he fought to second. Rosberg took advantage when the race was stopped following Alonso's high-speed barrel-roll to switch strategy and overhaul early leader Ferrari's Sebastian Vettel.
Vettel's strategy gamble on super-soft tyres mid-race failed and he took third ahead of Red Bull's Daniel Ricciardo.
A thrill-a-minute race, with action throughout the field, provided the start to the season for which F1's bosses were hoping.
But its unpredictable nature meant it was impossible to form a definitive judgement on the exact relative competitiveness of the Mercedes and Ferrari teams who will dispute the season.
Alonso suffered a huge high-speed crash at Turn Three, but emerged unscathed
The race arguably turned as a result of the terrifying accident involving Alonso and Esteban Gutierrez of new team Haas on lap 17. Trying to pass the Mexican on the run down to Turn Three, Alonso's front right wheel tagged the right rear of the Haas and he was launched into a barrel roll, coming to rest upside down in the barriers. The two-time champion was clearly shaken but, although he limped away from his car, he was uninjured.
For the re-start, Ferrari chose to keep Vettel on the fast but fragile super-soft tyres he had fitted at his first pit stop, while Mercedes switched Rosberg from soft to medium tyres with the aim of going to the end without another stop. From that moment on, the race was Rosberg's barring problems. He merely had to hang on to Vettel and wait for the Ferrari to stop, which he did on lap 35.
Because of new restrictions on radio transmissions, Rosberg was unaware of potential problems with overheating brakes and excessive wear on his left rear tyre. But, while on the edge, both issues stayed under control until the end of the race.
Hamilton had been in imperious form through practice and qualifying. He was out of the reach of his rivals as he re-found the form that had won him his third world title in 2015, but which he lost in the final three races of last season when he stopped working as hard once the title was won. But the new rules restricting the use of driver aids at starts bit him when he made a poor getaway and was swamped by Rosberg and Vettel on the run to the first corner. Hamilton's life was made more difficult when Rosberg edged him out to the edge of the track and he lost three further places.
Hamilton soon passed Williams' Felipe Massa, but Toro Rosso's Max Verstappen was more difficult and Hamilton pleaded for a different strategy, Mercedes fitting medium tyres at his first pit stop on lap 16. Mercedes were switching him to a one-stop strategy rather than the more common two in an attempt to make up more places. He stayed on those tyres during the race stoppage and although he was seventh at the re-start, he moved up as drivers in front of him stopped.
Ferrari's Kimi Raikkonen retired on lap 24 after flames burst out of the air box above his head Hamilton appeared set for a comfortable cruise to second place only to make a mistake with six laps to go. That put Vettel, faster on fresher, softer tyres, on his tail but Hamilton was able to hold him off to the flag - a task eased when Vettel spun on to the grass at the penultimate corner with two laps to go. Finishing behind Ricciardo, Massa took fifth ahead of other Haas of Romain Grosjean - an impressive debut for the team. Britain's
 Jolyon Palmer was running in the points mid-race on his debut but was passed by the Toro Rosso cars and ended up 11th, one place ahead of team-mate Kevin Magnussen. While Alonso had been running 10th before his crash, teammate Jenson Button had a low-key race and took 14th.

## MSA

## INVITATION

TIIL MOTOR SpORTS ASSOCIATION (MSA)
in CONJUNCTION WITH
The association of north east and Cumbria Car Clubs
(ANeCCC)
and Supporied by Sacc
Invites rality Competitors, volunteers, club members AND ORGANISERS IN THE REGION TO:

RallyFuture Forum - NORTh East and Cumbria
ON 28 APRIL 2016, AT 7PM FOR A 7.30PM START At Tile Silepilerds inn, Carlisle

TO DISCUSS STAGE Rally Safety and the future of the SPORT IN THE UK, WITH GUESTS INCLUDING:

Malcolm Wilson obe<br>David Bogie<br>Nicky Moffitt, Safety Delegiate<br>Sue Sanders, Safety Delegate And MSA DIRECTORS TBC

All are welcome. Please email rSandham7@gmail.com TO REGISTER YOUR INTEREST IN ATTENDING.



MSVR BOLTON MIDNIGHT SNETTERTON STAGE RALLY SNETTERTON

## SUNDAY 15 MAY 2016

Stage Rallying returns to Snetterton for the final round of the 2015-16 Motorsport News Circuit Rally Championship in association with MSVR.
The rally will encompass miles of bespoke rally stages comprising sections of the circuit's multiple layouts in addition to access roads, creating a unique spectacle, unlike anything else that will be seen at the Norfolk circuit this year.
Cars in action will range from modern day World Rally Championship specification beasts such as the Subaru Impreza, to retro favourites such as the Ford Escort MkII. Expect plenty of drama on the stages with the championship up for grabs.

> Raceday Admission Gate Price: £15 BOOK NOW AND SAVE £5.00 * www.snetterton.co.uk/


David Dudley Motor Sport Photography

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## Warrington

\& District Motor Club
JRT ENVILLE STAGES
Sunday 3rd July TY CROES
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NEEDED

## Chief Marshal

Tony Jones
Email tij909@gmail.com
Tel : 07770-210881
6pm-8pm
Text anytime

## ALTRATECH 061 ROAD RALLY 21/22 May

The event is open to all members of the organising Club and members of the individual clubs within the ANWCC, ANCC, AWMMC \& EMAMC

## The event is a qualifying round of the following championships:

- Association of North Western Car Clubs Road Rally Championship
- Association of West Midlands Motor Clubs Road Rally Championship
- AB Motorsport East Midlands Association of Motor Clubs Road Rally Championship
- SD34 MSG Road Rally Championship HRCR Premier Rally Championship
Route instructions shall be issued at the first control, and several points along the route.
Petrol will be available near the start, after approximately 70 miles and after the event, in Buxton and Chapel-en-le-Frith
The finish will be at Fallow Deer, Chapel-en-le-Frith (GR 110/062 815, Foresters Way, Chapel-en-le-Frith, SK23 ORB)
Total mileage will be approximately 113 (approx.
9.5 miles on un-surfaced roads). The organisers will provide all the necessary maps within the entry fee, but, for those who are interested the route traverses maps 110,118 and 119. The map book will be issued at the start, and along the route.
Entries for the event open on publication of the Regulations and close finally on 13th May 2016.
The entry fee is $£ 80.00$ (which includes maps and two breakfasts at the finish)


## MARSHALS

## Marshals are an essential

 component of the event
## With no marshals we have no rally

We continue to be reluctant to go the route of requiring competitors to sign on marshals before they can compete and continue to trust the competitors to do the right thing.
If you are competing, please make every effort to ensure a friend/colleague volunteers.
No experience is required, just interest and enthusiasm. Marshals will receive excellent goody bags, and spectator information (which will not be otherwise available), and for those marshalling crews who cover later controls there will be a free breakfast at the finish.

## Contact Ken Wilkinson

01614323490 / 07771742692 staffing@061roadrally.co.uk


## 29TH / 30TH APRIL \& 1ST MAY MARSHALS NEEDED

The Pirelli Carlisle Rally is the third rounds of both the British Rally Championship and the British Historic Rally Championship. This gives marshals a rare opportunity to see competitors in both championships on the same stage, the same day.

## Saturday there is Four Kielder Stages (2 of which are 15+miles)

Sunday there is Three different Kielder Stages (the final one over 16mile).

- (British Rally Championship \& Clubmen only on Sunday)
- Sunday stages will have a lunch time finish so no late Sunday night travelling home.
With offering single pass over the stages to the competitors it means we need marshals to cover more miles of forest than we have for a long time. We really need your help.
We would like to hear from marshals of all abilities to help us meet the requirements and exceed the minimum numbers and make this event run to the highest standard.
A marshal 'First Aid Night' is also available on the $7^{\text {th }}$ April Nr Carlisle.
MSA Marshal Registration forms \& advice also available.
Pirelli Rally Goodie bag as a thankyou.


## Visit <br> www.pirellicarlislerally.co.uk <br> for more information

You can also register as a marshal for the event on there.
Or for more infomation contact
Barry Lindsay (Deputy Chief Marshal)
barry.lindsay@tiscali.co.uk 07745450714


# manx auto sport $\underset{\text { Nanamex }}{\operatorname{Man}}$ 

## 6th / 7th May

The Manx Auto Sport organised Manx National Rally will take place on Friday $6^{\text {th }} \&$ Saturday $7^{\text {th }}$ 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 01624664460 or email info@iomevents.com.

## Highlights

- Recce from Wednesday $4^{\text {th }}$ 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

> The Cetus Stages The Three Sisters Race Circuit, Ashton In Makerfield, Wigan. Sunday $8^{\text {th }}$ May 2016.

Welcome to the fifth running of The Cetus Stages, courtesy of our sponsor Mike English of Cetus Computer Solutions Ltd. many thanks to Mike for sponsoring the rally. This is the second round of The 6R4.com Three Sisters Rally Challenge 2016, our sponsor for the challenge is Ian Rowlance of 6R4.com.
There is $£ 550.00$ worth of cash prizes to be won in this free to enter Challenge, download the Regulations from our motor club web site. The rally will be our thirty-first stage rally that we have organised at the Three Sisters Circuit, so you should expect good stages and fast turnarounds as per usual, we will be running consecutive stages again on the Cetus Stages.
The rally is a round of six Regional Championships, be sure to get your entry in early to avoid any disappointment. The organising team wish all competitors a good day's motor sport.
N.B. All Documentation for The Cetus Stages Rally will be on the Motor Club's web site, i.e. Nothing will be sent by post.

- Regulations,
- Entries received so far,
- Final Instructions,
- Seeded Entry list and Results all at:


## www.wiganmotorclub.org.uk




## Stockport 061MC JC Motor Services smc stages 17th April

Entries are now open for the JC Motor Services SMC Stages 2016, to be held at Anglesey Circuit on 17th April.

The event is a round of:
ANWCC Stage Rally Championship ANWCC Anglesey Rally Challenge ANWCC Ladies Rally Championship ANCC Stage Rally Championship SD34 Stage Rally Championship Stockport 061 held many successful rallies at Ty Croes as it was then known in the 90s, in fact one of the first clubs to run there. They were then the first event to run at Caernarfon Airport before moving to Weeton Army Camp.
www.smcstages.co.uk
If you're not able to enter this year, I'm sure our Chief Marshal Ken Wilkinson would love to hear from you -
marshals@smcstages.co.uk


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- SD34MSG Road Rally Championship
- ANWCC Road Rally Championship
- ANCC Road Rally Championship
- ANEMC Road Rally Championship
- SD34MSG Inter-Club League

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Marshals Wanted
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To book your control

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

## www.apmmc.co.uk

## MARSHALS WANTED

SD34 Marshalling points available Chief Marshal, Dave Toft and every section will be staffed by an experienced person. If you would like to see a different form of motorsport contact Dave on 01274487667 and he will find you and your mates a good spot to see what goes on. The course is over sixty miles around and the first competitor starts at 8.30am. The competitors will take two or three hours to pass through each section (stage). Early sections will be completed in time for some marshals to move on a few miles to cover a later section, so seeing everyone twice. Good food and proper toilets are available at the start, lunch halt and finish and several garages will be staying open for the sale of petrol so that bikes with small tanks can fill up as required. I understand that there may be a pub or two in the area but I am sure that clean living SD34 enthusiasts will not want to be associated with such establishments.

## Warrington \& DMC

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## *

## JRT Enville Stages Rally

 Sunday 3rd JulyCaernavorshire and Anglesey Motor Club Tour of Anglesey Road Rally Apr 30 / May1
To celebrate the 80th anniversary of the Caernavorshire and Anglesey Motor Club Limited we are delighted to announce the revival of the Tour of Anglesey Road Rally on map 114.
Starting at 17:00 Saturday from the Anglesey Showground for a loop of targa type special tests at various venues followed by a compact Plot and Bash style standard section night rally starting at 23:30 and all finished by 03:30 at Cartio Mon

Regs and entries

## www.camconline.co.uk

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## Chateau Impney Speed Hillclimb 9/10th July 2016



The 2016 Chateau Impney Hillclimb dates have been announced 9/10July 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 clambering 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 TAKE PART IN OUR ROAD EVENTS
$24^{\text {TH }}$ April
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$21^{\text {sT }}$ MAY
Fellsman Rally
(ONE to test the Navigators!)

## $12^{\text {TH }}$ June

Manchester to Blackpool Classic Car Run

## 9th July

Coast to Coast Classic Car Run
Start Morecambe - Brotton
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a Classic marathon round Scotland
Contact Chris Lee CHRISLEE1275@AOL.COM


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## Matlock Motor Club's Rally of Derbyshire 9/10th April

A warm welcome to Matlock Motor Club's 42nd Rally of Derbyshire.

## A round of these Championships <br> - HRCR Premier, <br> - ANEMCC, <br> - AWMMC, <br> - EMAMC, <br> - SD34MSG, <br> - ANWCC .

Once again we receive the enthusiastic support of Steve Perez and his company Global Brands Ltd. We look forward to meeting all our "regulars" again this year and we especially welcome any newcomers to this longestablished Derbyshire classic.

This is always a popular event and we will offer a very similar format to previous years - a competitive route with several sections timed to the second, straightforward navigation and the usual smattering of "whites", including a double dip at the Walton Lodge special test.

Following comments received last year, this year's route will a bit shorter at around 135 miles, a lot smoother (we were caught out by the dry weather last year) with approximately 10 miles of whites (nearly half of which will be in the special tests!) and all competitive sections should be on the map before you start them.
We have included some of the best roads in Derbyshire (and a few in Staffordshire) in a compact route with straightforward navigation (just map references and tulips) complying with the EMAMC rules.

As always we need plenty of marshals, so please encourage your family and friends to turn out - in return they will get drinks and snacks, plus a free breakfast if they marshal in the second half.
We are again raising funds for the Derbyshire, Leicestershire and Rutland Air Ambulance. Please try to make a contribution to this very worthy cause - you never know when any of us may need them! Either include a donation with your entry or use the collection box on the night of the rally.

> Good luck and have fun!
> Regs available now at www.matlockmotorclub.co.uk/

# West Cumbria MSC P \& R Benn Greystoke Stages 10th July 2016, 

We thought it was time for some news about this year's Greystoke Stages to enable you to put dates in your diary and starting planning for another super days rallying in the Cumbrian forest.
As most of you may already know this year's rally is on Sunday 10th July but the first key date for competitors is Monday 16th May which is the date the event regs will go live on the rally website (http://
www.greystokestages.co.uk ) and entries for the 2016 P \& R Benn Greystoke Stages Rally will open. The closing date for entries will be the 1st July but if last year is anything to go by the entry list will be full by the 18th May! Our advice to all prospective competitors is don't delay, when entries open get yours in quickly to avoid being disappointed.
As always we will need to a great team of marshals so if you're not coming to compete think about giving a day up to come and marshal and register your interest, again via the website, on the Marshals page. This will ensure you get regular updates through our Marshal's Newsletter leading up to the day.
For anyone looking for accommodation in the area for the rally Premier Inn have just opened a brand new place in the centre of Penrith which is about 6 miles from the forest. Of course other accommodation providers are available in the area!
Oh almost forgot, we are also going to have the Special Stage Extra team filming again so don't forget to tell your sponsors they could be on the telly!

## Regs available : $16^{\text {th }}$ May 2016

www.greystokestages.co.uk

## Harlech and District Motor Club Harlech Stages $1^{\text {st }}$ May

The Rally is to be run on May 1st 2016 and will be a round of ANWCC and the WAMC.
Regs and entry forms are on the club website. We are looking for a vast number of marshals, radio cars and help if anybody is interested please contact us.
If anybody wants to sponsor a stage or place an advert in the program for a very competitive low price please contact us. www.harlechdmc.co.uk

## WWW.motorsportmugs.co.uk

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## ANCC Stage Rally

 Championship 2016ANCC Tarmacadam Challenge ANCC Forest Challenge ANCC Multi-Use Challenge
Promoted by the Association of Northern Car Clubs Overall Championship Best 8 Scores from any of the 21 rounds to count
Three Separate Challenges Tarmacadam, Forest \& Multi-Use Best 5 Score to Count Class Based Scoring System New for 2016

- Rookie of the Year
- Ladies Cup
www.ancc.co.uk Legendfires

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## CHONKA

## MOT \& VEHICLE SERVICES

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## RAC Rally of the Tests 2016

## 3rd - 6th November

We are delighted to announce the return of an icon - an event that shaped the future of rallying in the UK, it was this event that brought rallying to the public and captured their spirit and imagination - The RAC Rally of the Tests. November 2016 will see this event return to the historic regularity rallying calendar, it will retain its traditional and authentic format.
From its inception in 1932, the RAC Rally has been at the pinnacle and forefront of motor sport worldwide, it has attracted many of the leading lights to compete in what has always been regarded as one of the toughest and challenging events ever. That first year saw no less than 341 competitors leave the start from nine different towns and converge on the seaside town of Torquay. Each different starting point comprised a route of around 1000 miles with four check points along the way. There was no official winner but the 'competitor with fewest penalties' went to Colonel A H Loughborough in his Lanchester.
After the war, the RAC Rally was renamed 'The RAC Rally of the Tests' and resumed with a much more demanding format with more emphasis on the driving tests and navigational challenges that are such an important part of the Rally of the Tests we know today. Bournemouth was its finishing point in 1951. Best performance went to lan 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.

# DAMMS 

Saturday $8^{\text {th }}$ 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.
*F Pre-plot evening section of regularity sections on OS sheet 96 .
- All cars finished by 10 pm 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 emailm $r$ :tayloretalk 21 com

incorporating the Jubilee Run Sunday $10^{\text {th }}$ April

sportaponerd 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 \& U18 |
| 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)

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SD34MSG Wednesday 18th May 8-00pm,
Hartwood Hall Hotel, Chorley. PR6 7AX Just off M61 at J8 : 109/583181


## Thursday 21st April 8.00pm

The Dr.Syntax Inn, New Ridley, near Stocksfield, Northumberland,
www.aneccc.org.uk
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 May edition is Thursday the 28th April which is due out on Saturday the 30th of April

PLEASE Email Reports etc. to Maurice Ellison at : tors and may amend articles and reports as they see fit


[^0]:    A golfer accidentally overturned his golf cart. He had blood on his face as he began to climb out. An attractive woman, who lived in a condo on the golf course, had been sunbathing on her patio. She heard the noise and looked up to see the overturned cart and the man with blood on his face.
    She called out, "Hello, are you okay?" "I'm fine, thanks,"he replied.
    "You look bloodied and frazzled,"she said. "Come to my condo. I'll bandage your cut and give you a drink. Afterwards I'll help you get the cart up." "That's mighty nice of you,"he answered, "but I don't think my wife would like that."
    "Oh, come on,"she insisted, as she adjusted the bikini on her sexy body.
    "I can see you've cut your head. It could be serious. Let me take care of that right away. I'm a nurse."
    She was very persuasive and sexy, and he felt woozy from the accident.
    "Well okay,"he agreed and added, "But my wife won't like it."
    She bandaged the cut on his forehead, and gave him a glass of brandy.
    They talked about golf and he discovered she was an avid golfer with a four handicap.
    He confessed to a weakness in his putting, so she gave him a putting lesson ... holding him close as she did so. He said, "I feel a lot better now, but I better get going. My wife will be really upset that I'm here with you."
    "Don't be silly," she said with a smile. "Your wife won't know anything about us. By the way, where is she?"
    "Under the cart,"he replied.

