

May spotlight

2016



Photo Courtesy of Jez Turner

www.sd34msg.org.uk

Volume 7 : Issue 5 : May 2016 : Maurice Ellison

Chairman's Chat

What's happened to Lewis?, three GP's and no wins yet, looks like Nico's has taken his place. Also I noticed Ogier has only won two out of four WRC rounds as yet. Perhaps will years championships will be more exciting and different winners.

In terms of our championships it's good to see that events in all disciplines have now taken place and the completion looks good. Also very good to see is the large number of people who have already claimed marshalling points.

As I write this it's the weekend of the Pirelli Rally and it looks like they might have some snow to cope with, well it is the end of April/start of May !!

Best regards,

Les Fragle,

Chairman/Secretary,

SD(34) Motor Sport Group

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SD34MSG : Member Clubs & Contacts

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WANTED

YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721



Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



Ecurie Royal Oak Motor Club
www.eromc.co.uk



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

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Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details

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

Blackpool South Shore MC



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

Blackpool South Shore Motor Club members had a hectic weekend competing on and organising events last month but by the end of which most were left with plaudits ring in their ears.

Malcolm Wilson Stages 12th March



Saturday saw a number of members in competitive action on the Malcolm Wilson Rally that featured eight forest stages in the Lake District. Fleetwood Auto Engineer Mark Holmes and co-driver Craig Simkiss (photo above) brought their 1969 Ford Escort Mk1 home 28th overall and fourth in the Historic 3 Class despite suffering gearbox and starter motor issues.

Chris Sharpe-Simkiss helped guide Mike Reed in his Ford Escort Mk2 to 52nd overall and second in the Historic 2 Class but it was a short rally for Blackpool's Benson brothers Dave and Steve. They were forced to retire their Iain Gorrie Motor Engineers/Blackpool Road & Rally/All Car Parts backed Honda Civic on the day's second test with gearbox problems.

Top result on the day went to Charlie Payne and Carl Williamson in their Ford Fiesta after David Wright and Steve Pugh were relegated to second place when their Ford Focus WRC broke a driveshaft on the final stage

**Next BSSMC Rally
12th June
Keith Frecker Memorial
Weeton Stages**

Roskirk Stages 13th March Three Sisters



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Sunday saw the first of the South Shore Motor Club's annual rally days with the running of the Roskirk Stages and Roskirk Junior Stages at Wigan's Three Sisters Race Circuit. It was hailed a resounding success with a maximum combined 65 car entry completing all twelve scheduled special stages within a tight time schedule. Craig Simkiss and Chris Sharpe-Simkiss were both on co-driver call again and were locked in a fierce battle for a Roskirk stages victory. In the end both were denied as Martyn Tinker and Iain Petterson took the winners laurels in their Lotus Exge. Sharpe-Simkiss did at least claim South Shore bragging rights after finishing runner-up alongside Brandon Smith in a Darrian T9 but sadly Simkiss, his cousin, failed to finish. Co-driving Peter Jackson a collapsed wheel bearing forced their Ford Escort Mk2 into retirement on the ninth stage whilst in second place.

Graham Butler and Chris O'Connor (photo above) finished 16th overall in the GBRnutrition.com Ford Escort Mk2 RS1800 but Thomas and David Parkinson were forced to retire their Roadrunner Tyres Subaru Impreza with mechanical troubles.

Fourteen year-old Ryan Banks from Preesall, making his rally driving debut in a Peugeot 107 and co-driven by Janice Moore, finished 11th overall in the Roskirk Junior Stages. The Junior event was won by Scots duo Finlay Reston and Tom Hynd in a Citroen C1





Another exciting few weeks for members of Preston Motorsport Club, some of whom have been out and about gaining some marshalling experience and some rallying success on road rallies!

Well done to Louis Baines and Kris Coombes who won the semi-expert class on the Matlock MC-organised Kickstart Rally of Derbyshire. They only put in a last-minute entry because of the disappointing cancellation of the Primrose Rally and both were Derbyshire 'Virgins' as they headed down to the start at Robinsons of Chesterfield.

The event wasn't without incident for the intrepid duo, who finished a creditable 13th, as the attrition on the whites caused one of the Bilstein inserts in Louis's Peugeot 106 Rallye front legs to disintegrate. If that wasn't bad enough, two bolts worked loose on a rear shock absorber, meaning the car handled like a bag of spanners for the final third of the event.

A posse of keen club members went down with them to gain some worthwhile marshalling experience, so well done to the lads who gave up their Saturday night to have a first taste of what modern road rallying is all about.

Louis is certainly gaining a deserved reputation as a promising up and coming driver now and his excellent result in Derbyshire follows a sensational sixth overall on the Clitheronian last September. His next event will be the GPMC Memorial and several Preston Motorsport Club crews hope to be out on this local event in June. Watch this space!

Just prior to Louis and Kris's excursion into deepest Derbyshire, Louis had organised a Navigational Scatter Rally, which had 13 crews out in the lanes looking for clues. Looking at the picture, you can see that the average age was extremely encouraging, with no old farts to be seen. Long may it continue.

The popular autosolos staged at Preston

Docks continue to grow in popularity and have been graced for two events in a row now by none other than Nigel Worswick. The next one takes place on May 29. Details are here: The 29th will bring the next round of the PMC Autosolo Championship. With an upset to the top of the table on the last event, it shows that anyone has a chance to win!!

Preston Motorsport Club will also be holding a PCA on the day for those wishing to have a passenger in their car. On the latest entry form there will be a box to tick to enter the PCA or Autosolo



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On Tuesday 26th April at 20.00 hours, five priority entries were made available for first-timers.

On Tuesday 3rd May at 20.00 hours, entries will go live to all. Entries will only be accepted when payment is received.

Please note, people can only enter if they are already club members. Grant Smith is entries secretary for the event and Kris Coombes is Clerk of the Course.

The Picture of the Month award must go to young club member Zack Bond, from Eaves, near Woodplumpton, who spectacularly rolled 'his car' on his debut in the Civic Cup at Brands Hatch...trouble was....'his car' wasn't ready and it was one he had 'borrowed'. Better luck next time mate! By the way, Zack walked away from the crash totally unscathed!

And on to some less exciting but equally interesting stuff. Preston Motorsport Club uses The Poachers pub at Bamber Bridge as its meeting place – but the pub is undergoing an extensive refurbishment and will reopen as a Hungry Horse eating establishment in June. Despite the changes to the pub, although the club has been told it can continue to meet there, so for anyone interested in motorsport, give Louis Baines a ring on 07792 903166 and he will be more than happy to talk to you about our burgeoning motor club.

What else is there to report? Old has-beens Neil McCarthy and Alan Barnes are planning to travel to bonny Scotland in October to have another go at the Mull Rally. Last year Neil drove a Harry Hockly-built Daihatsu shopping trolley named Daisy - the smallest car with the smallest engine – on the event and the intrepid pair had pulled up from 112th, their starting position, to lie 101st after the first five stages. And that is where they were classified as finishing, due to the tragic circumstances which occurred the following day, bringing about the cancellation of the event. This year Neil intends to tackle the rally in a Renault Clio 172 RS Sport, and has already enlisted the assistance of Preston Motorsport Club members Chris Grimes and Richard Steele to service his chariot come rally time

Alan and Neil intend to organise a Mull Rally night at a future Preston Motorsport Club clubnight. They will be attempting to attract a few Mull diehards to tell their stories of rallying on the island, withy funny tales to entertain the troops. It is hoped that money can be raised towards their campaign on the Mull Rally, with a decent contribution also going to St Catherine's Hospice.

And that is about it for this month. Happy motoring folks!



A lady was picking through the frozen turkeys at a branch of Sainsbury's but she couldn't find one big enough for her family. She asked a passing assistant, 'Do these turkeys get any bigger?' The assistant replied, 'I'm afraid not, they're dead.'

Warrington & DMC



WDMC meets at 20.00

every Tuesday at

THE ANTROBUS ARMS

on the A559 between Warrington and Northwich.

Scalextric Championship

Our first leg of the WDMC Scalextric Championship

Great night big thanks to everyone and would like to Sandra for timekeeping and all the marshals. Good work guys and girls. All I will say is don't let George play in goal for England lol

And it was good to see John trying the launch control out on his truck at the end.

I have made the points system nice and low so it gives everyone a chance to catch up if you miss a night or two. So all still to play for

Looking forward to the next leg should be good

Overall results for first leg of the WDMC Scalextric Challenge

1st	John Boggs.	6.26.0.	5 points
2nd	Adrian Lloyd.	6.36.6.	4 points
3rd.	George Jennings.	6.54.9.	3 points
4th	Colin Cresswell.	6.59.5.	2 points
5th	Michael Daly.	7.09.0.	1 point
6th	Michael Spiers.	7.20.9.	1 point
7th	Ann McCormack.	7.27.2.	1 point
8th	Will Hays.	7.38.2.	1 point
9th	Sandra Withenshaw.	7.49.9.	1 point
10th	Ste Unsworth.	7.59.1.	1 point
11th	Denise Burns.	8.21.0.	1 point
	Stephen Ellison.	6.23.6.	DNC (CoC)

Next Round of the WDMC SCALEXTRIC CHALLENGE Tuesday 24th May



Matlock MC



Meetings
Every 2nd Thursday
from around 8.30pm
at the Black Swan, Ashover
MR 119/350 633
www.matlockmotorclub.co.uk

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



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

Knowldale Car Club

Knowldale 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 **20.30 onwards**.
A warm welcome is assured and you are under no obligation to join.

WHATS ON AT STOCKPORT061MC

5th May

8:30 pm: Table Top Rally

21/22 May

Altratech 061 Road Rally

Bolton-le-Moors CC

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



WHATS ON AT BLMCC

Thursday 07th April
PLAYSTATION CHAMPIONSHIP

21:00 - 23:00

Thursday 14th April
APRIL COMMITTEE

08:30 pm - 11:00 pm

Thursday 21st April
RALLY MEETING FOR
SNETTERTON RALLY

21:00 - 23:00

Thursday 28th April
OPEN FORUM NIGHT
GET YOUR QUESTIONS ANSWERED
21:00 - 23:00



Bolton-le-Moors Car Club
presented the North West Air Ambulance
with a cheque of just over £2000

The club had raised the sum over the past year at club nights and the Neil Howard Stages in association with Graham Coffey & Co Solicitors!

Garstang & Preston MC

Meet at 8-30pm

Every Tuesday

Lonsdale Club, Fulwood Hall Ln,
Fulwood, Preston PR2 8BD



Auto Solo Sunday 1st of May

Preston's College
St Vincents Road, Preston, PR2 8UR
Non Members welcome

Regs available from the
G&PMC Website :
www.gpmc.org.uk

May Clubnights at G&PMC

Tuesday 3rd May

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.

Followed by an Open Club Meeting

Tuesday 10th May

Scavenger Hunt

Tuesday 17th May

Marshals Training Night

Tuesday 23rd May

Gymkhana at the Lonsdale Club

Tuesday 31st May

Noggin & Natter

Tuesday 7th June

Committee Night



Lancashire Automobile Club Ltd

Classic Tour dates 2016

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

21ST MAY

FELLSMAN RALLY

(ONE TO TEST THE NAVIGATORS!)

12TH JUNE

**MANCHESTER TO BLACKPOOL
CLASSIC CAR RUN**

9TH JULY

**COAST TO COAST CLASSIC
CAR RUN**

START MORECAMBE - BROTON

23/25TH SEPTEMBER

HIGHLAND 3 DAY

A CLASSIC MARATHON ROUND SCOTLAND

CONTACT CHRIS LEE

CHRISLEE1275@AOL.COM

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



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WALLASEY MC



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

AGM

Back in February the club held the annual AGM. Enough members were present to proceed and following the meeting there have been some changes to the WMC committee. Just to reiterate our chairman, Gary Marriott, we would like to thank those who have left (escaped) the committee, for all the hard work and dedication you have put in whilst in your post. The new, and current committee members are listed, along with contact details, at the end of the our, monthly newsletter.

Accident Advice Solicitors Promenade Stage Rally

We can now announce we have set a provisional date for the 2016 Promenade Stages Rally. The event is due to be held on the 2/3rd September.

We can also confirm we once again have the backing of Accident Advice Solicitors and Loss Insurance Brokers, and the event will be the "Accident Advice Solicitors Loss Insurance Brokers Promenade Stage Rally"

2016 Membership

2016 Memberships are coming in slowly but surely. If you're planning on doing an event in the near future, and need a membership card, it's better to get it sent off sooner rather than later to avoid any delay in getting a membership card out to you. Membership forms can be downloaded from the WMC Website. www.wallaseymc.com

2016 Nav Run Championship

Results following rounds
1 and 2 are as follows....

Round 1,

Organised by Stephen Turner and Neill Cousins

1 Phil Bramhill Andy Marchbank	2115pts
2 Gary Marriot Neil Evans	1800pts
3 Andy Davies Joe Burgess	1750pts
4 Tim Ellis Stuart MacMaster	1710pts
5 Dave Butler Ben Spencer	1675pts
6 Steve Nobel John Wainwright	1550pts
7 Kev Caddy Shaun Scholfield	1250pts
8 Mike Spray Chris Roberts	875pts

Round 2,

Organized by Stu MacMaster and Tim Ellis

1 - Phil Bramhill Andy Marchbank, Vauxhall Vectra,	1940pts
2 - Andy Davies Joe Burgess, 123d,	1675pts
3 - Gary Marriott Neil Evans, V70,	1655pts
4 - Dave Bulter Ben Spencer, Mk2 Astra,	1640pts
5 - Neill Cousins Ste Turner, Civic R,	1425pts
6 - Chris Roberts Mike Spray, 320d,	730pts
OTL - Steve Noble Graham McDougall, Astra.	

Liverpool Motor Club



Club members meet at The Unicorn Inn,
Cronton on the 2nd Tuesday of each month from
8.00pm.

The Unicorn Inn, 405 Cronton Rd, Widnes,
Cheshire WA8 5QF

www.liverpoolmotorclub.com

Marshals

are required for the following
events at Aintree in 2016

25th June:

LMC Aintree Summer Sprint – Aintree

3rd September:

LMC Autumn Sprint – Aintree

4th September:

Sporting Bears Charity

"Dream Rides for kids" day Aintree

21st September: (Thursday)

Greenpower Electric Car Races

1st October:

LMC Trackday 2 – Aintree

And for the Hillclimbs at
Barbon Manor,
Cumbria on

11th June and 2nd July

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

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

Clitheroe & District Motor Club



The Club Meets at 8-30pm
Every Tuesday

at

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

M/R 103 / 731 437

Website : www.cdmconline.com

What's On at CDMC

May 2016

Tuesday 3rd May Noggin & Natter

A 'Catch Up' night when you can tell us all what you have been up to during the past few months

Tuesday 10th May 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 17th May Gordon Birtwistle ProFlex Suspension

Proflex are one of the world's leading manufacturers of shock absorbers for motorsport.

Proflex are renowned for quality and performance in the world of motorsport, and are the number one choice of some of the best drivers and teams in the world across all disciplines of the sport.

Come & learn from the master

Tuesday 24th May AutoSolo

Tony Harrisons, Bentham

Tuesday 31st May Family Night

Games : Scalextric, XBox etc

April Clubnights

Tuesday 5th April Steve Cotton



Steve Cotton turns up on club nights and you chat away. You can remember that he was a bit quick and won some championship or other a few years back but are not sure what. Then we get him to tell us all about his career in motorsport at this clubnight and the amount of things that he has done and been involved in were a revelation. (BTRDA Championship, Mintex Championship, Lada Challenge, 106 Gti Cup, WRC Service Crew, Rally School with both Chris Birkbeck & Penti Arikkala to name but a few)

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. If only I had jotted it all down then I could almost fill this mag with his exploits, achievements and funny stories.

Another cracking good night (especially the funny stories)



Tuesday 19th April John Stone

Johns interest in Motorsport started when he used to go with his Uncle to watch him compete in Stock Car Racing at Nelson.

John used to manage the Blackburn Factory of Prestige. Decided to start up on his own with Legend Fires.

Once the business started to do well he bought a Peugeot 106, followed by a Metro 6R\$ and then another 6R4.

His first outright win was at Haverigg. Got bored doing SV events and bought a Subaru S9 and started to do National Championship rounds. The Subaru never felt right and he was not comfortable with it so bought a Skoda S2000.

Had a play on the Prom Stages with a Porche GTR hired from Tuthills but it had terrible understeer

He still rallies a Peugeot with his son in the Co-Drivers seat

For 2016 he has bought a Fiesta Super 2000 which is probably the best handling car he has had to date.

Yet another cracking good night



Manx Auto Sport

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

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



Manx Rally EUROCARS Championship MOTORSPORT.COM 2016

Manx National Rally

5TH - 7TH MAY 2016

Entry Fee
from £520
excl travel
or £880
incl travel*



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: entries.secretary@manxautosport.org



*Travel package includes a van/car plus 2 adults and a trailer up to 10.5m in length.
Travel & Accommodation to be booked through our travel partner Isle of Man Event Services on +44 1624 664460 or info@islemevents.com

Manx National Rally

5TH - 7TH MAY 2016



ARE YOU A MARSHAL, TIMEKEEPER OR RADIO OPERATOR?

Fancy helping at the
Manx National Rally?

TRAVEL & ACCOMMODATION PACKAGES ARE AVAILABLE FROM £106PP*

3 Nights Bunk House accommodation with Breakfast Return Sea Travel as Foot passengers From £106pp*

3 Nights Hotel accommodation with Breakfast Return Sea Travel as Foot Passengers From £175pp*

Car on ferry at a supplement - Quotes available on request

*Prices are based on a minimum of 2 sharing Deposit £30 pp

Contact IOM Events on 01624 664460

Quote Ref MNMP to receive offer price

Visit www.manxautosport.org or email info@manxautosport if interested in helping



Myerscough College

Providing opportunities for all

Sunday 12th June

Myerscough College Open Day AutoSolo & PCA



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 1st January 2016 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

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

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

2016 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below;

I understand that the information contained on this sheet may be held on computer, but will be kept in the strictest Confidence for SD34 MSG use only.

SIGNATURE.....DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

Road Rally; Expert; A competitor who, in the role registered has finished in the top 10 of a Nat B Or higher grade rally.

Semi Expert; All competitors not eligible for Expert or Novice class.

Novice; A competitor in the role registered who has never won an award other than a team award.

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

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

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

Sprint / 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

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	288	1	1
Stockport061 MC	231	2	2
Bolton-le-Moors CC	171	3	4
Blackpool South Shore MC	160	4	5
Garstang & Preston MC	156	5	6
Warrington & DMC	139	6	7
Liverpool MC	108	8	8
U17MC-NW	83	8	10

Division B

Division B		Position	
Club	Points	Div	O/A
Preston MC	189	1	3
Matlock MC	102	2	9
Wigan & DMC	64	3	11
Pendle & DMC	61	4	12
Accrington MSC	58	5	13
Knowl Dale CC	38	6	15
Manx AS	16	7	17
Wallasey MC	16	7	17

Division C

Division C		Position	
Club	Points	Div	O/A
Hexham & DMC	57	1	14
Airedale & Pennine MCC	27	2	16
Mull CC	0	3	19
Lightning MSC	0	3	19
2300	0	3	19
Motorsport NW Ltd	0	3	19
High Moor MC	0	3	19
CSMA (NW)	0	3	19
Lancashire A.C.	0	3	19

Individual Championship

O/A	Competitor	Q	pts	Club
1	Jack Darbyshire	Y	24	PMC
2	Ian Bruce	Y	22	S061MC
3	Maurice Ellison	Y	17	CDMC
4	Kris Coombes	Y	14	PMC
5	Louis Baines	Y	13	PMC
6	James Swallow	Y	5	PMC

Not Yet Qualified

7	Pauline Merrills		20	S061MC
7	Brandon Smith		20	CDMC
9	Gary Evans		19	MMC
= 10	Mark Warburton		16	CDMC
= 10	Jonathon Webb		16	HDMC
12	John Leckie		12	MMC
= 13	Adrian Atkinson		10	BSSMC
= 13	Richard Hunter		10	MMC
= 13	Steve Johnson		10	U17MC
= 13	Stephen Kennell		10	CDMC
= 13	Martyn Lloyd		10	S061MC
= 13	Rob Lloyd		10	CDMC
= 13	Dave Riley		10	BSSMC
= 21	Nigel Fox		9	LMC
= 21	Michael Judson		9	CDMC
= 21	Steve Lewis		9	CDMC
= 21	James Williams		9	U17MC
= 25	Tony Harrison		8	CDMC
= 25	Joe Mallinson		8	A&PMCC
= 25	Steve Price		8	BLMCC
= 29	Andy Williams		7	U17MC
= 29	Ashley Young		7	MMC
= 29	Nigel Trundle		7	GPMC
= 32	Phil Clegg		6	AMSC
= 32	Paul Taylor		6	CDMC
= 34	Ayrton Harrison		5	CDMC
= 34	Colin Baines		5	PMC
= 34	Daniel Cookson		5	PMC
= 34	Matthew Harwood		5	GPMC
= 34	Gavin Irvine		5	GPMC
= 34	Mark Livesey		5	PMC
= 34	Scott McMahon		5	U17MC
42	Roger Barfield		3	U17MC
43	Chris McMahon		4	U17MC
44	Daniel Barker		2	AMSC

Last Updated 27th April 2016



MOTOR SPORT GROUP

Last Updated 27th April 2016

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Ian Bruce	Y	79	C	S061MC
= 2	Adrian Atkinson	N	54	D	BSSMC
= 2	Jack Derbyshire	N	54	C	PMC
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	pts	Class	Club
1	Dave Riley	N	80	D	BSSMC
2	Pauline Merrills	N	52	C	S061MC
	Terry Martin	N	0	D	CDMC

*Last Updated 18th March
(following Round 3 : Roskirk 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	pts	Class	Club	Scores
1	John Leckie	33	E	MMC	
2	Mark Warburton	24	S	CDMC	
3	Richard Hunter	20	E	MMC	
4	James Taylor	19	E	CDMC	
5	Martin Lloyd	18	E	S061MC	
6	Tony Harrison	17	E	CDMC	
7	Mark Standen	16	E	G&PMC	
= 8	Alex Brown	9	N	PMC	
= 8	Ian Swallow	9	N	PMC	
10	Louis Baines	8	S	PMC	
12	Paul Gray	7	S	CDMC	
13	Jonathon Hoggarth	6	S	CDMC	
= 14	Ayrton Harrison	5	E	CDMC	
= 14	Joe Mallinson	5	N	APMCC	
15	Paul Buckel	4	E	CDMC	
	Alan Bennison	0	E	HDMC	
	Andy Ritchie	0	E	CDMC	

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	38	E	MMC	
2	Sion Matthews	32	E	MMC	
3	Jonathon Webb	23	S	HDMC	
4	Ian Graham	20	E	CDMC	
= 5	Maurice Ellison	15	E	CDMC	
= 5	Paul Taylor	15	E	CDMC	
7	Ashley Young	14	N	MMC	
8	Rob Lloyd	10	E	CDMC	
9	Stephen Frost	9	E	G&PMC	
10	Kris Coombes	8	S	PMC	
11	Simon Frost	7	S	CDMC	
12	Steve Butler	6	E	CDMC	
	Tony Vart	0	N	CDMC	
	Craig Shooter	0	N	PMC	

*Last Updated 11th April
(following Round 4 : KSRoD)*

Sprint & Hillclimb Championship

O/A	Competitor	Q	pts	Club
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**Awaiting 1st Round
Results to be compiled**

23rd Apr

Aintree Sprint

Liverpool MC

MARSHALS CHAMPIONSHIP

Last updated : April 24th 2016

Airedale & Pennine MCC

Total Club Marshalling Points : 0

Accrington MSC

Stephen Smith	42	Tracey Smith	42
Dave Barratt	10		

Total Club Marshalling Points : 94

Blackpool South Shore MC

Total Club Marshalling Points : 0

Bolton-le-Moors MC

Total Club Marshalling Points : 0

Clitheroe & DMC

Steve Butler	32	Maurice Ellison	20
Steve Lewis	20	Jez Turner	20
Paul Buckel	22	Heidi Woodcock	10
Chris Woodcock	10	Sam Ambler	10
Matt Broadbent	10	Paul Flynne	10
Steve Flynne	10	Matt Flynne	10
Seb Sedgewick	10		

Total Club Marshalling Points : 194.

CSMA (NW)

Total Club Marshalling Points : 0.

Garstang & Preston MC

Les Fragel	30	Jason Bleakley	20
Margaret Duckworth	20	Karen Whittam	20
David Nolan	20	Matthew Harwood	20
Gave Irvine	20	Andy Jones	20
Ian Richmond	20	Andrew Richmond	20
Ian Farnworth	10	Peter Shuttleworth	10
Andy Benson	10	Derek Benson	10
Jean Benson	10	Anthony Brindle	10
Steve Kenyon	10	Sharon Kershaw	10
Angie Nolan	10		

Total Club Marshalling Points : 300

High Moor MC

Total Club Marshalling Points : 0

Hexham & DMC

Georgiana Zamfir	30
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Total Club Marshalling Points : 30

Knowldale CC

Total Club Marshalling Points : 0

Lancashire A.C.

Total Club Marshalling Points : 0

Lightning MSC

Total Club Marshalling Points : 0

Liverpool MC

Sean Robertson	32	David Hunt	20
Bill Gray	34	Andy Fell	22
John Harden	22	Phil Howarth	22
Mike Cadwallader	12	Roy Holder	12
Geoff Main	10	Ian Paterson	10
Kevin Jessop	10		

Total Club Marshalling Points : 206

Matlock MC

Total Club Marshalling Points : 0

Mull CC

Total Club Marshalling Points : 0

Pendle & DMC

Peter Wright	32	Peter Schofield	32
Toby Fisher	20	Les Eltringham	20
Ian Mills	10	Alan Shaw	10
Rod Brereton	10	Ian Mills	10
Peter Wright	10	Chris Andrews	10
Lee Birkenhead	10	Charlie Fisher	10
Lindsay Fisher	10	Harry Tinkler	10
Mick Tomlinson	10	James Wright	
Zoe Wright	10		

Total Club Marshalling Points : 224

Preston MC

Ryan Sweeting	20	Alex Brown	20
Danny Cookson	20	David Moss	20
Colin Baines	10	Louis Baines	10
Lee Balshaw	10	Lee Birkenhead	10
Matt Cookson	10	Terry May	10
Kris Coombes	10	Sam Coombes	10
Richard Cooper	10	Graham Derbyshire	10
Jack Darbyshire	10	Jordan Duxbury	10
Jamie Elwell	10	Daniel Gillibrand	10
Dave Gillibrand	10	Robert Grimshaw	10
Mark Livesey	10	Katie Marie	10
Joe Ring	10	James Sharples	10
Julie Sharples	10	Craig Shooter	10
Grant Smith	10	Jeremy Smith	10
Gordon Duxbury	10	Peter Sharples	10
Ian Swallow	10	Andrew Brown	10
Ian Brown	10	Steve Dixon	10
Joshua Robinson	10	Charley Fisher	10

Total Club Marshalling Points : 400

Stockport 061MC

Mark Wilkinson	62	Ken Wilkinson	52
Ian Mather	42	Lindsay Mather	40
Sarah-Jane Wilkinson	40	Andy Chambers	30
Rick Ekin	20	Andy Turner	20
Anthony Miles	20	Keith Miles	20
Andy Elliott	20	Daryl Evans	10
Ian Bruce	10	Frank Wilkinson	10
Steph Wilkinson	10	Dan Chambers	10
Save Coulson	10	John Coulson	10
Judith Ekin	10	PhilHesketh	10
Keith Miles	10	Dave Moore	10
Alan Ogden	10	Julian Russell	10
Stuart Shaw	10	Mathew Turner	10
Ricky Williams	10	Rob Yates	10

Total Club Marshalling Points : 536

U17Club NW

Kameron Anderson	20	Lauren Crook	10
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Total Club Marshalling Points : 30

Warrington & DMC

Dee Burns	20	Joanne McCormack	20
Anne MackCormack	20	Robert O'Brien	10
William O'Brien	10		

Total Club Marshalling Points : 80

Wallasey MC

Total Club Marshalling Points : 0

Wigan MC

Total Club Marshalling Points : 0

2300 MC

Total Club Marshalling Points : 0

NB : Names & Scores in **Bold** have qualified.
Others still to qualify

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
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 Services,
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
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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
5-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
6-Nov	Stage Rally	Yes	Clitheroe & DMC	Malton Forest Rally	Dalby, Cropton etc
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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

SD34MSG 2016 Championship Rounds at a Glance

SD34MSG Road Rally Championship 2016

Date	Event	Organising Club
21/22 May	Altratech 061 Rally	Stockport 061 MC
11/12 Jun	Memorial Rally	G&PMC
2/3 Jul	Beaver Rally	Beverley & DMC
23/24 Jul	Morecambe Rally	Morecambe CC
27/28 Aug	Colman Tyres Rally	Ilkley DMC
24/25 Sep	Taybridge Clitheronian	Clitheroe & DMC
19/20 Nov	Dansport Rally	Matlock MC

SD34MSG Sprint & Hillclimb C/ship 2016

Date	Event	Organising Club
11th Jun	Barbon 1 Hillclimb	Liverpool MC
25th Jun	Jack Neal Sprint	Liverpool MC
2nd Jul	Barbon 2 Hillclimb	Liverpool MC
13th Aug	Scammonden Dam Hill Climb	Pendle DMC
3rd Sep	Autumn Aintree Sprint	Liverpool MC

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

Date	Event	Organising Club
8th May	Classic Trial	Airedale & Pennine
15th May	AutoSolo/PCA/AT	AMSC/CSMA
5th Jun	Production Car Trial	Airedale & Pennine
18th Jun	Production Car Trial	Airedale & Pennine
19th Jun	AutoSolo/PCA/AT	AMSC/CSMA
3rd July	Production Car Trial	Airedale & Pennine
3rd July	AutoSolo PCA	Bolton-le-Moors CC
17th Jul	AutoSolo/PCA/AT	AMSC/CSMA
7th Aug	Production Car Trial	Airedale & Pennine
21st Aug	AutoSolo/PCA/AT	AMSC/CSMA
4th Sept	Production Car Trial	Airedale & Pennine
25th Sept	AutoSolo PCA	Bolton-le-Moors CC
4th Dec	AutoSolo/PCA/AT	AMSC/CSMA

SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
6/7th May	Manx National	Manx AS
8th May	Cetus Stages	Wigan & DMC
12th Jun	Keith Frecker	Blackpool SSMC
3rd July	Enville Stages	Warrington & DMC
2/3rd Sep	Promenade Stages	Wallasey MC
25th Sep	Heroes Stages	G&PMC + PDMC
9 Oct	Adgespeed Stages	Wigan & DMC
14-16 Oct	Mull	Mull CC
5th Nov	Neil Howard	Bolton-le-Moors CC
6th Nov	Malton Forest Rally	Clitheroe & DMC
11/12 Nov	Poker Stars	Manx AS
26th Nov	Hall Trophy Rally	Clitheroe & DMC



Another Wet Welsh trip.... Rally North Wales 2016

Having had time to reflect upon the unmitigated disaster the BHRC opener the Red Kite had been it seemed that things couldn't get much worse and so the Rally North Wales was duly entered in the Sunbeam. However Hopkins had found time to get a piston from the US, which was then machined in Finland before appearing in Usk approximately four days before the rally- this would allow the "best" engine to be rebuilt and re-inserted into the Sunbeam and hopefully run up the road at least before the first stage! A fantastic effort from Hopkins to be fair allowed even a brief rolling road session (this confirmed again that the new engine just doesn't appear to deliver the promised output) which gave the crew some peace of mind that we might at least get round the event without another catastrophe! Thus on the Friday I picked up a new recruit from Preston to the team – a student called Nathan Adair who whilst studying Motorsport Engineering at Myerscough wanted to gain some hands on experience to supplement his theoretical syllabus - as it has been proven that I am unable to do up wheel nuts correctly Nathan was very a very welcome addition to the service crew! Just how does the youth of today manage to do sex, drugs and rock 'n roll whilst studying Motorsport.....times have changed since I had real Hovis? The journey to Dolgellau was uneventful and we arrived way in advance of Hopkins who had stopped for a brew on the way up with the MK2 Cortina crew of Bob and Dale Gibbons...which was a result as Bob offered us the use of the spare half of his awning..... which was to prove useful in the customary Welsh rain!!



Scrutineering proved largely uneventful and we were glad we got there relatively early, as the queue after us was horrendous.... I would say that the Hans /Helmet compatibility checks seem to be becoming more in-depth and time consuming than the checks on the car itself! Mr. Gibbons the driver also had a "senior" moment here as he couldn't find his documents (which turned out to be still in South Wales...) but all was sorted in the end with the organizers and the absolutely immaculate Cortina would be allowed to run. Bobs car is well worth looking at if you get the chance as it is a real credit to the preparation team - and before too long you wont see any Cat 1 cars out at all due to the current rate of cars being retired in order to preserve them. A pleasant evening meal and a splendid B&B sourced by Hopkins and a start number of 110 allowed the team to have a leisurely start to rally day.... and it was still raining obviously!

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The run out to Dyfi proved one thing though...the heater blower was struggling to clear the screen and this was to prove a major headache all morning for the first three stages....for the sake of £300 a heated screen must be worth it compared to £k's on an engine. The first 3 stages went ok but it was a struggle to say the least in terms of visibility...I missed a junction on a forestry road section but we managed to turn around and escape any road penalties but Hopkins was really struggling to see the stage...we were glad when Ian Beveridge and Nathan managed to fully dry the screen at service and get something on it that kept it clear for the 2nd run though the same stages (with a slight alteration).

Continued on Page 22

Rally North Wales **Continued from Page 21**

The second run though proved a strange one...both Dave and myself thought we went much better and that the times would bear this out....suffice to say the times were no better whatsoever.....the engine felt ok and we had no car issues (apart from one near miss on a open hairpin exit) to speak of so it was a complete mystery to us...obviously it must be the car and not the crew!! The car is not producing the grunt it should and the tyres are probably not as good as the Pirellis which seem de-rigueur with other crews but we are still a bit perplexed as to how we hadn't improved when the sun had made a belated appearance and we could see where we were going...food for thought. A lowly finish and first in a depleted class was the end result, which we would have taken at breakfast I suspect, but more pace from both the car and the crew is a must to be honest if we are to trouble the quicker 1600cc crews.

The Gibbons boys who finished first in Cat 1 enjoyed a rather more successful day...and Bob has now purchased an immaculate MK1 Escort with a Holbay Warrior power plant fitted, so this rally might have proved to be the venerable Cortina's swansong - certainly in their hands. The event had been well organized and marshaled with the only slight issue being the inclusion of a lengthy re-group/holding area before the final MTC...circa 40 minutes we sat there with the trailer literally yards away and it was not clear to anyone, including the marshals, why this was in place. I can understand the need to have say the first few cars together at a ceremonial town centre finish with the crowd/commentary...but not car 110...everybody had gone home when we got there! The stages themselves however...possibly the best we have driven on?

Post event news-Nathan has announced that he has been selected to be part of the M-SPORT WRC2 support team for a number of DMACK Challenge rounds...based upon what we three old 'uns saw over the weekend you will be a credit to them Nathan - well done !

More post event news -Hopkins has decided to pull the engine out yet again in order to try and attempt to get to the root of the power issue...this means we are not doing the Pirelli and there goes my only chance to personally show the Welsh lads what the sun looks like! Hopefully we will be sorted for the Builth based Severn Valley event.

Tony Vart : Car 110 Co-Driver
Clitheroe & District Motor Club

Photo courtesy of rallyrev



Wolverhampton and South Staffs Motor Club **Rally North Wales** **Saturday 2 April**



Pritchard makes it two from two in the BHRC

Jason Pritchard and Phil Clarke took their second win of the season on Rally North Wales the second round of the 2016 Mintex MSA British Historic Rally Championship.

Once again, Pritchard and Clarke traded times with Nick Elliott and Dave Price and it was a chicane in the opening stage that proved central to the final result. Elliott hit the bales and his engine stalled, taking around 20 seconds to restart, while Pritchard was also delayed. After that, the two leading crews traded times and Pritchard went into the final Gartheiniog stage just eight seconds ahead but extended his margin to 21 seconds for a hard-won victory.

Joe Price and Chris Brooks were only half a minute down on the lead with one stage to go, but ran wide on a hairpin near the finish of the final stage and dropped two minutes. Instead, Matt Edwards and Will Rogers took third in the Opel Kadette of Peter Smith.

Other category winners were Bob and Dale Gibbons (Ford Cortina GT) and Stanley Orr/Guy Weaver (Ford Escort Mk1). Orr won Category 2 by just six seconds after a fabulous battle with Simon Tysoe/Paul Morris.

Competitor reaction to Rally North Wales was excellent, despite a very wet day in the Welsh forests. The classic stages in Dyfi and Gartheiniog once again delivered a superb challenge.

Category winners were:

Category 1: Bob Gibbons/Dale Gibbons (Ford Cortina Mk2)

Category 2: Stanley Orr/Guy Weaver (Ford Escort Mk1)

Category 3: Nick Elliott/Dave Price (Ford Escort Mk2)

Category K: Jason Pritchard/Phil Clarke (Ford Escort Mk2)

RALLY NORTH WALES

BACK TO BACK VICTORIES

FOR IN FORM PRITCHARD

Reigning champions, Jason Pritchard and Phil Clarke, set a scintillating pace in very wet conditions to claim a hard fought Rally North Wales victory; maintaining their 100% start to the 2016 BHRC season.

After a year away from the calendar, the BHRC returned to Dolgellau for the Wolverhampton and South Staffs CC organised Rally North Wales where 6 stages totalling 49 competitive miles in classic Wales Rally GB territory would await the 116 competitors. In a fitting gesture there would be no number 1 on the entry list in honour of the late David Stokes and so it was the National B entered Evo 9 of Luke Francis and John H Roberts who would be first to enter the infamous rain soaked Dyfi forest complex.

BHRC CAT 3

Ford Escort men, Jason Pritchard, Nick Elliott and Joe Price were closely matched on the Red Kite and it was the same three protagonists who would feature heavily at the head of the Rally North Wales leader-board.

Elliott, with Dave Price alongside, is not used to finishing second on Welsh gravel, and would have been keen to get back to winning ways on Rally North Wales. Hitting a bale at a chicane in Stage 1 however was definitely not in the script, and whilst there was no noticeable damage the Cheltenham crew would yet again find themselves on the back foot, registering a time 16 seconds slower than stage winners Pritchard and Clarke; a lead reduced however to 14 seconds by the mid event service.

Renowned for his pace on tarmac, Pritchard is fast becoming the man to beat on the loose as well. After stunning many with his pace on the Red Kite, the Builth Wells man was quickly out of the blocks on Rally North Wales, setting a time 6 seconds quicker than class D5 front runners Joe Price and Chris Brooks over the 9 miles of Dyfi Main.

Price meanwhile continued his strong start to the event by matching the BHRC champ in stage 2 but was not able to live with the pace of either Elliott or Pritchard in Gartheiniog, leaving he and co-driver Brooks 24 seconds back in third after the morning loop of stages.

Elliott had it all to do over the remaining three stages if he was to stop Pritchard claiming his second win of the season and victories on stages 4 and 5 were just what the doctor ordered, leaving the RSD prepared Escort just 8 seconds in arrears heading into the Gartheiniog finale. But, it seems, pressure just does not get to Pritchard and Clarke; the super smooth and super consistent MK2 crew setting their third fastest time of the event to confirm a 21 second victory over D5 class winners Nick Elliott and Dave Price.

Behind, after what had been a very promising drive, the Ludlow based pairing of Price and Brooks were cruelly robbed of a podium position after becoming beached at a hairpin in the very last stage; the more than 3 minute time loss relegating the bright orange Escort crew to 6th in category and leaving Matt Edwards and Will Rogers, in Peter Smith's glorious Opel Kadett, to round out the BHRC Category 3 podium positions.



Rally North Wales

Continued from Page 23

Paul Barrett and Dai Roberts would again find themselves on top of the class D3 pile, taking class victory by 1 minute 17 seconds. The final result however masks the tale as a puncture in stage 1 saw the Northern Irishman fall 1:32 behind his class opposition. This appeared to be a minor blip however as the very rapid pinto powered MK2 Escort was back at the top of class D3 by the end of stage 4 after setting 4th fastest historic time on stages 2, 3 and 4; rounding off an excellent recovery drive with 4th and 3rd quickest historic times over the final two stages of the event.

Meanwhile David Hopkins and Tony Vart claimed class D2 victory in their Talbot Sunbeam with 37th position overall; their main opposition, Chris Skill and Tom Jordan unfortunately retiring in stage 1 with a blown engine.

BHRC CAT 2

1600 MK1 Escort crew, Adam Milner and Roy Jarvis, leapt into the category 2 lead with a phenomenal joint 2nd quickest time overall in stage 1, even beating the time recorded by Fiesta R5 man Brendan Cumiskey! Driving at that pace there is always the chance that mistakes will happen and the young Yorkshireman's storming drive sadly came to an end just 2 stages later; rolling out of the category lead in the tricky Gartheiniog test.

This left the door open for round 1 winners Stanley Orr and Guy Weaver to take up the category lead; the duo holding a 15 second margin over C5 class leaders Simon Tysoe and Paul Morris. But whilst both crews were comfortably in the lead of their respective classes the category honours were still up for grabs; Tysoe in the end having to settle for second, 2 late stage wins leaving the MK1 pilot just 6 seconds shy of category glory.

And so it was Stanley Orr and Guy Weaver who would take their second category 2 and class C3 victories in as many events; the new for 2016 pairing looking like a very strong combination in their pinto powered MK1.

Milner's retirement allowed Elliot Retalick and Tim Tugwell into the class C2 lead in their Hilman Avenger. And once in the lead they never looked back, going on to finish 27th overall in the National A event, 2:09 up on the MK1 Escort of Stuart and Linda Cariss.

BHRC CAT 1

The B3 specification MK2 Cortina of Bob and Dale Gibbons was the class of the BHRC category 1 field, setting fastest category time on all 6 stages to register a 2 minute 35 second victory over the MK1 Cortina of Bob Bean and Malcolm Smithson; the latter pairing claiming class B4 honours with 38th position overall in the National A event.

Phil Harris and Graham Wild had a strong Rally North Wales; the smooth Dyfi forest tracks seemingly suiting their Morris Mini Cooper and allowing them to challenge more powerful machinery for most of the day. A stage maximum on the very last stage would however drop them to the foot of the field but another maximum class score keeps them firmly at the top of the B1 championship table.



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NATIONAL B

Luke Francis and John H Roberts maintained their strong start to 2016 by recording their second Pirelli MSA Welsh Forest Rally Championship maximum score of the season with victory on the Rally North Wales National B event. The North Wales based pairing were quickest on all 5 stages to claim a 1 minute 15 seconds victory over the equally rapid Volvo engined MK2 Escort of Ieuan Rowlands and Emyr Hall.

FINAL THOUGHTS

It had been a very long time since we had ventured into the eastern side of Dyfi Forest and whilst the tree line has changed somewhat over the last 20 years it still brought back great memories; one being my school boy TV appearance as Tapio Laukkanen's stricken Golf was recovered from the Welsh scenery.

Jason Pritchard is fast becoming the man to beat on all surfaces and after only 2 rounds of the BHRC season it already looks difficult for anyone stop he and Clarke from claiming back to back titles. Barring mechanical issue or error, the pairing will be near untouchable on the three tar-mac rounds and if Pritchard is able to claim at least 5 maximum scores then Elliott and Price desperately need to regain their authority on the loose, starting with the Pirelli at the end of April. After a tough stage 1 on both opening rounds of the season, a strong start will be exactly what is required!

The pace at the head of the BHRC is simply breathtaking at the moment and throughout the day only the very rapid Luke Francis was able to go quicker than Pritchard and Elliott. Impressive stuff! It would however be nice to see a bit more variety of machinery at the sharp end and so we can only hope Edwards makes a few more appearances in the Kadett and Robinson continues to make progress with the awesome 131.

With the Pirelli BHRC timetable not exactly spectator friendly we may elect to miss the next round but will definitely be back for the Severn Valley in June where hopefully sunshine will greet our return to the mid wales stages ...



Report & Images
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Paul Commons Motorsport Photography

Paul Commons is a credited motorsport photographer covered by public liability insurance to the value of £5m. 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.
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RALLY OF DERBYSHIRE

9/10th April 2016

Exhausting times....

After a 3rd place on the recent Bruce Robinson I was looking forward to the usual Derbyshire Dash on the Kick Energy Rally of Derbyshire (or VK as everyone still calls it) back alongside regular driver and borderline lunatic Stan Featherstone. We were seeded a surprisingly high 8th amongst a very strong entry and would have all on to maintain that position at the finish given some of the crews behind us which included John Leckie, Craig Burgess, Jon Bossen and Sam Collis. Sadly the event wasn't proper plot and bash, my preferred format, but it wouldn't be the usual two hours of grid reference plotting. From MTC 1 we had half an hour to plot nearly the full first half which we knocked off in just under 15 minutes but one NAM didn't work. Quick check with car 5 and they reckoned it was ok. Double checked the plotting and still wrong, so we decided we'd just make a judgement call when we got to it. Low and behold as we leave the control to head to Perez's there's an amendment, the NAM is wrong so I had plotted it right.

The obligatory test around the Perez estate started on the short tarmac road then onto the field edges, rounding the 90R onto gravel I see car 5, Andy Smith merge in behind us. I've navigated for Andy on several occasions and know what a stunning driver he is, having also previously worked for Dansport he knows this test track like the back of his hand so I advise Stan to let him past if he catches us up, but Stan was having none of it. In the mile or so round the fields and down through the forest he pulls away from Andy and continues to throw the car down loose tracks with serious determination. At the merge we get out ahead of Mark Turner and on our second lap Stan puts the car at yet more ridiculous angles before finally sliding into the control 2nd fastest, beaten only by Ian Ainsworth, not a bad start. After a short wait it's into the rally proper. The first section starts with straight on at cross roads, 800 to slot right into field. At the giveaway a taxi sneaks in front of us so we lose precious time crawling behind him but more worryingly can't see the slot. At the last minute we spot the arrow and Stan sends it in on the bar, slides round the quagmire and back onto the road. Quick giveaway then it's onto a white up past Dryhurst Farm and we almost miss the entrance hidden by a building then it's flat out into an SC, then maximum attack again up the relatively smooth and beautifully flowing white before a quick blast to IRTC3 before Uppertown. The taxi cost us a good 20-30 seconds and we drop 1:22, 15th fastest but there's plenty of time to make it up. Through a neutral we restart and head over Beeley Moor and the amount of spectators out was amazing and all of them seemed to be enjoying the action so we tried to entertain where possible.

It also became apparent on this section the exhaust was starting to blow, something we hoped wouldn't get any worse.

Up to RTC5 and we are clean before a long neutral to restart south of Ashford in the Water. It's uphill away from the control and the car sounds like a real tractor. We skid past the first slot hairpin left and I instantly recognise it from Motoring News era photo's, local knowledge would definitely have helped here. Turning right away from Bake-well we fly down the B5055, slot right round NAM4 then left down a white and into a map check, nothing dodgy on my maps so after the designated 30s we're on our way. Straight over a cross roads then slot hairpin right, onto a long straight and suddenly halfway down it we hit a compression and the exhaust cries enough, with the noise coming from it we have clearly snapped it in two. Guessing we can't be far from IRTC7 I tell Stan to press on so we can get a time then we'll look at it. At the T Junction to rejoin the B5055 we pull over in what we assume was the time control to inspect the damage. It was actually a secret check but on discovering the exhaust was snapped clean in half at the back of the manifold it's game over.

We stopped to watch the field through before heading home with our tails between our legs. The event looked a real classic so I was disappointed to be having an early bath but luckily it's an easy fix and we'll be back out for the 061. My thanks of course go to the ever professional Matlock MC for putting the event on, to all the marshals for standing out on a bitterly cold night and to Stan Featherstone for another sensational display of driving even if it was somewhat short lived.



Featherstone/Spencer

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on Facebook*

www.facebook.com/pages/Chris-Ellison-Photo/551030501674309



RALLY OF DERBYSHIRE

9/10th April 2016

The third outing for me and Mike Monaghan saw us take on the Kick Start Rally of Derbyshire. After our rather successful trip down to the Preston, I had high hopes for a reasonable result. Since our last outing, Mike had sold the BMW, and we were now out in his other car, a Proton Wira. This was my first time in the car, but not one I'm entirely unfamiliar with (I'm currently building a Compact!). This was one that was equipped with the fabled Mivec engine, which was a treat in itself, even as a passenger.

After a huge hold up at scrutineering, I had to borrow the bit of pre-plot we did have off of someone else just to make sure I got it down in time. It appeared I wasn't the only one to do this, as many crews appeared to get stuck early on.

Once we'd got sorted, and the drivers briefing out of the way, we were off. Seeded at car 15, I figured the roads were going to be decent, especially as they sometimes get seriously cut up after 30-40 other cars have been through. After a few events with pre-plot, it was somewhat refreshing not to have too long to wait around at the start venue.

This event was entirely plot & bash, and would be my first attempt at the format in a while. We'd been told at the drivers briefing that sections timed to the minute would be suitable for plotting, with section to the minute as those we were likely to drop time.

First off was a good blast around the now (in)famous Chez Perez, which is always a good laugh. We set a decent time (12th I think), and we weren't too far off the pace. A short road section, and then off into the first section proper. Thankfully, Guy Robinson's (Clerk of the Course) words held true, and the slack sections into tight (and so on) were as I'd envisaged, which led to a nice rhythm. On, Off, On, Off. What it didn't account for was my plotting!

We were doing OK in the first half, with our times looking good. Apart from dropping 35 seconds at RTC5 for some reason that I'm still not sure about, it was going well in the car. I was getting back into the groove, and I was getting used to the ridiculous acceleration of the car (which quite frankly, I wasn't used to).

Then I screwed up. On the final section of the first half (RTC 17), I miss-plotted the final control in my haste. It wasn't my navigation at fault: I knew exactly what road we were on, it just happened to be the wrong one! I'd gone straight on at cross-roads instead of slotting right. By the time we'd got to the place where I'd expected the control to be, we'd already gone plenty down the road.

We backtracked and found the control, which was exactly where it should have been. I was quite irritated with myself at this point. Frustratingly, I'd actually plotted both routes on my map, and took a gamble as to which was the correct one at the cross-road. It hadn't paid off. Note to self: plot more accurately!

Still fuming from my mistake, we headed to petrol. I tried to get my head back in gear, and got on with the plotting for next few sections. We headed into the second half knowing that a result was probably off the cards. Still, we were having great fun in the car, and both of us were still enjoying it. At the end of the day, that's what counts.

The second half was going better, and looking back at our times, we seemed to be doing alright, hovering around the same place we'd been seeded (which is no mean feat in the Derbyshire). I definitely think that Mike's traversal of the numerous whites helped that; he's a fair pilot, and as a fellow driver, a pleasure to sit next to. I'm not sure I've had so much fun in a front-wheel drive car, and I think the picture of the newly launched 'Monaghan Airlines' is testament to that. Apparently we were the only ones to get air there!

Disaster struck again close to the end of the rally (brain fade maybe?), when I repeated my earlier mistake and went the wrong way at a set of cross-roads. As before, we went some way down the road before realising it wasn't the right way. This time, I hadn't read the route hand-out carefully enough, and realised that a SGW indicated an alternative route. Knowing that there would be a control there, we had to backtrack a fair way to get back on the right route.

Once corrected, we'd dropped 6-7 minutes. Not such a big deal considering the earlier gaff, but still as irritating. Still, I was looking forward to a final blast around Perez's place. The second time around seemed even quicker, and our times showed it, rounding off the night with a 9th on the second test. I was happy with that, and so was Mike. We were definitely exploring the lines in there. I guess it paid off! Just check the photos out for more of an idea – yes, that line is intentional!

In hindsight, it was a great event that kept me on my toes all night. A nice mix of whites, and a good flow. We'll definitely be back next year. Clearly I need more practise with plot & bash, but that experience will come with more seat time. In fact, I'm tackling the Tour of Anglesey this weekend (I must be a glutton for punishment). As long as both me and Mike keep enjoying doing the events, I see no reason to stop! Thanks to the marshals and organisers for all of your effort.

Matt Broadbent : Clitheroe & DMC & Knowl Dale CC



Photos Courtesy of M&H Photography



RALLY OF DERBYSHIRE

9/10th April 2016

It was our second run out in Derbyshire together, the first being the Dansport last year.

Me and Mark after doing a few events last year, decided to go for the SD34 championship this year.

We started well at the John Robson, getting third overall, so were all ready for another good night on VK, knowing that a repeat of our podium was more than unlikely.

After a seemingly frustrating Scrutineering for a few crews. We set our selves ready for cold night down the lanes. Knowing that we would be sitting in warm car, was no consolation for our respective partners, who would be marshalling.

We had half an hour of pre-plot, which certainly lulled me into a false sense of security! We got ourselves away round Chez Perez. Not a bad run, nothing too scary from the nav seat, a nice little warm up.

Further into the first time card, the car started to let us down. The little red Peugeot was starting to throw a wobbler, seemingly not liking the rough Derbyshire whites.

Nearing the IRTC 11, the engine cut out, after a frustrating 4 or 5 minutes under the bonnet, we traced it to a connector coming off I think for the fuel pump, pushed it back on, and away we went, now worried for the rest of the night, if it would do it again!

At the start of a control a bit later on, there was steam pouring out of the engine, which was then traced to a broken fan on the radiator, we then put the second fan on override and off we went again.

Getting to half way petrol felt like an achievement. Only to be told that our exhaust was blowing and needed to be fixed before we could set off again. Mark once again sorted this.

This is where it started going wrong for me in the silly seat. I had real trouble trying to get the tulips to plot, even sat in a lay by after petrol, it finally twigged that they weren't the right way round! (I'm only new to navigating, so still learning the tricks!)

Eventually I got it to work, and we concentrating on finding those tricky Derbyshire slots. We missed a couple and had to turn round, however it was nothing too drastic (No going miles in the wrong direction). Although thankfully the chaps in the yellow proton ahead of us, seemed to be making the same mistakes which certainly helped us out!!

The main issue was that we couldn't trust the car, it had cut out again on another white, so seeming a problem set to dog us for the rest of the night. This meant Mark couldn't push on any white, or even a yellow if it got a bit bumpy. We decided after the first time it happened, that getting to finish was priority number 1.

A big big thank you to all the Marshalls, it was a very cold and without their support the event wouldn't run, there were certainly plenty of them out, with most of the PC's being manned!

Over winter, Mark had fitted some LED lights round the roll cage for the marshals, which seemed to attract a 'it's like Blackpool illuminations' comment from everyone we stopped at!

It's always a pleasure to share my love of rallying with my significant other, which is the same for Mark. After chatting to her when we got back, she mentioned that certainly on her second point, she felt that it was turning very dangerous for her, and felt she had to stand well off the road when people came into the control. With one driver setting off before she had finished writing her name on the board, it was certainly a concern. I must suggest that drivers actions when marshals are about need to be looked into. They are out there for our enjoyment, and should certainly not be worried about being run over!

The roads were slippery, the whites were rough, and it was very cold, a typical Derbyshire event,

Overall a good night, and it was enjoyable, just a shame we couldn't push on as we would have liked. But there is always next time.

We will certainly be back!



Warburton/Webb



Baines/Coombes

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*Also see us at 'Chris Ellison Photo'
on Facebook*

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Jonathon Webb (Co-Driver in car 35) : Hexham &DMC

KICK START ENERGY DRINK

RALLY OF DERBYSHIRE

9/10th April 2016

When I sat down to plan which events I was going to be doing in 2016 I had decided to miss the Kick Start Rally of Derbyshire because it clashed with the Ilkley Jubilee (see page 55 for my report on the Ilkley Jubilee) but when our entry got returned I found myself with a free weekend.

I got a phone call from Ken Quinne asking me if I was up for doing the KSRoD and said 'provisionally yes' but would need to check my calendar as I was fairly sure that there was something else on for that weekend. When I got home I checked and yes I was now free so rang Ken back and it was all fixed up. I had previously been going to do the Malton MCs Ryemoor Trophy Rally with Ken but his car was having a roll cage fitted and it was not ready in time so I ended up doing the Ryemoor with Andy Ritchie.

On the Monday prior to the KSRoD I got a phone call from Dave Whittaker asking if I fancied the Ilkley Jubilee on the Sunday (again, see report on page 55). After some debate I foolishly agreed to do the Ilkley as well. Quick phone call to Ken. Was it OK if we got away sharpish from the finish of the KSRoD and could he put up with an hour of my snoring on the way back to his house in Wakefield?

On the Friday prior to the KSRoD I was bringing some cords of wood for the log burner and slipped. I banged against the door of the woodstore and uttered the odd expletive. No damage done, or so I thought, but my old ribs were a little sore for a while and thought no more about it.

Met up with Ken and admired the Custom built Roll Cage in the Golf. All very nice but a tight fit for me to get in and out of the car, (Those door bars adding to the problem) however, I wasn't planning on getting out very much once we got going. Ken had planned to run road tyres as there was only 5 miles of whites other than the 'Special Test' at Chez Perez.. My advice to Ken was to fit knobbies as I knew what to expect from those 5 miles of Derbyshire Whites. Good job he took the advice as I doubt we would have got round on Tarmac tyres.

Get to scrutineering at Robinsons and it's the same scrutineers that were doing the Dansport. Once again they are checking wheel nuts and one crew was closely questioned about their lack of reversing lights. No, I don't understand it either. At signing on I learn that Paul Buckel and Steve Butler had pulled their entry having discovered a dodgy brake caliper, so no report from them for this issue.

On our due time we get under way and travel round the corner and park up to get a lot of the plotting done (a la Primrose Trophy Rally but not as much information) before departing to the Special Test at Chez Perez. Set off on the Test and its 200yds straight, 45° left and over cattle grid. We hit the cattle grid fairly hard and manage to bend the sumpguard. The sumpguard is now fouling the steering arms and making a lot of noise. And with every rough Derbyshire white from then onwards it gets worse. To add to our woes I now can feel my ribs hurting from the collision with the Wood Store door and with every bump the pain also gets worse. Its going to be a long night. And it was.

First half was OK, but then I had got most of the route down before the visit to the special test and managed to get the rest of the first half that was given as handouts down in the none competitive sections. No dramas, no real problems other than the ribs and the sumpguard, a few moments here and there on the muddy whites. In my youth I might have had ambitions of being the next Jim Porter but that was then. I hope Ken does not mind but he will never be the next Roger Clark either and his MKIV Golf is not the most competitive piece of kit but Ken is a really nice bloke so you go with what you have and learn to enjoy it.

Second half is a little more testing with more handouts and less time in the none competitiveness to get it onto the maps and then we get the fog. Drop time like no tomorrow and eventually have to cut the last section to get to the finish within our maximum lateness but not before we have another run around the 'Chez Perez' Special Test.

We didn't cover ourselves in glory but we got a finish. I seem to be saying this more and more these days

A cracking good breakfast at the finish in Chesterfield before I grab a few zeds on the M1 back up to Wakefield and then off to the Millstones for the Ilkley Jubilee Run



Quinne/Ellison



Hunter/Evans 1st O/A

Chris Ellison Photography

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Also see us at 'Chris Ellison Photo'
on Facebook

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LOOK 25 OUT STAGES RALLY

The Lookout Stages and the Melbourne venue have always been a favourite of Terry Pressdee and Mark Broadbent's and this year was no different. Before the year started the three events at Elvington had been earmarked as 'must dos' and although it is easy to say now, Terry said even then that we were going there to win this year, so I had better hold on for the ride!

Terry's Subaru Impreza was still going with some minor adjustments to when it was last out at the Epynt Stages... a longer and stronger handbrake lever was fitted to get round those hairpin bends which are sometimes difficult and most notably, it was now sporting an all white livery after running black and orange squares for the last few years... it looked like a totally new car apart from the scratches and dents it has accumulated over the various rallies!

The days before were spent sorting out tyres and what we were going use and prepping ourselves to challenge for the win. Noticeably Alex Taylor and his Forester was not on the entry list along with some other top drivers, however there was certainly a lot to keep us on our toes, Simon Belcher in his Impreza knows the venue well and is always a front runner along with Dave Longfellow running his very rapid Impreza, again knowing the venue better than Terry and myself.

Sunday morning dawned, the car already gone through scrutineering with no issues and I was busy talking through the maps with Terry. The track was very wet and rough... certainly the worst conditions I had seen thanks to the rain from the precious two days. Running in as car 5 meant we would be one of the cars clearing the water and messy stuff off the line for the cars behind... although they say car 5 in the WRC has the best conditions!

First stage and we were quick, despite the water (which we noted!) and the slippery conditions we made the second best time, six seconds behind Belcher. That didn't tell the entire story however! Coming up the main straight, Terry was flat out in top gear when the car fish tailed on mud and we were a 120mph missile heading from one side of the track to another! After collecting half a dozen cones and all kinds of other debris (I am sure I saw a wing mirror fly up somewhere!) Terry did an excellent job of collecting it up just before the braking zone and driving round the hairpin right. Well... I thought it was an excellent piece of driving but Terry admits it was more good fortune! We will say it was exceptionally beautiful driving skills for the purpose of this piece!

Through the first of three tight chicanes no problem but then late braking and slippery mud meant we nudged a earth mound and had to reverse losing around ten seconds. After that the rest of the stage went well so only six seconds down meant we were pleased!

Talking with Longfellow and Danny Ward and they had the same happen to them on the long straight so we were thankful we were not the only ones... although now they were only one second behind us in a rapid Subaru. Stage two was the same as last, but we set a scratch time three seconds quicker than Belcher... only our second ever scratch time! We were very happy and getting a podium was a real possibility now that we learned Burgess had retired and would not be restarting.

The rest of the day was a little bit of a dream to be honest! Perfect driving meant we set fastest times on the next four stages and we had a 31 second gap back to Belcher in second, although Cook in the Escort was setting times very quick... amazing to think that car is an 'old' L reg! After every stage I was jumping out of the car, running down the length of the service area to check out the times of competitors.

It was a huge shame that Longfellow and Ward retired with power steering issues on stage 3... we overtook them on the first loop and were honestly really disappointed as we wanted a day of battling for positions with a crew we get on with really well.

Going into stage 7, we now focused on the win... up until that point we didn't even consider it as we were driving stage by stage. Now with a win as a certain possibility, the thinking was to drive accordingly, although someone didn't tell Terry! Car was good, Terry felt good but the time wasn't and we dropped nine seconds, our worst performance which sounds really bad! We still had time in the bag so no pressure and stage 8 was the last. However Terry blitzed the last stage... commuted as ever and taking more aggressive lines at every opportunity! The track getting drier meant he could push even harder each time!



Continued at bottom of page 31

LOOKOUT STAGES RALLY

The first weekend of April saw me and regular driver Ryan Fagan out on the Lookout stages at Melbourne airfield. It would be a rally of learning for us being only the second event in the ex Ryan Weston 1400 Proton Satria, our first time at the venue and first time on gravel tyres but as ever up for a challenge we set off with high hopes.

The first loop wasn't the greatest due to a couple of incidents, not all of our doing. Stage one started well it didn't take us long to get used to the tyres or the venue but unfortunately about half way through the stage we come up to a much tighter than originally thought chicane and to prevent ending the rally there and then Ryan through the car to the right to avoid it and then stalling as we went to reverse. Once we got the car fired back up we lost more time waiting for a chain of 4 cars to go past all in all costing us around 40 seconds and eventually reaching stage end mid 30s and 2nd in class. Stage 2 started much better but unfortunately another crew had a big off which caused the stage to be stopped

The second loop was much better on stage 3 we took more than half a minute out of the car ahead in class to lead by 20 seconds and move into the top 30. More of the same getting quicker still on four extending the class lead to just under a minute.

We really got into our stride on the third loop moving 2 minutes clear and to 20th overall. We decided for the last not to get involved in the overall battle and kept to a comfortable pace to make sure we finished the event and take the class win. All in all an awesome event definitely up there with my best ever and we enjoyed it so much we entered the next Melbourne event first thing this morning!!!!!!

Jordan Joines : Wallesey MC



**Photos Courtesy of
Tom Irvin photography and Steve Hart**

Lookout Stages : Continued from page 30

We set our sixth scratch time and celebrated at the line when the Marshall at the stop control mouthed to me "two seconds faster"! I had been asking for times against Belcher all day and it had become a routine by now! They all laughed when I cheered and threw my hands on the air!

So that in a few words was how Terry and myself record our first win and we are proud to call ourselves rally winners... it might even go on my CV! Everything ran perfectly, the car, the one set of Kumho tyres we ran for the day, the weather and of course the event.

We have of course so many people to thank... Trackrod and the associated car clubs for organising a fantastic event which certainly challenged us this year. Without their repair work to the venue in horrible weather (we follow progress closely on their Facebook page) this event and others on the venue would quite simply not run. All the marshal's and officials on the day... being a previous marshal myself I know it is a long day no matter what the weather or where you are posted so to see so many marshals of all ages getting involved to run the event is fantastic to see. They are here for enthusiasm alone and it is easy to overlook that at times so we thank you massively!

Also our service crew who were 'borrowed' from Dave Longfellow and Danny Ward... always happy to pitch in when needed and help us out.

And not forgetting the other competitors... notable Simon Belcher with Peter Butler and Nick and Joe Cook who kept us honest all day. The times show we were quicker on six stages but I promise after sitting next to Terry, he was trying all day! Never coasted as we knew we had at least two very quick cars behind us ready to take first place away from us!

Next event for us is the John Overend Memorial Rally at the same venue on 15th May. Another first place would be nice although we expect some more tough competition to be with us again!

The car is also sticker free so a perfect opportunity for a person or company to get on board with a rally winning car and driver! Get in touch about potential opportunities!

Terry Pressdee and Mark Broadbent : A&PMCC

JC Motor Services SMC Stages

17th April, Ty Croes Circuit, Anglesey

A change of context from my previous RoD report! This time, I tackled the SMC stages with James Massey in his Subaru Impreza.

I'd only met James a couple of times; we first spoke at a Clitheroe & DMC at the start of the year. He was looking for a local navigator to do some single venue stage rallies, and since I was looking to get more experience in stage rallying, I agreed to sit in with him.

This was back in January I think, and I hadn't heard anything from him since. Then in March, I got a phone call: did I fancy doing the SMC stages? I jumped at the opportunity, especially as some of my other seats I'd planned for the year hadn't come off.

A few weeks later, I dropped by James' to have a chat, and we both agreed that it would be good to get out there and get some seat time, both for himself (in the relatively new car), and me (as I get more experience in the silly seat). At the very least, we would see how we got on and go from there.

I'd done a few stage rallies before, on both tarmac and gravel, but never in a four-wheel driver car, and never with anything like as much power as this Impreza. It was an exciting seat, and needed me to readjust the speed in which to call things; they come up a lot quicker!

The weekend arrived, and after completing the trek down to Anglesey on Saturday evening, I had a phone call from James to say he was having some problems at scrutineering, and had been delayed. I met up with him at the venue, by which time everything had been smoothed out and sorted.

I got myself setup in the car, with the seats and belts all sorted. I then picked up the stage maps after we'd been through documentation: 5 stage layouts over 10 stages. They seemed to have a nice amount of variation, including a few bits I hadn't been on before (I think this was my 3rd trip to the venue), particularly at the top of the circuit.

An early(ish) start on Sunday morning, and we were ready to go. James seemed calm and composed, and I was ready and raring to get the event underway. A safe (but cautious) first stage allowed us to blow the cobwebs out, and settle into a rhythm.

I reminded James (as I tend to do with all my drivers), that we had cold brakes, cold tyres, and cold heads on the start line for SS1. Admittedly, this may have slowed us down in stage, but it was entirely true. As soon as we left the pit entrance (where the stage started), an Astra went dancing across the track straight in front of us. I think the crew held it together, even after a trip on the grass, but it was a friendly reminder of the conditions.

With the first stage out of the way, we settled into the rest of the day. Run in pairs, we almost always set faster stage times the second time around; how it should be really! The only real mistake we made all day was a half-spin at the back of the circuit on the unsighted hairpin left as you come over the hill. We quickly recovered, and I think it only cost us a few seconds. We also clipped a tyre on entry to a tight square left coming off the circuit. This did no damage to the car thankfully, leaving us only with a scuff mark. The car ran faultlessly all day, leaving our service crew with not much to do.

I'd been up to the top of the circuit (where the access roads are) early on in the day, as I'd heard reports of a 'jump'. It turned out to be a piece of raised concrete which certainly fulfilled the promise, but nothing to really worry about.

That was until you approach it from the other way, coming downhill. This direction only featured on one set of stages, and thankfully, I'd added some warnings to my stage map. It was still a bit of twitcher mind you, with nice shiny tarmac the other side of the jump, right in the braking zone!

We were getting quicker and quicker as the day went on, as James was starting to get used to my calling. We got even faster when we switched from the soft compound tyres onto medium. It made a surprising difference, and our stage times reflected that.

Going into the final stage, only a few seconds separated us from 14th place. I knew we just had to keep it together. Well, we certainly did that, putting in a rapid time that was 9 seconds quicker than our first run. Importantly, it was 3 seconds quicker than our nearest rival, giving us that margin that we needed. We finished the event in a respectable 13th overall and 10th (in a hotly contested) class D. I was really happy with this on our first outing. There is definitely more to come, and you will see us out again at Weeton for the Keith Frecker!

Thanks to all of the organisers and marshals on the day, and thanks to the lads that serviced for us; all very much appreciated!

Matt Broadbent : Clitheroe & DMC & Knowldale CC



Photos Courtesy of **Duncan Littler**

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JC Motor Services SMC Stages 2016

17th April

Ty Croes Circuit, Anglesey

5-15 alarm call. Quick breakfast we set off at 6. Snow covered hills looked beautiful in the distance closer to Anglesey.

Arriving at 7-35 at the circuit meeting Steve and Lynn we headed off to scrutineering. The scrutineer pointed out the cage plates should be welded continuously not intermittently. Steve pointed out they were as to the Ford rally preparation book. this hadn't been pointed out on other events!. Noised passed without any problem.

Our 10-20 SS1 arrival time approached so headed off to MTC.

SS1 and 2 passed with no problems with service in-between each.

The "yump" was quite good, nice take off and landing, no dramas thankfully.

SS3 passed ok too, Into SS4, halfway through i began to feel unwell. Felt sick..Not felt like this before!! Into service drank some water, thinking i would feel better after this. SS5 not bad to start off with, coming on again halfway through, feeling worse now..

SS6 gearbox selector problems causing Steve to miss a few gears, losing precious seconds.

By now into service I'm feeling really ill, not experienced this before, it's horrible feeling sick but not actually being that way..putting it down to motion sickness. SS7 still missing gears, Steve becoming really annoyed with it.. me not feeling well, a good combination!! SS8 I'm closing my eyes as we approach the "yump" for take off!! Turbulence isn't good when one is feeling ill!!!

So service after SS7..forty minutes, had a water intake and took advantage of the break and had a snooze Time was called to leave for SS9

On waking I felt a lot better, a bit of shut eye worked well, glad as the last two stages had double splits, three lefts one right, two rights one left, didn't want to mess these up! We were lying 19th overall, hadn't bothered to look at the class position, so we thought we were doing ok The last two stages went well, feeling ok but i wasn't looking down as much, relying more on memorising the stage only looking down on the splits.

We looked at the overall position on finish, still 19th, great we thought. On the way home I received a call to say we had finished third in class, we were really pleased with this having not given it any thought. In all we had a great day considering how i was and gearbox selector problems Well done to Steve for finishing the event achieving the great result. Look forward to our Cetus stages next event

Adrian Lloyd : Car 32 : Warrington & DMC



JC Motor Services SMC Stages 2016

17th April

Ty Croes Circuit, Anglesey

Arrived Saturday night at midnight in the dark freezing cold then straight to bed up at 2am 3am 4am for a wee alarm go's off at 6.30. Time to get ready unloaded the car and set up shop. No service crew today as he's gone to watch the british touring something or other cars.

First thing noise. Where the heck is it? Its ok I found it. 98db. Passed! Then off to scrutineering. Past-ed back to the van and put overalls on.

Time to go. First time out on a big track just look at all this space.

On the first stage off we went flat out everywhere. Love the new improved jump. What more could you want sun-ny day? Lots of track, great stage set up and some inter club rivalry well. I say rivalry, Mark and Dale Carter where flying round in there Subaru and come away with 4th overall and 3rd in class.

Then there was Steve Bright and Pat in the Evo come away with 11th overall.

Then there was my main club rival (all in good fun) George and Phil Jennings in there BMW compact. We were swopping times.

We were gaining on the short stages 5sec per stage than as the stages got longer and faster they gained 5-10secs per stage. George and Phil come away with 19th overall.

That just leaves me and Adrian in the Escort. Well we had a intermittent gear selector fault, a 5:1 diff, max speed 90mph and I forgot to put fuel in and just got back to service on fumes oh and did I mention Adrian had a bad case of travel sickness.

Luckily he come around for the last two stages.

We came 20th overall and 3rd in class.

Steven Ellison : Car 32 : Warrington & DMC



Photo Courtesy of Wallesey MC



In a recent survey carried out for a leading toiletries firm (Brut), people from Glasgow have proved to be the most likely to have had sex in the shower!

In the survey, 86% of Glasgow's inner city residents said that they have enjoyed sex in the shower.

The other 14% said they hadn't been to prison yet

LYNCH FLIES TO LYDDEN HILL PODIUM

After a tough start to his 2016 MSA British Rallycross Championship in association with Odyssey Battery campaign at Croft, Wigan racer Tony Lynch bounced back in fine style with a stunning podium finish in the second meeting of the year at Lydden Hill.

Westhoughton-based Tony made the long trip down to Kent for the Easter Weekend meeting seeking to rebound from a retirement in the opening round of the year, when accident damage prevented him from making the most of the potential being shown by his new Super National class Lucas Oil Team Geriatric Ford KA.

With his team having worked hard to repair the KA ahead of the second meeting of the campaign, Tony went into the weekend in confident mood and was soon up to speed; going second quickest in class in free practice before the real action kicked off.

A solid second place in the opening qualifying heat was followed by an impressive victory in heat two; results that were good enough to secure fourth on the grid for the all important final despite a driveshaft failure on the last lap preventing him from finishing heat three.

Electing to take his joker lap – an alternative route that drivers have to take once each race – during the early stages of the final, Tony found himself battling for victory at the front and only a small mistake under braking prevented him from securing a first victory with the KA.

As it was, second place behind Stuart Emery was good enough to move Tony up to second in the Super National class standings ahead of the third round of the year at Pembrey in early May.

"It was a really good weekend for us; probably better than I expected it to be after Croft," he said. "When we came away from the opening rounds, I felt that I still had a lot to learn when it comes to driving the KA but after this weekend, I think we've made a huge step forwards and can now really start to push on with the car."

"On track, the car felt much better than it did at Croft thanks to the work we have put in in recent weeks and we were right on the pace throughout the weekend. It was only because of a few small errors on my part as I was finding the limit of what the car can do that we didn't come away from the weekend with more than second place, so I think we can be delighted with how its gone."

"Whilst it's usually me who gets the attention as the man behind the wheel, this weekend I have to give extra credit to my team and my supporters for the work they have put in and the help they have given. People like my engineer Tony Rice really stepped up to the plate and without the help of Procare, who allowed us to borrow a van after an issue with our own, we wouldn't have even been able to get to Lydden Hill to compete."

"It shows what a fantastic bunch of people I have around me, and there is no doubt that I owe them all a lot."



Tony Lynch goes Racing

MINI Challenge

Donington Park

Multiple rallycross champion Tony Lynch made his circuit debut last weekend after agreeing a deal to compete in the opening rounds of the new MINI Challenge season.

Wigan racer Tony joins the grid having enjoyed a solid start to his assault on the Super National Class of the MSA British Rallycross Championship in Association with Odyssey Battery, where he currently sits second in the early season standings.

Tony's switch to circuit racing comes as a result of the relationship developed in recent years with MINI specialists Mintech Spares, who supported his rallycross programme with a MINI Cooper S from 2013 through to 2015.

The deal will see Tony competing in the Cooper class in the opening triple-header of the MINI Challenge season, with the Westhoughton-based driver keen to see what he can do in a different racing environment.

"Ever since I started racing, it's always been on loose surfaces, either in rallying or in rallycross where I've enjoyed much of my success," he said. "I've always wondered how I would do in circuit racing, so it's great to have the opportunity to join the MINI Challenge grid at Donington Park and give it a go.

"Whilst it's just a bit of fun for me as a one-off, I want to do a good job for the guys at Mintech Spares and hopefully I can bring home some good results. I'll just have to remember not to take my usual racing lines as going sideways might look spectacular, but it won't be the quickest way to approach the weekend!"

Mintech Spares director Andy Howarth added that the team was keen to see if Tony could translate his success in rallycross through to circuit racing.

"We were looking to get someone in our car for the opening rounds of the year and Tony had shown an interest in the past, so it made sense to see if he was available," he said. "Circuit racing is something that will be a bit different to what he is used to, but we're hoping he can bring in the aggression he has shown in establishing himself as a championship winning rallycross driver and translate it into results in our car.

"While there is no pressure in terms of a championship or anything like that with the drive being a one-off, we're hoping that Tony can push for top ten finishes from the weekend and we're excited to see how does when the action kicks off."

Should have a report from Tony on his debut in Circuit Racing for the June issue plus another about his run at Pembrey in the RallyCross series



MULL 2016

What is RET (Road Equivalent Tariff)

RET is a distance based fares structure, which underpins the Scottish Government commitment to providing one single overarching fares policy across Scotland's entire ferry network. RET bases ferry fares on the cost of travelling the equivalent distance by road.

The RET formula for calculating fares is a combination of a fixed element (to ensure services remain sustainable and to cover fixed costs such as maintaining harbour infrastructure and vessels) and a rate per mile (calculated by analysts using contemporary independent research by RAC). The RET formula will be monitored and reviewed annually by Transport Scotland.

It means that in October all competitors, officials and spectators should see a big difference in their ferry costs for attending the event.



Dear Abby:

My husband is a liar and a cheat. He has cheated on me from the beginning and when I confront him, he denies everything. What's worse, everyone knows he cheats on me. It is so humiliating!

Also, since he lost his job 14 years ago, he hasn't even looked for a new one. All he does all day is smoke cigars, cruise around and shoot pool with his buddies and has sex with hookers while I work so hard to pay our bills. Since our daughter went away to college and then got married; he doesn't even pretend to like me, and hints that I may be a lesbian.

What should I do?

Signed: Clueless

Dear Clueless:

Grow up and dump him.

You don't need him anymore!

Good grief woman, you're running for President of the United States

Evans

Wins at the AGBO!



Set in the grounds of a country house, Weston Park is famous for hosting stages on the RAC Rally in the 80's and was even used for Motoring News Road Rally Events in the 70's. Organised by Owen Motor Club, the Agbo Stages are a 2 wheel drive event and entries fill up in a matter of hours.

Paul has not driven since September on the **Accident Advice Solicitors Promenade Stages** where he was defending his title but in the end finished a respectable 3rd overall.

The weather was looking good for the rally which meant that the stages were going to be very fast. Although the stages are quite short, there are no splits or merges and mistakes will be punished.

Steve Turner was drafted in as co driver. Steve is normally part of Paul's service crew but offered his services to Paul after Den Golding was unavailable and the car he was originally co driving in was not going to be ready.

A problem at scrutineering with the outside fire extinguisher button was picked up, but a broken wire was able to be fixed and everything was set for an early start on Sunday morning.

There was about 6 drivers all with a very good chance of winning including late entry and 4 times winner Oliver Davies and Paul, fresh from his great result on the Tour of Epynt with his normal co driver Den Golding.

The pace was hot from the start and tyre choice was key. Paul went for a intermediate on the front and a soft slick on the rear, Roger went for inter's all round and Oliver went for Dunlop soft slicks all round. An issue with the timing meant that there was a bit of confusion back in the service area where all the co drivers were running round gathering the top drivers times. In the end the decision was taken to scrap the 1st stage due to the timing issues not being sorted.

A 2nd run over the 1st stage saw Roger Moran and Oliver Davies tied for the lead and Paul and David Wright tied for 2nd place a further 2 seconds back.

The next few stage times were consistent but Paul broke away from David Wright with Roger leading by 1 second to Oliver and Paul slipping to 6 seconds back. The afternoon saw a resurgence from Paul and he was now chipping away at the leaders reducing the gap down to 3 seconds to Roger which put him up to 2nd overall due to Oliver having a slight excursion on the grass.

With 3 stages left Roger had a stall at a very tight hairpin, which happened to Paul on the previous year and as a result the lead was reduced to 1 second with 2 stages to go! Even the marshall's were informing Paul and Steve of the reducing gap to the leader when they were checking in for the stage.

Normally Paul gets a jump on Roger and Roger pips Paul on the last couple of stages but roles were reversed and Paul was now putting Roger under pressure.

The last 2 stages were probably the fastest of the day and the second to last stage saw Paul take 1 second out of Roger which meant that with the final stage to go Paul and Roger were tied for the lead and it was now all down to whoever went fastest over the last stage.

Paul set off and wanted to be quick but most of all wanted to avoid making a mistake and had not put a foot wrong all rally. Paul made his way through the stage and after a very long straight there was an impossible hairpin which could have caught Paul out. Paul executed it perfectly and then made his way up to the banks and on toward the tricky court yard area where Paul's friends and guys from his motorclub were marshalling and all were cheering him on.

Out of the tricky court yard and now on the run to the finish which contained 3 hay bale chicanes, he was safely through the first and heading down hill to the 2nd, which would normally be taken in 2nd gear saw Paul attack it in 4th gear, and a big puff of dust appeared as Paul clipped the hay bale with his drivers side rear wheel arch, then it was onto the final chicane in which Paul carried lots of speed through, then up hill to the flying finish.

A few seconds went and Paul shook Steve's hand as they congratulated each other and suddenly a member of the public pointed to Paul and said 2 seconds up!!! Paul had won by 2 seconds!

Roger was quick to come over to Paul to congratulate him and said what a fantastic battle. Roger asked, "Where did you make 2 seconds?", Paul replied "We went through the chicane in 4th!". Roger was shocked and just shook his head in disbelief. Paul's reaction was what a battle and what a rally to win!!!!



TOUR of EPYNT

Well the big day arrived for the Adgespeed rally team of Adrian Spencer and Mark Hewitt to go up against the big boys on the Tour of Epynt Rally on the 1st round of the MSA National Asphalt Championship 2016 in Adrian's recently acquired Subaru Impreza WRC S11.

Feeling good after the recent shakedown on the Jack Neal Memorial rally at Blyton and with Mark Hewitt back on the notes, it would be the teams 1st event on the challenging tarmac roads of the Epynt ranges against similar cars.

With last years winners Simon Mauger leading the field away in the Millington powered 6R4 Metro, followed by 6 times National Asphalt Champion Damian Cole in his Ford Fiesta WRC at 2, previous event winner Steve Simpson in his Subaru Impreza WRC S12b at 3 and seeded at car 4 it was Adrian's and Marks highest seeding for the event having never been in the top 10 before, but last years 4th overall in the old B13 car obviously helping. Seeded 5th was Eian Pritchard a previous multiple winner over Epynt in a Ford Focus WRC and with several top B13 drivers Bob Fowden, Richard Clews, Rob Tout rounding out the top ten it would be a challenging day adapting to the new car over these roads.

The day dawned dry and bright and not too cold, so tyre choice was very easy going for soft slicks for the 1st stage 3.83 miles from Dixies down to the Llandeilo'r Fan Triangle then up to the Burma road and finishing just down from Bamfords. A fluffed start and Adrian lost a few seconds getting away after the lights went green, but still set 4th fastest time only 1 sec behind Simpson and Mauger and 2 behind Cole who was quickest. 5 seconds down on Adrian were Fowden and Clews the new cars speed showing from the outset.

Stage 2 11.25 miles started from Picadilly then up to the new cut triangle, down to the bottom of the German Village, along the Cileni track to 4 Ways and out to the New Road ending up near the Drovers. A great drive saw Adrian and Mark joint 2nd quickest with Mauger only 3 seconds behind Simpson and beating Cole by 1 second to stay 4th O/A. The measure of the new car was that the quickest of the B13 cars Clews was 18 seconds slower over the 11.25 miles, with Fowden a further 2 seconds back.

Stage 3 was a repeat of Stage 1 and with all drivers improving on their stage 1 times Adrian was 4th fastest but only 1 second behind Mauger/Cole, but 4 behind Simpson who was now starting to set the pace. Stage 4 a repeat of stage 2 and it was in this stage Adrian stalled the car on a tight hairpin losing 13 seconds in the process at the New Cut triangle, but again still set 4th quickest, but would have been right there had it not been for the mistake.

So after the 1st 4 stages it was Simpson leading with Cole 8 secs back in 2nd, Mauger another 3 secs back in 3rd and Adrian 4th 15secs behind Mauger. First of the B13 cars was Clews in 5th 30 secs behind Adrian.

Stage 5 was stages 1 and 2 joined together for a 14.6 miler and with Simpson again setting the fastest time Adrian now getting to grips with the car went 3rd quickest, 8 slower than Mauger but 8 quicker than Cole to move to within 10 seconds of Cole.

With the weather staying cool and dry it was time for the turnaround, so had the penultimate stage 6, 14.54 miles starting from the Drovers end, back to the finish at Dixies. Adrian had a great run setting second quickest time beating Mauger by 1 second and Cole by 10 to move him into joint 3rd overall, Simpson in a league of his own being 10 seconds faster still. Drama's were to strike Simpson who had a small fire at the end of the stage, but this was thankfully quickly dealt with and his service crew sorted the problem in service.

So it was down to the last stage and with Cole having bolted on a new set of tyres, it was getting serious. Despite Adrian matching his previous time, Cole's new tyres worked well and he beat Adrian by 1 second to clinch 3rd overall and with Simpson only a second slower on this run took a well deserved win 29 seconds in front of Mauger, with Cole 27 seconds back in 3rd and Adrian in 4th 1 down from Cole. Pritchard in his Focus WRC improved later in event having been rusty to take 5th, 1 minute 30 secs behind with Fowden a further 6 seconds back. Clews took 7th after losing some time on stage 6.

So a highly delighted Adrian and Mark finished the rally and although Adrian had not improved his finishing position from last year, it was great to be fighting with the front runners, if only he had not made that one mistake on stage 3 then 3rd O/A could have been theirs. Still it was a great days rallying with fantastic conditions on fantastic roads and with the car in 1 piece its back to the workshop to prepare the car for its next outing.

Melvyn Evans Motorsport Tour of Epynt



Adrian Spencer and Mark Hewitt : Wigan MC

Airedale & Pennine MCC



Rupert North won the Ernest Owen Car Trial at Catton Park with a fabulous afternoon drive to dominate the front wheel drive class in extremely slippery conditions. North used the agility of his little Rover Mini to open out a big class lead, facilitating the overall win.

Fellow Yorkshireman and reigning BTRDA Gold Star champion, Henry Kitching, won the new car class as he gradually extended the class lead over reigning double British champion Mark Hoppe, to finish second overall.

Meanwhile Barrie Parker in his Westfield revelled in the wet conditions that limited the scope of the site drastically for the new organising team to win the rear wheel drive class, dropping over thirty less points than Hillman Imp driver Dave Oliver



Accrington Motor Sport Club



Steven and Tracey Smith from Accrington Motor Sport Club were out in the Yorkshire mud on the weekend of the 3rd of April marshalling in stage at the Lookout Stages Rally at Melbourne Airfield in Yorkshire.

Tracey says, 'The crews kept us very busy down at the chicane ! And, it's official, Yorkshire mud is just as sticky as Welsh mud.'

' We're looking forward to our next event – the Ilkley Silver Jubilee rally (10th April) – and hoping for better weather than we had last year

TRAINING DATES

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

16th July

**Introduction to
Marshalling**

Do's & Don'ts, Timing and much more

**20th August
Fire Training**

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



Garstang & Preston MC AutoSolo

Preston College : 3rd April



On Sunday the 3rd April GPMC held the first of their forthcoming series of Clubman Auto Solos.

A good day was enjoyed by all who attended with the weather being in our favour for a change.

Even some of the college staff joined in to have a play and thoroughly enjoyed themselves promising to try again.

We already have several people who have put their names down for our next one on the 1st May with two more scheduled for June and July.

The fastest time set on the day was by Phil Clegg in his Haynes Kit car with class winners Jeremy Dale, Matt Doherty and Phil Myerscough.

Entry forms are available on the club website

www.gpmc.org.uk.



**Next Round of the
G&PMC Clubmans AutoSolo
1st of May**

The desire to spend in Road Rallying

On various social media platforms over recent weeks I've noticed more and more posts where relatively new crews (Novice/Semi) seem on a mission to burn cash...

I've news for you all DON'T !!

That's a simplistic statement I know but let me quantify and we'll see what we can save.

The only things in my opinion you need certainly up to decent semi expert level are:

- A car, preferably caged with belts and some guards. Pop some reasonable uprated brake pads in and go and have some fun, but mostly gain experience.
- That gaining experience doesn't have the need for you to get:
- £80 plus per corner tyres (you'll need 6). At £40 a time Toyo is more than enough.
- Proper spec suspension, let's call it £500. Standard stuff has been developed by manufacturers for that car type, you won't be able to over drive it for some time yet.
- Nav clocks, £70+, nav lights £40+ .
- A £10 stopwatch and a caravan striplight for £10. (I've heard of some navs refusing to sit in cars unless there's a ruddy great LED clock fitted!!)

And don't get me started on tripmeters in a road rally car !!

So in that little lot we've saved ourselves roughly at least 8 entry fees worth of money....that experience in the car is worth way more than buying those bits, useful bits for sure but not needed.

When I was lucky to win my first event, I used a cheap digital watch and a stopwatch around my neck, regular Poti, map and map board and a clipboard...Nothing more...it's just not needed.

My second event driving (above), that Manta didn't even have a sumpguard and the spots cost £20 from Motorworld ... but it had a great nav and we were in the top 10.

It's said time and again that the biggest factor on an event is the crew and up to semi level that's even more true than in the Expert class. If you two can get to work as a team under pressure then you stand a better chance than those who are always a bit rusty. It's no coincidence that the very best crews are out all the time and I can guarantee that if you did 8 events a year as a Novice you'll be a Semi very soon, seat time = practice makes perfect.

My comments maybe a bit sweeping but it's designed to make you think...keep it simple and go and have some fun!

Bryn Pierce



Just to add to Bryns article above.

I got asked to sit in with Ayrton Harrison in his 998cc Micra some three years ago when he was just seventeen and had only just passed his driving test. Ayrton had cobbled together the Micra with bits from scrapyards and ebay and apart from a sumpguard, some very secondhand seats, spotlights, belts and a rollcage (all someones cast offs) and the whole thing stood him at a shade under £450.

In his first year we did 5 Road Rallies and one Targa. Our worst result that year was 10th O/A and all in a bog standard Micra. It need not cost you an arm and a leg to get out there and enjoy your motorsport. Just get out there and enjoy yourself. Win your class if you can, but have a go and have some fun.



THE ROAD TO SURVIVAL

Reading through Spotlight every month, one would be forgiven for assuming that the road rally scene was healthy, robust and thriving and, indeed, in many parts of the country, especially in Wales, it most certainly is with full entries and even, in many cases, reserve lists. Travel up to the far North of England, however, and the scene is starkly different with a dire shortage of road events, indeed even the humble 12 car events are becoming something of an endangered species.

This is in stark contrast to the halcyon days of the 1970's and 80's when the area covered by the Association of North East and Cumbria Car Clubs (ANECCC) boasted a healthy, 12 round series, with clubs vying eagerly, and sometimes extremely forcefully, to host a round, which pretty much guaranteed them a full entry.

Sadly, at the present time, the situation is radically different and at present there in the ANECCC area, a vast swathe of the country covering the counties of Northumberland, Durham, Cumbria and Cleveland, there are only two road events currently running regularly, and one of those is restricted solely to Minis !. It is a curious anomaly, given that the area is relatively under populated and boasts miles and miles of classic rally roads, all begging to be used. Indeed, it is ironic that, while the motor clubs in the area seem reluctant to take advantage of the ideal territory on their doorstep, the organisers of the classic long distance trials such as Le Jog, Flying Scotsman and Rally of the Tests have taken full advantage of this ideal territory and used it on a regular basis.

Plugging away and doing their best to keep road rallying alive in the area is the Hexham & District Motor Club whose unique combined Hexham Historic / John Robson Rally continues to appear ever year. For many years a staple of the ANECCC Championship, it now attracts competitors from further afield, indeed the 2015 winning crew had travelled up from North Wales, so local knowledge obviously isn't a prerequisite. With so few rallies in the area, the Hexham club have the benefit of an almost free choice of roads to use, although the local RLO rigidly enforces the 6 week rule, including such mundane events as scenic runs and treasure hunts, which limits the organisers scope somewhat.

One of the downsides of having so few rallies, and so few clubs organising them, is that marshals have also become a bit of a rare breed and, with the local organisers being unable to enforce the Welsh system of "All crews must supply a marshal" the search for willing volunteers is always one of the more onerous tasks of organising an event. The biggest task, however, is the PR work, which as anyone who has ever been involved in organising a rally will testify, is a long, arduous, thankless shift, calling on folk who are often less than enthusiastic about a rally coming past their door and, when one enquires of club officials as to why they don't put on an event, the time involved in PR'ing is always the number 1 obstacle.

Another problem in the ANECCC area is the lack of the 12 car events, the stepping stone for competitors, particularly navigators, to learn all about road rallying. Without this vital bottom rung of the ladder it is difficult for newcomers to road rallying to find a starting point and so fewer people are getting involved, a fact vividly illustrated by the numerous frantic appeals on social media from drivers seeking a navigator, it is a situation which probably loses events several entries and it is particularly critical in the ANECCC area, indeed crews travel up to 60 miles to take part in the Hexham 12 car events as there are no more local events in which they can participate. This probably explains why all the Hexham 12 car events this year have been full, indeed oversubscribed, there just aren't any alternatives, although perhaps the excellent buffet at the finish is another contributing factor !. Either way, the 12 cars, although derided by many people, do their bit to keep road rallying alive and hopefully encourage competitors to have a go at higher status events.

It is indeed sad that the North East road rally scene is in such dire straits, given that the stage events are, by and large, well outside the budget of the average club member and, it has to be said, there are lots of competitors who much prefer a road event, the thrill of dashing through the lanes or "Brow Hopping" over a classic mountain road being much preferable to the never changing scenery of a forest stage or innumerable laps of a disused airfield. Road rallying will always present it's own unique challenges, not as map junctions, hard to find slots and, especially on unfamiliar maps, which roads go, all to be worked out in total darkness, it's a totally different discipline but one which generations of competitors have relished.

Quite what is the future for road rallying in the far North is hard to predict, there is no association championship, with only one event it would be hard to run one ! The association officials don't seem too inclined to initiate or promote one, indeed, apathy is the word that comes to mind. Unquestionably the Hexham club will continue to run the John Robson, indeed work has already started on the 2017 route, and while there is probably no quick fix, there are, at least, one or two clubs making noises about running some 12 cars which would be the first step to getting the road rallies up and running again.

With so much potential territory and an array of classic roads, there is no reason why road rallying can't once again thrive in the far North, all it needs is some hard work and application plus huge quantities of enthusiasm. It would be great to see the area hosting a championship series once again, the roads are there, the question is, is the commitment ?.



INSPIRATIONAL 17-YEAR-OLD DISABLED RACING DRIVER ALEX TAIT FROM SHEFFIELD and U17MC(NW) MEMBER APPOINTED MOBILITY ROADSHOW AMBASSADOR

Alex Tait, 17, from Sheffield, an inspirational young racing driver has been appointed as Event Ambassador for The Mobility Roadshow, incorporating Get Going Live! at Silverstone Circuit, Northants. 26-28th May.

Alex, who lives with the hereditary muscle wasting condition, Myotonic Dystrophy, has been passionate about motorsport since the age of 9 when he was given the rare opportunity to drive a Ferrari 360 and decided that his future lay in motorsport. He is thrilled that The Mobility Roadshow will be making its debut at Silverstone this year – allowing visitors to experience accessible driving on the famous Grand Prix Circuit.

Organised by charity Mobility Choice, the free-to-attend Mobility Roadshow is the UK's premier consumer focussed event for people of all ages living with restricted mobility. Visitors have the unique opportunity to test drive adapted and wheelchair accessible vehicles (WAVS) around the famous motorsport circuit. Plus, inside the Silverstone Wing, a diverse showcase of mobility products, including wheelchairs, scooters and trikes, will be available for hands on demonstrations. The Mobility Roadshow displays the largest range of specialist adapted driving controls at any UK event focused on independent mobility.

As Event Ambassador, Alex is particularly keen to champion the event to young people living with disabilities, based on his own personal experience. He first attended the Mobility Roadshow in 2013 where he discovered the Loughborough Car Club Scholarship at Get Going Live! which provided him with an opening into motorsport. Subsequently, Alex has been a keen advocator of the Get Going Live! feature which focuses on the specific needs of young and novice drivers with disabilities, age 15 plus. Opening up a new world of driving to younger generations, Get Going Live! provides free test drives in the safe presence of a professional driver, the chance to try an impressive range of adapted controls and even take a mock theory test.

Alex comments: "When I attended the 2013 Get Going Live! everything escalated from there and I subsequently won a disabled driver's scholarship to compete for a season in Autosolos and Autotests. In early 2014, I took my ARDS (racing licence) test and passed. I have raced in the BRSCC Fiesta Junior Championship for the past two years and this year I finished 4th in the rookie championship. In 2016, I am competing in the Pre-2003 Production Touring Car Championship, in the Finsport prepared Honda Civic Type R."

Alex, who has been one of only 20 to be accepted on the Motor Sports Association (MSA) Academy program in Loughborough, believes living with Myotonic Dystrophy does not hold him back but in fact drives him to tackle things he wants to do and helps achieve his goals. As Event Ambassador he hopes he can encourage other young people to visit The Mobility Roadshow and Get Going Live! and discover for themselves the amazing free opportunities on offer.

Alex comments: "Get Going Live! is a show that is very close to my heart. It allows young people to try a wide range of adaptations and driving controls, test drive accessible vehicles and even helps with a first vehicle choice. I will be at the event for all three days and will be available to chat to visitors regarding my experiences. I hope I can inspire some people to do whatever they want to do, regardless of their disability. Only by visiting this event have I been able to get to my privileged position in motorsport. The Mobility Roadshow & Get Going Live! events illustrate to all people, young and old, that even with a disability, it can be easy to get driving and remain independent with the right specialist products and solutions."



Liverpool MC

Aintree Sprint

The fourth Saturday in April saw Liverpool MC run one of their very popular Sprints at Aintree Circuit with 150 cars entered and a round of 10 different championships the entry was varied to say the least! 52 cars in the entry were Caterhams and the rest made up of a mixture of road going cars and a few rally cars and modified touring cars together with Sports Libre and single seater racers.

The event consisted of 2 practice runs in the morning followed by 3 timed runs unfortunately some small delays caused by offs prevented a fourth timed run.

I entered my recently acquired MG ZR rally car in the modified touring car class up to 1400cc unfortunately I was the only entry in that class so the class got merged with the up to 2 litre class

The car last competed on Wales RallyGB National in November and finished 40th and 3rd in class. I bought it the week after with the intention of making it road rally legal and doing the Preston Rally in East Anglia unfortunately work commitments and time to get the car ready got in the way and I had to pull the entry at the last minute.

So the Sprint was to be my first event in it. With a new helmet and HANS device (I don't like them) scrutineering passed and off to the first practice and first time I had driven it in anger. The car seems very light at the back end and is geared down for the forests so flat out 7000rpm sees 90mph flat out not ideal on a fast circuit like Aintree. Leaning on the cold rear tyres through Country and Village corners sees the back end sliding when I wasn't expecting it but managed to keep hold of it and cross the finish line.

After each run I went spectating and watching the other competitors runs those single seater racers are quick no doubt about it. The event was fairly drama free for myself and other competitors except for a few Caterhams going off and spinning.

Might have a go on another Sprint in the road going class in a different car maybe my Impreza, but I had fun and it was a very enjoyable day out

Report & Photos : John Gorton



Liverpool MC Aintree Sprint



Our first event of the season at Aintree went rather well..... 150 competitors, 2 practice runs followed by 3 competitive runs, 702 starts off the line (well done start line crew! : Photos right) and we finished before 4.30pm.

(150 X 5 = 650! Who got the extra 52 Starts?)

Our competitors seemed to have a great day and apart from one Caterham that made a somewhat over ambitious attempt at Bechers Bend that ejected the car into the scenery (only the drivers pride and wallet were damaged) most managed to stay on the black stuff all day.

Even the weather was on our side, and although chilly, it remained bright and sunny throughout.

A big thank you to everyone who took part, especially our marshals without whom the event wouldn't have taken place.

Thanks Guys! hope to see you all at our next event, our track day on 28th May!



Photos Courtesy of Brian Taylor
www.whitedogphotography.co.uk
Email : b.taylor60@aol.co.uk

Memories are made of this

*Photos Courtesy of
Tony North*



*Spot of roofing, (Dave Head & Caroline Lodge)
Malcolm Wilson Rally;*



Cumbria Rally 87



Simon Nutters special Escort



Peter Banham, Monte Carlo 91



A splashing Devils



*Graham Hawkrigde and Alan Hill,
'87 Illuminations*



Blue sea on the Troodos Rally, Cyprus

NORTH WEST RACERS

With Dave Williams, John Leck & Rachael Bourne

APRIL'S NORTH WEST RACING ROUND-UP

The Avon Tyres Northern Formula Ford 1600 Championship got underway at Oulton Park on 9th April while the CNC Heads Sports/Saloons headed to Croft on the weekend of 23rd/24th April for their second meeting of the year.

Avon Tyres Northern Formula Ford 1600 Pre90

Pole position for the season opener was only decided in the final moments of qualifying. Jaap Blijleven topped the charts as the 20 minute session came to its close but at the crucial time, with the track at its fastest, the clutch on his Reynard 88FF became inoperable due to a detached cable and Jamie Jardine was able to lap a tenth quicker than the Dutchman's best in his 1984 model Reynard just as the chequered flag came out.

Due to ongoing circuit maintenance on the full International Circuit, the Island Configuration of Oulton Park was being utilised for these first two rounds of the championship. As this includes quite a tight hairpin bend, Blijleven elected to fit a taller first gear for the race in the hope that it would give him more speed coming out of that crucial corner. Unfortunately, this strategy made him very slow off the line when the first race began. Not only did Jardine blast away down to Old Hall unchallenged but Calum McHale (Van Diemen RF89) and Mario Sarchet (Reynard 86FF) sped by pushing the UCLAN Racing driver down to fourth by the first corner. Further round the opening lap Jaap was up to third as Sarchet slithered wide entering Hislop's but by this time Jardine and McHale had already opened out a 2 second advantage and, with Blijleven having to defend against the late braking Sarchet, the gap had doubled after a few more laps. Eventually Jaap had enough of a gap over Mario to feel safe and settled into a rhythm. Upfront Jardine had great pace and McHale was only just holding on in his slipstream. When the second placed man was delayed slightly when dealing with a backmarker he lost the tow and Jardine was able to win unchallenged. McHale felt his front tyres losing grip and fell back into the clutches of Blijleven. At the final corner, Lodge, they were nose to tail. McHale ran wide but, with some relief, he held on by just a tenth of a second leaving Blijleven with the consolation of setting fastest lap.

After the joy of winning earlier in the day, build up to race 2 very stressful for Jardine when it was discovered that his fuel tank needed welding. With the help of others in the paddock, the necessary repairs were made and so the Frodsham driver was back in the cockpit in time to take his place at the front of the queue waiting to leave the Assembly Area but then there was more drama. His mechanic, Dave Hart, discovered that one of the radiators was loose and needed to be secured in place with the emergency application of tank tape and cable ties.

A band of rain arrived shortly before the red lights went out and the track became increasingly wet during the early part of the 20 minutes.

Not having had the most relaxing build up to the start, Jardine used too many revs when the red lights went out and Calum McHale was able to take the lead. Right on their tail was Jaap Blijleven who had made a better getaway on this occasion thanks to a lower first gear.

The second time they tackled Lodge, Jardine got crossed up and the Dutchman nipped through up to second. But then Jamie began to settle and work his way to the front. Thanks to some demon outbraking he eventually took the lead from McHale at Hislop's only to hand the place back at Lodge. He repeated the move at the chicane and this time he held on to take his second victory of the day.

Avon Tyres Northern Formula Ford 1600 Post89

There was an amazing entry for the Post89 races but this was because they counted towards the National Championship as well as the Northern series and the former has been rejuvenated this year thanks to it being nominated as a feeder series for the Mazda Road to Indy Shootout which will take place in December at Laguna Seca with a US\$200,000 scholarship in USF2000 up for grabs to the winner.

Against this top quality opposition, Oulton Park regular Doug Crosbie set the second fastest time in qualifying with his Van Diemen JL013K. Only the RF99 model of Ireland's Niall Murray was ahead of him.

Gary Watson leads Joe Spencer



©Bourne Photo



Two wins for Jamie Jardine

Continued on Page 48

NORTH WEST RACERS

Dave Williams, John Leck & Rachael Bourne

Continued from Page 65

Chase Owen impressed in the wet



©Bourne Photo

At the first corner of the opening race this pair made contact. Murray spun and rejoined at the back of the 26 car field. Crosbie continued in the lead but was demoted one circuit later by James Raven who hadn't found the right set up in the drying conditions of qualifying. Now, however, his Ray GR 15/16 was spot on and he powered away to victory.

Crosbie was left to fight off the remainder of the field in the runner-up position but ceded the place on the last lap to Raven's team mate and fellow Ray pilot, Chase Owen, who made a do or die manoeuvre at the Island Bend Hairpin on the last lap.

Owen is a Texan who was making his debut at Oulton Park. He drove a blinder to win the second race of the day in very wet conditions. With Raven making a poor start and dropping down the order, Crosbie was able to finish second. Last year's champion, Jonny McMullan, completed the podium in a Van Diemen DP08 just ahead of Niall Murray who was struggling with dry settings.

CNC HEADS SPORTS/SALOONS

Having missed the opening round at Oulton Park, Garry Watson made his seasonal debut at Croft. Although he had not raced at the Darlington track since 2013 the Westfield driver surprised himself by qualifying on pole with a time 1 second faster than he achieved 3 years ago.

The Sakers of Paul Rose and Steve Harris were next on the timesheets as set up problems on his Locosaki meant reigning champion, Joe Spencer, could do no better than fifth.

Spencer's car was much more to his liking for the first race and by the second lap he was in the lead having passed Watson at Tower. Watson was driving cautiously in the slippery conditions as hail showers had been sweeping across the track.

After a Safety Car period bunched the field up, Watson was able to out-drag Spencer to retake the lead down the main straight. He kept driving on the limit until the finish as he knew how much pace his pursuers had. During qualifying for Sunday's race, Watson elected to save his tyres and restricted himself to two flying laps. The best of these was compromised by a slower car which meant his Westfield would start fourth behind the Sakers of Rose and Harris plus Spencer's Locosaki.

The lighter cars of the men on the second row were able to slingshot past those ahead of them. The lead swung back and forth between Spencer and Watson before the latter seized the moment at Tower on lap 2 to blast away to his second victory of the weekend after a late braking pass by Spencer saw him run a little wide on the exit of the corner. As Spencer's tyres went off during the course of the race, Rose and Harris pushed him down to fourth.

Report by Dave Williams

with Photos courtesy of John Leck & Rachael Bourne

Rali Llyn Award Winners



Photos Courtesy of Duncan Littler

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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 15th May
John Overend Rally
Melbourne

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

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

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

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

Sun 10th July
Greystoke Stages
Greystoke Forest
West Cumbria MSC

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

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

25th to 30th October
WRC (GB)
Wales

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

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

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

Sat 26th November
Hall Trophy Stages
Blyton
Clitheroe & DMC

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

BIKE RIDES

Sun 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

16th July
INTRODUCTION TO
MARSHALLING

20th August
FIRE TRAINING
Darwen Services

BIKE RIDE EVENTS IN 2016

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

10 July Sunday –

The Magnificent Manchester to Blackpool Ride

In aid of Christies Hospital

04 September Sunday

Manchester 50 & 100 mile circular

In aid of Christies Hospital

18 September Sunday

Leeds 50 & 100 mile circular

In aid of Three Charities

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 Dickinson

2004 - Dave Crosby

2003 - Stuart Dickinson

2002 - Keith Lamb & Adrian Lloyd

2001 - Tony & Avril Lee

2000 - Ian Davies

1999 - Keith Lamb

1998 - Dave Crosby

2016 Golden Microphone Trophy

Latest Results After Round 4 SMC Stages

G	23	Ian Davies	40	points
G	25	Chris Woodcock	30	points
G	21	Dave Bedson	30	points
G	11	Mark Wilkinson	30	points
G	48	Peter Langtree	30	points
G	13	Stuart Dickenson	20	points
G	03	Les Fragle	20	points
G	33	John Ellis	20	points
G	09	Keith Lamb	20	points
G	56	Tony Jones	20	points
G	04	Alan Winterburn	20	points
G	31	Duncan Stock	20	points
G	55	Steve & Matt Broadbent	20	points
G	57	James Atkinson	20	points
G	37	Lee Skilling	15	points
G	24	Paul Henry	15	points
G	41	Jerry Lucas	10	points
G	12	Chris Jarvis	10	points
G	05	Steve Coombes	10	points
G	14	Adrian Lloyd	10	points
G	02	Graham Cookson	10	points
G	07	Tony & Avril Lee	10	points
G	69	Maurice Ellison	10	points
G	58	Geoff Ingham	10	points
G	17	Robin Mortiboys	10	points
G	65	Brian Eaton	10	points
G	51	Gerry Morris	5	points
G	28	Andrew Taylor	5	points

Radio Mutterings

JC Motor Services SMC Stages

With a changed later start time of 10am it's a pleasant spring morning drive across to Anglesey as Stockport Motor Club swap their usual venue of Weeton for the very different challenges of the Anglesey Racing Circuit. The drive down offers some spectacular views of the still snow covered peaks and high valleys of the Snowdonia National Park.

Signing on for the Radio crews is in the top floor of the Control Tower where we are welcomed by the ever efficient and well organised Mark Wilkinson our Gemini Controller for the day, assisted by trainee Tony Jones. Once the paperwork is signed and our welcome goody bag collected there is just enough time for a welcoming bacon buttie before heading out onto the circuit. For me it's 'ground hog' day as I am allocated the split or more correctly splits as the latter move around the circuit after each pair of stages as the route layout changes, meaning I must follow along. Once safely parked off the circuit and behind the barriers we await the Stewards inspection and all clear to start car one.

Before the action starts I must comment on one aspect of stage safety that I find puzzling and somewhat confused. At the same venue a couple of weeks before on the Lee Holland event we ran Yellow Flags as an essential part of the safety plan should an incident be called and the stage emergency vehicles have to enter the 'live' stage. In my personal view this system is essential on certain single venue events where at any one time you have numerous competing vehicles circulating on a variety of laps and if a serious incident occurs you want to be able to deploy the emergency vehicles to an incident as quickly and safely as possible. By using the Yellow Flag in these circumstances you immediately warn competitors that non competing emergency vehicles are on stage, competitors should slow down and obey marshal's instructions and certainly not pass the emergency vehicles. Importantly the system helps protect those going to the aid of the incident. A few weeks on at the same venue and at an identical type of event the Yellow Flag system is not used ?. In the current and quite rightly safety conscious climate I really don't understand why the organisers and Stewards can arrive at two completely different decisions as to whether or not to use the Yellow Flags as part of the event safety plan, maybe the MSA should further clarify what best or good practice should be in these circumstances.

Anyway back to the action and we start bang on time with a respectable if not exactly spectacular 51 entries (maybe its as a consequence of the extra miles south into Wales ?). From the very off the action is fast and furious at the split as one or two navigators or is it co-drivers flap their arms and clipboards in front of their drivers in a somewhat desperate attempt to get it right at the split. With everyone seemingly alert and wide awake I only experience one lost soul who decides that two laps just isn't enough fun and continues round for an unscheduled third lap, keeping the Stop line crew on their toes. By the end of the first stage 47 runners are still in the fight and come round for the second run. The scene is repeated although Car 11 is apparently pushed through the Flying Finish and for Car 18 a reported "large hole in the side of the block" makes for an expensive day out in Wales.

With blue skies overhead and yachts out on the sea, I move location to observe the moved split into the Flying Finish by the old pit lane for the next pair of stages. Initially there are reports over the radio that Car 46 or is it 48 is apparently running with different numbers on each side. After checking at the finish there is a radio call from Cambrian 12 suggesting that Gemini 4 should perhaps "have gone to Specsavers" (although other fine high street Opticians are available). I don't usually comment on individual cars but my hat goes off to Robert and Chris Wheeler in their very unusual and huge Volvo 740 saloon. Certainly not your typical rally car and left hand drive to boot, it certainly filled every available bit of road literally. The two stages pass off without too much drama and 45 cars finish Stage 4. Unusually for SMC the next stage turnaround seems to take ages, but maybe it's simply the different challenge of the vast Anglesey circuit compared to the more compact Weeton venue.



Anyway another change of scenery beckons for me and I park high up on where the old rallycross circuit used to be and look down on the changed split into the Flying Finish and some rather large and fierce looking bound lorry tyres.

Our Paddock Runner Dave Thomas is kept busy as Ian and Helen Winterburn on the Start Radio call out various missing cars for Dave to try and locate in the Paddock or confirm their retirement. To be honest with cars dropping in and out of the starting order it's hard to keep track of who is running and not, with 48 runners starting Stage 5. During the stage Car 48 experiences apparent electrical gremlins and is reported parked up off the stage. With recoveries only scheduled after each pair of stages and with all cars accounted for the start is soon ready with cars on the line to commence the next stage 6. Suddenly there is a "Safety" call over the airwaves as Car 48 seems to independently have decided to make their way back to the paddock. The stage start in 'mid' process is immediately halted and I'm alarmed to then see Car 48 appear travelling the wrong direction on the stage and then turn into the Flying Finish in front of me. If the sudden 'safety' call hadn't been made or heard or maybe been a few seconds later we would have had the very dangerous prospect of the ultra fast first car into the stage meeting head on Car 48 as it made its way 'wd' through the chicane towards the stop line. The unthinking actions of Car 48 could have led to a very bad and completely avoidable situation.

My next move sees me cross the paddock and park overlooking the next split into the finish at the pit lane and what a spectacular view it is.

With a change of direction for the final four stages the turn-around crews certainly have their work cut out including the brilliantly named "Ben Hur" (thanks to Derek, Gemini 21). Ben Hur turns out to be a Honda CRV towing a caged equipment trailer or 'chariot' containing two of the set up crew !. After final checks by the CoC and Stewards the action resumes and one or two crews perhaps confused by the change of direction make every effort to destroy nearly every chicane, much to the disgust of the hard working marshals. Indeed the start of Stage 8 is briefly held whilst reinforcements are dispatched to rebuild one of the more damaged chicanes.

For the final pair of stages I relocate for the final time (maybe I could claim travel expenses from Mark, OK maybe not) and I park on the banking overlooking the split as they come screaming down the hill from the old gun turret. It might be the last pair of stages but the action shows no sign of letting up and I watch some real do or die manoeuvres into the split as 2, 3 or even 4 cars trade paint and a few door mirrors into the split junction. The stages end with no further real incidents and a creditable 39 runners finish the event more or less on four wheels.

All in all a well supported and successful event as SMC trade their former event home at the Lancashire military base at Weeton for the Anglesey Racing Circuit and for once on the SMC stages it doesn't pelt down with rain. Next month for me its back into the Welsh forests for the Plains Rally.

Ian Davies (Gemini 23)



Tom Preston joins CA1 Sport's British Rally Championship team in new ŠKODA Fabia R5

Tom Preston has joined CA1 Sport's 2016 MSA British Rally Championship line-up to drive a Hippo Motor Group-backed ŠKODA Fabia R5 from the next round of the series, the Pirelli Carlisle Rally (April 30-1May), onwards.

The Carlisle-based squad, which is leading the BRC Teams' category after two rounds, will become a four car BRC team with immediate effect – running Preston's Fabia R5 alongside the similar ŠKODA of 2011 BRC champion David Bogie and the two Ford Fiesta R5s of Fredrik Åhlin (who has led both the Mid Wales Stages and Circuit of Ireland) and four time MSA Asphalt Junior rally champion Alex Laffey.

CA1 Sport, has previously prepared and run Preston's Focus RS WRC car on selected British events. The Fabia R5 demands a completely different set-up and driving technique, and Preston tested his brand new car for the first time at the Forest Experience Rally School complex in Carno, mid-Wales, last week. Co-driven by Jack Morton, the 35-year old from Earby in Lancashire then gave the ŠKODA its first competitive shakedown on the Somerset Stages, finishing a trouble-free 7th overall.

Tom Preston said: "Our plans are to contest the rest of the British Rally Championship, from the Pirelli Rally onwards, and as many rounds of the BTRDA as we can. I need as much seat time in the Fabia R5 as I can get, because without the active differentials and things like that it's a very different car to drive than the Focus RS WRC. We normally only do around six or seven events a year, and I really need to do more rallies so that I can be competitive in the BRC. It's going to be a learning year in a new car, as we prepare for big push next year.

Martin Wilkinson, Head of CA1 Sport, said: "We're absolutely delighted that Tom has moved into the British Rally Championship with us in an R5 car. Having worked with him for many years, we have seen what a talented and technically competent driver he is. The ŠKODA Fabia R5 is a lot different to the Ford Focus RS WRC that he drove last year, but we're confident that Tom will quickly get to grips with the new car and really benefit from a learning year. Our aim as a team was to run four cars in the BRC this year – the way we are set up technically and logistically makes a four car team perfect. It's worked out very well indeed and we couldn't be more delighted with the driver line-up we have."

In May 2013 I was introduced to proper Classic Rallying when I did the Ilkley Jubilee with Paul Brereton in his RS 2000

Paul, being 2 years older than me, had been saying, for a little while, how difficult it was to keep up the required concentration for night rallies and how long it was taking to recover after the event. At the time I took it with a pinch of salt but I have said it before and I will now say it again, time is quickly catching up on me and I will see through this year but doubt that I will manage anything like the number of events I have been doing of late.

The problem with my standing down is that I will leave at least four drivers looking for a navigator for events in 2017. There is a huge shortage of navigators for road events. I might make the odd mistake on road rallies but even with those mistakes I could, if I wished, be out every weekend doing events. On the recent John Robson Rally there was one driver who was that desperate for a navigator that he was offering to pay travel expenses and accommodation for anyone who would sit in with him. I am told, but don't know for sure if it is true, that one navigator charges his drivers £100 per event. Don't think I could get away with that, but it would be a nice little boost to the old age pension! 40 events a year and £4k. Should or would I tell the HMRC?

Following the 2013 Ilkley Jubilee, Paul and I only managed to do one more event together (The Berwick Classic) before taking poorly and he then passed away on the 18th of May 2014. I still miss him and his enthusiasm so much.



Primrose Trophy Cancelled!!

It is with regret that we announce the cancellation of this year's Primrose Trophy Rally. The organisers have not taken this decision lightly, but due to a series of unmitigated circumstances, it has become clear that the event cannot successfully run. A full refund will be issued to all competitors in due course.

It is important to note that this cancellation has no bearing on the running of the car club's other event, the Clithertonian, which is due to go ahead as planned in September.

Rest assured that the organising team will begin preparation for 2017's Primrose Trophy in earnest, and will use this brief hiatus to improve the format from previous years.

Thank you for your understanding.

Mat Kiziuk – Clerk of the Course

Matt Broadbent – Secretary of the Meeting

On the recent Kick Start Rally of Derbyshire I got a lot of earache from one marshal for drawing alongside another competitor and asking for the same time (nicely & saying please). I was not alone in getting a load of expletives from this marshal. I know it was cold out there. I know you do it for free. I know we couldn't compete if you didn't marshal (I marshal myself) but you did not need to be so abusive. You don't need to take your frustrations out on me. Not my fault it was cold that night.

Grumpy Old Git



Myerscough College

Providing opportunities for all

OPEN DAY & AutoSolo Sunday 12th June Promote Your Club

I know I have put an advert in on page 13 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 don't 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



If you read all of the April issue of 'spotlight', and I can't blame you if you didn't because there was an awful lot in that issue to get through, you might have noticed (*Grumpy Old Git*, page 75) that I am looking for someone to gradually take over from me with the compiling of 'spotlight'.

In 'Grumpy' I also said that it does not take me as long to put it together as most people imagine and it really is not as hard as people think once you get the hang of it. Having said that, I only had a feeling as to how much time I put into knocking it all together and thought it might be a useful exercise to log the time spent sorting it all out. I put a stopwatch next to the keyboard and everytime I sat down at the computer to work on 'spotlight' I recorded the time spent.

I even surprised myself with how little time it took each day but was also equally surprised at how many days it actually did take up. In my head it was far fewer days and a little longer for those days that I did work at it, but I can only assume that each month is slightly different and so much depends on when events happen and who I can persuade to write a report. My recollection of past issues was doing nothing to it for days on end at the start of each month and then it gradually getting busier towards the end of the month and in the last week chasing up promised reports and also trying to squeeze in reports that I had not expected but always seemed to arrive on deadline day

Ideally, what I am looking for is someone who is a regular competitor, preferably a navigator (because drivers never know where they have been on an event), but it does not have to be, but it does need to be someone who can find half an hour most days to work on the newsletter and work with me putting it all together. I will show whoever it is how quick and simple it really is and bit by bit get them to take over the whole thing.

It really is not as hard as you imagine

If you even think you only might be interested and want to know more give me a call and we can chat it through.

Grumpy Old Git



Maurice Ellison

07788-723721

May issue

Date	Day	Time(m)	Task
1	F	36	Preparing Layout for May issue
2	S		
3	S	17	Check FB & BRF
4	M	15	Chase up reports (email)
5	T	14	Copy & Paste received articles, FB & BRF
6	W	17	Copy & Paste received articles, FB & BRF
7	Th	12	Copy & Paste received articles, FB & BRF
8	F	10	Copy & Paste received articles, FB & BRF
9	S		
10	S		
11	M	22	Copy & Paste received articles, FB & BRF
12	T	15	Copy & Paste received articles, FB & BRF
13	W	9	Copy & Paste received articles, FB & BRF
14	Th	14	Copy & Paste received articles, FB & BRF
15	F	10	Chase up reports (email)
16	S		
17	S	24	Copy & Paste received articles, FB & BRF
18	M	19	Copy & Paste received articles, FB & BRF
19	T	16	Copy & Paste received articles, FB & BRF
20	W	18	Copy & Paste received articles, FB & BRF
21	Th	52	Writing Grumpy, KSRoD & Ilkley Jubilee
22	F	18	Copy & Paste received articles, FB & BRF
23	S		
24	S	28	WRC Argentina, Inside the Industry,
25	M	39	Moving stuff about to fit
26	T	15	Send out Proof copies for checking
27	W	20	Update Championship Tables
28	Th	25	Copy & Paste received articles, FB & BRF
29	F	65	Last checks, corrections & page numbering
30	S	15	email out
Total		545	
Average mins/day		18	

Total time 9h 05m

Aging gracefully:

- I changed my car horn to gunshot sounds. People move out of the way much faster now!
- Last year I joined a support group for procrastinators. We haven't met yet...
- I don't need anger management. I need people to stop irritating me!
- When I was a child I thought Nap Time was a punishment... Now, as a grown up, it just feels like a small vacation....
- My people skills are just fine. It's my tolerance of idiots that needs working on.
- If God wanted me to touch my toes, he would've put them on my knees.
- The kids text me "plz" which is shorter than please. I text back "no" which is shorter than "yes."
- I'm going to retire and live off of my savings. Not sure what I'll do the second week.
- Even duct tape can't fix stupid ... but it can muffle the sound!
- Why do I have to press one for English when you're just going to transfer me to someone I can't understand anyway?
- Of course I talk to myself, sometimes I need expert advice.



Ilkley Silver Jubilee Historic Rally

Sunday 10th April



A busy week preceding this rally, I was down in Plymouth for the funeral of Ken Snailham, Mr. Quorn Engine Developments, my long time hillclimb partner, we have had some fun in a variety of cars (and the pubs afterwards) over the years ranging from a modsports Lotus 7 to a full house Pilbeam with one of Kens KV6 2litre engines, on methanol, best sounding engine ever for us, over 300bhp in the Pilbeam made life pretty exciting. I shall miss his wisdom, humour and patience.

Picked the Volvo up from Kevin Savage on Thursday, hasty polish and over to Motoscope Northallerton for rolling road set up on Friday. It was running weak at the bottom end with some uneven soldered and drilled jets, emulsion tubes replaced and new jets, what a difference in driveability there was, one transformed car. Great place, a tidy and clean workshop always gives you confidence.

For this rally I had a different navigator, Rob Henchoz from Amazon Cars in Suffolk, he had helped me make sense of the car after I bought it, a bit of a dog, on this occasion my enthusiasm had got away with me, but it did mean the car had to be virtually rebuilt, meaning I got to know it intimately. Niall had been unavailable initially, so I turned to Rob, only for Niall to get clear closer to the event, too late unfortunately. Still, a chance to see and feel how someone else dealt with navigating, he is in the 'masters' category, so we were up with the big boys!

We were seeded 24 out of 80 cars in the rally proper, some 25 others were taking part on the 'tour'. The event started with 4 tests at the Hildebrand Barracks, really coarse tarmac, loads of grip that shredded the shoulders on my front tyres, oops. Just settling in, we set off on the first regularity and started really well, gelling his instruction and my responses pretty well. The test at Allerton, between barns and round slippery cones led to me being accused of being a hooligan by a spectator, he was grinning from ear to ear, so was I. The next regularity was a short one, on private ground, estate roads, with 3 controls in relatively quick succession, the controls don't have to be 2 miles apart as they do on public roads. By the time you get out of the control you are down on time, lots of slippery track and some edgy driving saw us drop a little time, but still in the hunt. We dropped a total of 14 seconds, the winners 10 seconds, so we were on the pace. We had a bad regularity in the middle of the morning, a wrong slot (T left instead of T right sent us 2 miles up the wrong way before realising that we were wrong, cue a furious bit of driving to try and limit losses, but dropped 25 seconds to the next control. Other regularities were perhaps less intense, with quite long distances between the controls, brings with it a different demand for discipline and concentration to try and stay as close to target time as possible! Nice views over Lofthouse, Yorkshire at its best. When I'm rallying with Niall in that neck of the woods there are no roads that he hasn't cycled or rallied on in road rallies, he seems to have a photographic memory, I'm envious of his skill.

Continued on Page 56



Photos Courtesy of Jez Turner



Ilkley Silver Jubilee

Continued from Page 55

At lunch we had been 6th O/A on the first card, but had dropped to 12th after our wrong slot, all to play for in the afternoon. First regularity after lunch round Brimham Rocks area saw us lose more time, not sure why, probably as much because we were fretting about the losses in the morning, never a good idea, once you've made a mistake, no point in carrying it around and letting it get to you, best look forward to what's ahead and concentrate. Then into Coldstones Quarry for 3 tests, brilliant fun, apart from fishing for a gear on the entry to a slalom, downhill, we coasted through and I turned the air blue, unprintable language and definitely not for my grandson to hear, or anyone else for that matter, sorry Rob!

The next regularity we were back on song, a smattering of seconds dropped only, and confidence returning, a good feeling. A hill-climb test at Hawpikes Farm near Bolton Abbey was my territory, though no Pilbeam, for a 44 year old car that likes to wheeze a lot the Volvo did really well, we were only 3 seconds slower than the fastest time, and I felt that if I hadn't been such a wimp we might have been a bit closer, forever the optimist. Another good regularity ended with a 0 score on the last section, we were back on song!

Into the last test, Scargill reservoir, cracking run down to the bottom spoilt by my 3 point turning the last hairpin, Niall who was marshalling there remonstrated with me afterwards, as apparently I was the only one in the top 25 to do so, basically I chickened out at the last minute, I confess. 18 seconds dropped to the winners! Ouch.

At the finish it turns out we've come 3rd in the Masters class and 8th overall, neat result, so far 3 top ten finishes out of 3, can't go on?

Thanks have to be made to the organisers and marshals, great weather, sunny and warm to start but colder later on, always cheerful and chatty at the controls. Congratulations to the 3 in a row winners, Messrs Warren and Pullan, they are on a real hot run. Chapeau to the other finishers and award winners, another good day out in the lanes. Only took 2.5 hours to remove what seems to have been half of Yorkshire from the wheel arches!

Simon Frost

Clitheroe & DMC & Kirkby Lonsdale MC

**Photos Courtesy of
Tony North**



Ilkley Silver Jubilee Historic Rally & Run

Sunday 10th April



I think that every event I have started this year has not gone as planned. The plan for the Ilkley Silver Jubilee Rally was to do it with Steve Price in the Micra as part of the NESCR0 Targa Challenge. That plan fell apart when we sent in our entry and got it returned because the Micra did not qualify as a 'Classic' or 'Historic' Car. A quick check with the NESCR0 compilers and it turned out that we (mainly me) had miss understood which of the NESCR0 events were part of the Targa challenge. So the Ilkley was dropped from our plans and I could now do the Kick Start Rally of Derbyshire if someone was daft enough to offer me a ride. (See page 30 for KSRod Report)

On Monday the 4th of April I got a call from Dave Whittaker. Dave had an entry in for the 'Run' on the Jubilee with his daughter in the hot seat of Daves MK1 Lotus Cortina, however, Dave had just been offered some work offshore and couldn't turn it down. He had offered the car and entry to his brother Peter and Peter had asked Dave to ask me to ride shotgun. At first I turned the offer down because of the KSRoD but after only a few moments I said that it was just doable providing we didn't stuff it on the KSRoD and as long as we didn't hang around at the finish.

Because I felt that I might be a bit rushed to get signed on on the Sunday I travelled to Ilkley on the Saturday afternoon and signed on then and then went to meet Ken Quinn to travel down to Chesterfield to the KSRoD.

Finished the KSRoD and grabbed an hours kip as Ken drove back to his house and then I made my way to the Ilkley Jubilee Start at the Millstones Hotel on the A59. Pete had gathered all the documentation and had even written up the notes for the tests for me.

We get to the 1st test and whilst waiting in the queue for our start the plugs foul up and Pete has to do a quick plug change. On the second Test the Lotus stalls on a 360° round cone and takes forever to start (another competitor does a 360° round us and the cone as we are trying to get it to fire up). Good start! We then do these two tests again but without any dramas this time.

The rest of the morning is then a series of Regularities and Transport sections. It might be the lack of practice doing Regularities or it could be the lack of sleep but one way or another we dont fair too well but have a lot of laughs despite the cockups. We might have done better if we had been a bit more serious and not been nattering about things none Ilkley Jubilee.

We do three tests at Cold Coates Quarry and do OK on the 2nd and third test but got a Wrong Test on the first one. Tracy Smith is running the finish control and tries to sooth my grumbles with 'WT' stands for 'Well Tried' (*didn't work Tracy : Still grumbling*)

Another Regularity or two before the test at Hawpike Farm. Not a bad run and when we get to the end of the test Pete decides to do a few checks on the car. Only thing required is a few drops of oil for the engine. This engine does not like to stop and it takes an age to start it again. Another Test on Hawpike Farm and the on to more Regularities and believe it or not I manage to get one of them spot on. Chuffed to mint balls.

Last Test is at Scargill Reservoir. All goes well until the very last bit when we have to do a hairpin right on the loose and then go up-hill to the stop astride line. Pete yanks on the handbrake and it sticks on and we struggle to drag the car up the slope to the line.

Enjoyed every minute of it and never stopped laughing. Pete 'mothered' me through the day with endless soft drinks and sugary sweets to keep me awake (plus the occasional nudge in the ribs)

Maurice Ellison : Clitheroe & DMC



Photos Courtesy of
Jez Turner

NESCRO CLASSIC CHALLENGE

Pos	Driver	Total
1	Ross Butterworth	102
2	John Bertram	93.3
3	Andy Lane	90
4	David Marsden	85
5=	Jim Hendry	76.7
5=	Jamie Stewart	76.7
7	Phil Jobson	70
8	Ben Blanchard	68.3
9	Ian Dixon	60
10	Alan Clark	51.7
11	Paul Mankin	50
12=	Clive Escreet	43.3
12=	Gavin Thomson	43.3
14	David Heirs	35
15	Sally Ann-Hewitt	30
16	Keith McCurrach	26.7
17	Drew Struthers	18.3
18=	Jonathan Huffer	10
18=	George Eland	10
18=	Dave Agnew	10
21	Chris Haw	5

Pos	Navigator	Total
1	Ali Procter	102
2	Andrew Fish	93.3
3	Richard Crozier	90
4	Mike Garstang	85
5=	Bob Shearer	76.7
5=	Jack Stewart	76.7
7	Caroline Jobson	70
8	Bob Hargreaves	68.3
9	Maurice Millar	60
10	Iain Thorburn	51.7
11	Peter Scott	50
12=	Tom Leeming	43.3
12=	Dave Lauder	43.3
14	Austin Leask	35
15	Mark Lewis	30
16	David Bell	26.7
17	Jim Johnston	18.3
18=	Joe O'Leary	10
18=	Ian Eland	10
18=	Alan Jackson	10
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 Procter	5.0
27=	Sheila Ross	5.0
27=	Tony Vart	5.0

Photos Courtesy of Tony North



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

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 Roughhead : 01661-886845

Email : r.roughhead@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.freemove.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

It's all about the plates...

For those of a certain age in rallying, the mention of number plates starting 'K-AM' would get the juices flowing...Sainz,Auriol and many many more have all graced products from TMG bearing those numbers. So when the chance came to get in on the action and enjoy some of that feeling, who was I to say no! But I'm jumping ahead here, how did the TMG GT86 CS-R3 come to grace the first round of the reinvigorated 2016 British Rally Championship? Well it's a journey that started in 2013 for Neil Yates from RallyPrep when he approached Toyota with a view to doing something. The conversations stalled for a while and then came alive roughly 12 months ago, then around September time I launched my company (Lightning House Ltd) and said to Neil let's see if we can finalise this deal.



Fast forward to the week after Rally GB in November which saw Neil and Myself go out to Cologne to agree terms with TMG for 2016. As an aside if you ever can go their museum is superb...everything you could imagine from Toyota's history is there including an early 90's fully restored service barge, WOW!

Why were we so keen on CS-R3, well it's the only homologated R3 class car that is rear wheel drive, has 235 bhp and masses of sideways, what's not to like !

We had the pleasure of announcing the deal at Autosport 2016 and then it was all hands on deck. Possibly time to put some myths to bed also, it is a full factory car, Toyota have registered as a manufacturer in 2016 and it will almost certainly be seen again very soon. All happy..very good, now on with the fun. Autosport was a great show as we also arranged a deal with Pirelli and those great guys at HRX racewear, (how good do those overalls look!)

As part of the deal we agreed to host a promotional day before the event, Ryan Champion kindly agreed to come down and set her up, but my mind started thinking who else might fancy a go...GT86 is rear wheel drive so former British Historic champion Julian Reynolds seemed a good choice as was Terry Brown, then I thought who could we get who would really enjoy it but also have a nice link to Toyota's history...well Dai Llewellyn of course (along with son Ben). All had a go and all loved it, a car it was easy to get in and extract fun from immediately. Oh and Dai? Well it would seem rude not to have a run with him, and wow that box was fully ticked from childhood memories, what a guy he is.

So the event, I've not mentioned our driver have I? When we were thinking of bringing it over we wanted someone who is well known and an exponent of sideways, that man was an easy choice in the form of one of my regular drivers, motoring Journalist Chris Harris. We actually didn't know when we set the deal up that he had a Top Gear role, and found out much the same as the rest of the world.

The event:

The recce wasn't great for us due to the challenging weather (snow) and indeed by nearly midday we hadn't touched a stage. Therefore we made the decision to decamp and go through the DVD instead. The real event heroes were the marshalls for standing out in that weather which appeared on and off over the weekend.

Saturday dawned bright and clear although snow was still laying on the hills. An interesting day of various media events (which saw me interviewed by Colin Clark...quite the honour) before the meat of the action in the early evening.

That first stage in the dark was to be a baptism of fire , Chris's first stage in the dark and 16 miles of Hafren to contend with. A stage I must admit I love as it has a bit of everything in there with a changeable surface that favours the brave. Chris was driving really well until about 9 miles in when the car stuttered and then stopped at 10 miles. Sadly the little race battery had cried enough and decided it didn't want to play. Thus end of day one for us...funny story though. We're right in the middle of the forest, it's not an easy place to reach when out of the darkness suddenly a voice shouts, 'Brynmor, it is you isn't it'..There appears Darren Garrod (Mark Higgins co-driver)...as if that's wasn't weird enough he then introduces me to Antoine L'estage (multiple Canadian champion). Rallying really is a small world.

Sunday was a new day and we approached it with added vigour to do a decent job for the team and the fans, the first stage of Pikes Peak was really awesome, CS-R3 was in it's element up the hairpins and the fans were literally hanging off the banks to cheer us on, we'd expected a reaction but not this. Myherin then followed which was a tricky stage with cars off everywhere , but I must say Chris was driving superbly, very much being a rally driver and playing the car beautifully. We'd also got a nice rhythm going with the notes which is also very rewarding. Trip to service saw a general check over and some new rubber and out again. SS5 was a repeat of SS1 from last night and sadly we didn't reach Sweet Lamb again, a crew in a Subaru had a huge accident on what is known as 'Mcrae's ' coming over from Hafren into Sweetlamb and the stage was stopped. Fingers crossed they're both well. There then followed the final stage which was Pikes Peak in reverse (so down the hairpins)...Chris was again doing brilliantly, I was also impressed with all the Snowmen in there, kudos to the builders. All too soon it was over and back to the finish. Finishers awards, Sort Oil vouchers for Chris and spraying the bubbly for a class win (in my eyes, thanks Harris).

All in a superb experience and hopefully something that gave fans a different shape to enjoy on the stages. As a package CS-R3 is superb and you can tell it's been built by such an iconic brand.

There will be several in the UK by the end of the year I'm sure and if you have any enquiries please contact Neil Yates at www.rallyprep.co.uk or myself at bryn@lightninghouse.co.uk and we'll see if we can help.

Thanks to TMG, Pirelli, HRX racewear, RallyPrep and Lightning House Ltd. Not forgetting the service team of Neil,Kev,Graham and Dave.

Bryn Pierce : bryn@lightninghouse.co.uk

Lean Mixture - Ethanol

The Mini Cooper Registers April 2016 magazine 'Cooper World' contains a fascinating article on modern fuels and the potential issues arising from the additional of ethanol. It's not the usual stories of the way gas-kets, seals, plastics etc etc can be degraded by the addition of ethanol but a well reasoned article concerning the potential effects on the air to fuel ratio.

In a nutshell adding ethanol potentially leads to the mixture getting leaner. As the percentage of ethanol increases in coming years this will become more of an issue. This weakening of the mixture can result in power loss and pinking (pre detonation) unless the mixture is readjusted to accommodate the change.

The reasons given, based on information from leading petrol suppliers, include that ethanol contains 35% oxygen by weight and will naturally 'lean off' the fuel air mixture. Currently many suppliers add 5% ethanol but the move is to go to 10% and the Government is more than hinting that this will increase in the future as it attempts to meet 'green' targets.

At 5% mixtures will be slightly weaker and on high revving performance engines with carburettors, if unadjusted, this could result in higher temperatures and damage to the cylinder head including in the form of cracking, with valves and pistons overheating, before any temperature change is apparent in coolant temperature.

The situation with fuel injected engines isn't quite the same if they are fitted with 'knock sensing' this simply retards the ignition slightly if knocking is detected. This avoids the potential damage but the downside is a increase in fuel consumption and, perhaps more importantly for competition cars, a fall in power output.

Cars with Lambda sensors have another little twist to be considered. The calibration of the sensor itself may need to be adjusted (may mean an alternative sensor) to take into account the changed fuel air mixture.

A simple table shows the changes:

Optimum Air / Fuel Ration

	Air/Fuel ratio for max power	Optimum Air Fuel Ration	Best Economy
Unleaded	12.6	14.7	15.4
Unleaded + 5% Ethanol	12.4	14.4	15.1

Just to add to the complex picture fuel companies slightly alter the additive mix summer to winter. This ensures easy starts in hot summer temperatures (we live in hope!) and conversely in cold winter conditions.

Best advice appears to be to get your engine set up for the fuels you use. Simple adjustments to ignition timing and carburettor jets should be suffice for older engines. Newer fuel injected engines may need changes to the Lambda sensor and possible adjustments to the ECU mapping. Engines on the latest vehicles, as a guide produced after the introduction of ethanol in fuel, are designed to run on fuels containing ethanol so there shouldn't be a problem unless of course the engine has been re mapped to extract the last bit of power!

As the percentage of ethanol increase this exercise may need to be repeated.

Chris Lee : Lancashire A.C.



AN AIRPLANE WAS ABOUT TO CRASH; THERE WERE 5 PASSENGERS ON BOARD, BUT ONLY 4 PARACHUTES.

THE FIRST PASSENGER, **HOLLY MADISON** SAID, "I HAVE MY OWN REALITY SHOW AND I AM THE SMARTEST AND PRETTIEST WOMAN AT PLAYBOY, SO AMERICANS DON'T WANT ME TO DIE." SHE TOOK THE FIRST PACK AND JUMPED OUT OF THE PLANE.

THE SECOND PASSENGER, **JOHN MCCAIN**, SAID, "I'M A SENATOR, AND A DECORATED WAR HERO FROM AN ELITE NAVY UNIT FROM THE UNITED STATES OF AMERICA."

SO HE GRABBED THE SECOND PACK AND JUMPED.

THE THIRD PASSENGER, **DONALD TRUMP** SAID, "I AM GOING TO BE THE NEXT PRESIDENT OF THE UNITED STATES, I AM THE SMARTEST MAN IN OUR COUNTRY, AND I WILL MAKE AMERICA GREAT AGAIN".

SO HE GRABBED THE PACK NEXT TO HIM AND JUMPED OUT.

THE FOURTH PASSENGER, **BILLY GRAHAM**, SAID TO THE FIFTH PASSENGER, A 10-YEAR-OLD SCHOOLGIRL, "I HAVE LIVED A FULL LIFE AND SERVED MY GOD THE BEST I COULD. I WILL SACRIFICE MY LIFE AND LET YOU HAVE THE LAST PARACHUTE. "

THE LITTLE GIRL SAID, "THAT'S OKAY, MR. GRAHAM. THERE'S A PARACHUTE LEFT FOR YOU. THE SMARTEST MAN IN AMERICA TOOK MY SCHOOLBAG ."



NATIONAL 'DRIVE IT' DAY

Whoever dreamt up the idea of National "Drive It day" could never have thought how much benefit it would bring to so many different parts of the motoring community in such a short time.

Firstly of course it gives enthusiasts a date on which to focus in order to get out their cars and have an early spring drive especially as many will have been in hibernation over the winter months.

Secondly, the clubs and various individual groups need a venue to which they can drive. The venue needs a car park of course so car museums, historic houses, seaside towns, country parks, hotels and pubs suddenly benefitted from a big influx of visitors at a very welcome time prior to the normal holiday season.

Parts suppliers for classic cars found they were much busier a month or two prior to the chosen date as enthusiasts had their cherished vehicles prepared for the big day.

Paint and restoration shops were inundated with jobs but most were under pressure to be completed before "Drive It Day"

Specialist Insurance companies dealing with classics underwrote many new policies in early April, other suppliers selling such motoring related items such as leather flying jackets and helmets, gloves, scarves even umbrellas also found a sharp upturn in trade. All in all a great boost to many businesses.

This additional business of course would I imagine bring a big smile to one individual in particular as he would benefit from every transaction done, that individual being the Chancellor of the Exchequer of course.

All in all not a bad deal for him, give some of the older cars a chance to drive on our roads without having to pay road tax but in return gather in all the VAT and other revenue, create a boost to the economy, safeguard lots of jobs and give people the chance to meet old friends and renew acquaintances many that were struck up at previous Drive It Day events..

This is the sort of sustainable business this country needs, it benefits a great many people, creates interest in our history, provides enjoyment and jobs.

Whoever thought up "Drive It Day" on behalf of everyone I would like to say "Thank You, it is appreciated by everyone..

Dalemain Historic House hosts a "Drive It Day"

Wigton Motor Club were one of the many clubs to organise a Drive it Day on Sunday 24th April when almost 200 vehicles from all over the region converged at the lovely Dalemain House near Ullswater in the Cumbrian Lake District.

Here people could partake of refreshments at the cafe and tea room inside the historic house, walk in the picturesque grounds, chat with fellow enthusiasts, have a picnic and hopefully put some money in the charity donation buckets in aid of local charities.

Despite sleet and snow in the locality, quite a number of vehicles having already driven through some inclement weather en route, the micro climate at Dalemain was sunny and warm encouraging people to chat and inspect the wide variety of vehicles on display.

Stalwart organiser Graeme Forrester and fellow Wigton members did a great job as usual organising everything so meticulously, this being one of the main reasons the event has grown each year with drivers now coming from all over the north of England, southern Scotland and even further afield.

Keith Thomas



REVIVAL HILLCLIMB NEWS

Many events are suffering from falling entry numbers of late, much of this due to the vast expense of cars having seats and seat belts needing replaced due to the lifting of these components even though potentially they may never have been used at all. They may have been bought and fitted to a car that had never ever been used.

Revival Hillclimbs on the other hand are gaining in popularity enormously as cars built before mid 1970s are exempt from these regulations so are a very affordable way for people to enjoy motorsport without having to have a fortune in the bank or worse still as many have done overstretch their financial resources and then get into financial difficulties because of their love of motorsport.

Boness Hillclimb in Scotland will have regulations ready to download shortly for their September event and it is so popular they have increased the paddock and altered the track so will be able to take an additional 20 competitors this year. Last year there was a full entry and many more people are wanting to compete this September

Visit Bonesshillclimb for details.



CHATEAU IMPNEY

Chateau Impney is way oversubscribed as far as entries go but if you hurry it's still possible to buy advance tickets at discount rates.

One of Sydney Allards' most famous cars is competing in the hands of Dr Jonathan Rose. This car held the hill record at Prescott just after the car was built, it is a fearsome V8 rather agricultural looking machine with lots of torque and very aptly named "Tailwagger"

A couple of years ago it was entered at Prescott in my class, this appearance after no less than forty years laid up in a garage. It broke down after a couple of runs but fortunately the trouble was traced to a burnt out coil and having a new spare with me for my Buckler we quickly fitted it and Jonathan promptly blew the rest of us into the weeds and went on to win the class.

Jonathan and I became friends and I ended up buying a very derelict Austin 7 from him to restore. He lives near Oxford so Edwin Cook, John Hunter and myself went for the car and had a fabulous day with Jonathan looking at his Bugatti, GNs, Morgan 3 wheeler, Frazer Nashes, Austin 7s, Porsches, Allards and many other cars at his place. A great day out indeed.

To see this car in action or to see more information about it.

Google Chateau Impney Hillclimb, click on "blog" and the information is on Chateaus website



Keith Thomas



Chateau Impney tickets can still be bought with a 10% pre booking discount
www.chateauimpneyhillclimb.com

The Dark Peak Tour 2016

Morning Section

Saturday the 23rd of April dawned dry, bright and sunny for Glossop & District Car Club's inaugural Touring Assembly - The Dark Peak Tour 2016. Starting from the Carding Shed, in Hepworth with scrutineering, signing on and a lovely breakfast to start the days 'action'. With the cross of St George, the 30 entries were flagged away at minute intervals, to enjoy an approximate 145 mile trip around the Last of the Summer Wine Country and the Dark Peak area of the Peak District with a stop off at the Dore Moor Inn, near Sheffield for a buffet lunch. Using an all tulip route in a very professional looking road book and with 23 Code Boards to record on their Progress cards, the competitors set off via the Holmfirth Vineyard, the villages of Holme, Meltham, Honley and Farnley Tyas to end the first section just outside Stocks Moor. Results, later would reveal that some crews were picking up a full house of code boards...whilst some weren't.....

Onto the next section which took crews past the huge windmill farm near Ingbirchworth and on through Penistone to finish just east of Snowden Hill, with many crews again finding all the code boards. Section three started just north of Stocksbridge and saw the crews enter the myriad of yellow roads which form the Strines area passing Wigtwizzle and skirting High Bradfield before finishing just west of Dungworth.

By now, everyone was into their stride, but one crew had fallen by the wayside and didn't take any further part mainly due to 'mal de nav'! The last section of the morning, before lunch, had the crews crossing the A57 twice and then on to Ringinglow, followed by a welcome and very pleasant lunch break at the Dore Moor Inn, near Sheffield. At this point eight crews had found all the code boards with others dropping one or two in various locations.

Afternoon Section

Sixty minutes later, the first car left the halfway lunch halt to pick up where they had left off with a drive across Burbage Moor, down past Stanage Edge and around the back of Hathersage before a main road section up through Bamford, Brough and Bradwell. The weather continued to be dry and sunny with just a nip in the air, which saw the open top sports car crews pull up their scarves around their ears even further.

The event then sent the crews on their longest section of the day with just over forty miles of section seven, which saw the organisers take the crews into Castleton, up the infamous Winnats Pass then onto Sparrowpit, Peak Forest, Dove Holes, Chapel-en-le-Frith, Edale and back up to the Strines area via Low Bradfield this time. Again, some crews were finding all the code boards and some not....

Two more sections remained with the first being a short run through the remaining northern part of the Strines area with visits to Midhopestones and Langsett. Then it was a run back down to the Carding Shed via the Flouch Roundabout and Dunford Bridge and a welcome cup of tea and a piece of cake and much chatter about the days events. At the finish, 29 crews out of the thirty made it back to the finish, eight of which had noted all the code boards and five had all but missed one, however, all were presented with a finisher's medal courtesy of Glossop & District Car Club.

All in all the event was very well received and the majority of crews had an excellent day, with a number of competitors already putting their names down for next year, which is provisionally scheduled for the 22nd April 2017.

Please check our website

**www.glossopcarclub.org.uk/thedarkpeaktour.html
as the year goes by for more information.**



Longton and District Motor Club

April Sprint

**3-Sisters Racing Circuit,
Sunday April 10th, 2016**

Sunday 10th April saw the opening round of the Longton and District Motor Club Northern Speed championship, and sprint series, at three sisters racing circuit Wig-an and run over the 1142 meters or 1250 yards in old money of circuit 2, there were 75 competitors competing in 22 classes, also in attendance were the eight competitors running in the Pirelli Ferrari hillclimb championship. The weather was cool and dry and did warm up after the lunch break, two practice runs and one timed run were held in the morning session with a further four timed runs after lunch. First away was Class SB for standard saloon cars over 1400cc and up to 2000cc and won by car 18 Peugeot 205 GTI driven by David Goodlad setting a new record of 57.53 .following at 1.35s behind at 58.88 was Colin Duncalf in car 19 listed as a Honda Civic but looked suspiciously like a Renault Clio sport. Class 1B for road going saloon cars 1.4 up to 2.0 was won by Keith Minshull in car 27 Peugeot 306 Rallye with a best of 52.59 with car 24 James Kerr a mere 0.05 behind at 52.64 in his peugot 205 GTI. Class 1C road going saloon cars over 2000cc was won by Alan Sawyer in his Subaru Impreza with a best of 51.78 achieved in timed run 4, next up were the road going 2 & 4 seater sports cars up to 2000cc running in Class 1D this was won by a Honda S2000 driven by Roger Fish to a time of 51.36 beating into second place another Honda S2000 with a time of 52.88 driven by Martin Rowe. The over 2000cc road going 2 & 4 seater sports cars class 1E was won by 0.09s at 54.17 by Darren Jones in his 3.4ltr Porsche Cayman S over Duncan Woodcock's TVR Chimera putting in a time of 54.26. Rob Holt was the only entrant driving in the road going Lotus Elise and other non ferrous chassis construction cars up to 2200cc class 1G Rob put in a time of 57.23 in his Lotus Elise and this is a new record for this class, Class 2A for road going kit. Replica & spaceframed cars up to 1700cc(car derived engines) was won by Michael Bellerby in car 58 a 1600cc Sylva Striker with a time of 50.19 with Andrew Taylor in his Caterham superlight at 51.10.in second place. Nigel Fox won class 2B road going kit, Replica, & spaceframed over 1700cc with car derived engines in his 1998cc Caterham seven with a time of 48.92 with Maurici Revilla-Vazquez runner up at 49.54 driving his Westfield Seiw. Class 3A for modified saloon cars up to 1400cc was won by Debbie Cooper with a time of 60.21 with runner up spot going to Daryl Bentley with a time of 63.04 they were both sharing a Toyota Vitz 998cc The modified saloon cars 1.4 to 2.0 class 3B saw Andy Larton put in a time of 49.86 in his Peugeot 106, a winning time but not quick enough to beat his own record set in June 2014 runner up place went to John Moxham with a time of 53.01 in another Larton engine Development Peugeot,

Continued on Page 66



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

Longton & DMC April Sprint

Continued from Page 65

Like Rob Holt in the Lotus Elise class, Modified saloon cars over 2000cc class 3C had only one entrant, and saw Chris Edwards put in a respectable time of 49.19 in his 1800cc jet black Mazda 323 GTX Class 3E modified 2 & 4 seater sports cars over 2000cc was only contested by David Weldon in his TVR Tasmin with him putting in a time of 57.83 Class 3G modified kit, replica, & space-frame car derived engine cars over 1700cc ended up with Gary Bunn beating his record set in 2014, with a time of 44.21 in his Westfield Sei Type R, with Derek Hodder's Westfield Type R-SC trailing with a time of 46.36

Class 3H Modified motorcycle engined kit, replica & Spaceframed cars up to 1700cc saw Terry Everall's Fireblade powered Westfield win the class with a time of 45.52 with record holder Matthew Turner marginally behind at 45.65 in his stunning looking Yamaha R1 powered Westfield Mega Class 4A Sports Libre and hillclimb super sport cars up to 1700cc had Robbie Birrell win the class in his well turned out Radical Prosport 1400cc with a time of 46.65 and Martin Walker finish second with a time of 50.45 in a Westfield Sei W Class 4B Sports Libre and hillclimb super sport cars over 1700cc was contested by Jonathan Davies and John Davies in a Peugeot 205 Mi16 with Jonathan coming out on top with a time of 52.40 over John's time of 58.14. Racing cars up to 1100cc class 5A was won by Paul Master's Jedi Mk6 with a winning time of 43.39 over Glyn Sketchley's Megapin CFM9 time of 44.07 and Richard Vaughan being pipped into third with 44.95

Racing Formula Ford class 5B's winning time was produced by Geoff Ward in his swift SC93F with a time of 48.98 and Phil Nelson in second driving a Hawke DL2B recording a time of 49.10, with Peter Ibbotson's Sparton FF81 finishing with a time of 50.30. Racing cars over 1100cc to 1600cc Class 5C had two competitors Chris Taylor in a Hi Tech DP 1300cc and Peter Brogden with his March-Lotus F3 1598cc the winning time of 47.26 put in by Chris Taylor put Peter Brogden's March-Lotus in runner up spot with 50.82. Class 5D racing cars 1600cc to 2000cc saw Brian Walker achieve a time of 46.77 in a Brytec DP2000 and Class H racing cars up to 500cc with the OA speed championship didn't do anything for pollution levels over Wigan with the Jap 500cc single engined Kiehn 500 of Richard Grant, Richard put in a time of 55.10 and this is the record for this new class in Longtons Championship the Final class Class F saw eight Ferraris out on track competing in the Pirelli Ferrari hillclimb championship the 4.5Ltr Ferrari F458Italia put in the fastest time of 52.76 which is the time to beat 53.91 was Nick Taylor's time in the 430 Coupe, Richard Prior 355GTB 53.92 Mike spicer 328 GTB 54.99 Pauline Goodwin California 56.10. Juan Moreno 360 Modena 56.24 Anthony Attwood Dino 308GT4 59.38 and finally Iwan Attwood with a time of 62.80 in his Dino 308GT4 Apart a few minor delays due to incidents on track it was a good days racing with Longton and District Motor Club

Report courtesy of Longton & DMC



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



MSA BRITISH
RALLY
CHAMPIONSHIP

Circuit of Ireland Rally

Neil Simpson had the most spectacular exit of his rally career, when he spun and rolled his Simpsons Skoda Fabia R5 whilst flat-out in fifth gear during the Circuit of Ireland Rally. Luckily, the 44-year old ŠKODA UK dealer principal from Clitheroe in Lancashire landed in a soft bog, so the car sustained no major damage, leaving Simpson even more determined to score a good result on the next round of the MSA British Rally Championship, the Pirelli Rally (April 30-1 May).

Co-driven by Elliott Edmondson, Simpson knew that the changeable weather conditions would play a crucial role in the outcome of the Circuit of Ireland event – as standing water and mud made the fast and narrow Tarmac roads of Northern Ireland extremely slippery. Using all his rally experience, Simpson took a harder compound Pirelli tyre for the opening loop of stages – knowing that whatever time he might lose on the first two stages, he'd be able to make up on the third stage which, at almost 20 miles, was the longest of the event.

Everything was going exactly to plan inside the Pirelli, Techron Fuel System Cleaners, SPAR UK, Lockton MIS Motorsport, Speedline Corse Italia and Xpression Event Solutions supported Fabia R5, until the car bottomed out on a bump whilst travelling at 105mph. It's perhaps best if the driver takes up the story from this point onwards.

Neil Simpson said: "Everything was going to plan, until we hit a bump and bottomed out. We were flat-out in fifth gear at the time, the telemetry shows that we were doing 170kph when we started to spin – I've never been so fast backwards in all my life! We spun a full 360 degrees and almost got away with it, but we ran out of road. When we hit the grass we rolled three or four times – the car ahead of us had also gone off at the same place, and our car went straight over the top of his. Luckily the ground was very soft, so when we landed there was very little damage done to the Fabia R5, but we were stuck in a bog and out of the event.

"It's been a very challenging start to our British Rally Championship campaign, with retirement in Ireland and on the opening Mid Wales Stages. Our luck has to change soon, and we're already looking forward to the next round of the series, the Pirelli Rally, and those magnificent Kielder forest stages."



WRC RISING STAR CRAIG BREEN RACKED-UP ANOTHER SUCCESS WITH A SECOND CONSECUTIVE VICTORY AT THE CIRCUIT OF IRELAND RALLY.

The 26-year-old Irishman, a member of the Abu Dhabi Total World Rally Team, drove a DS 3 R5 to victory on the Saturday, beating Pole Kajetan Kajetanowicz in a Ford Fiesta R5 by 10.6 seconds.

Breen and co-driver Scott Martin took the lead on Friday's third stage on the Northern Irish coast after early leader Elfyn Evans retired his Ford Fiesta R5 with power steering and alternator problems.

That left Breen and reigning European champion Kajetanowicz to fight for the lead over the remaining 11 stages, while Alastair Fisher, in another Fiesta R5, kept the pressure on in third.

Breen's lead over Kajetanowicz stood at 25sec on Friday night, but dropped to 10.4sec during Saturday's leg after a gamble on wet-weather tyres backfired when the heavy rain he was expecting never materialised. He also had to overcome a puncture after striking a rock two stages from home.



Photo Courtesy of John Gorton

PORSCHE AND G-DRIVE SHINE IN SILVERSTONE SUN

Audi exclusion lands Porsche the RAC Tourist Trophy whilst a faultless drive saw Simon Dolan, assisted by Harry Tincknell and Giedo Van Der Garde, finally claim a Silverstone ELMS victory after narrowly missing out on two previous occasions.

As opposed to re-mortgaging your house to visit the British Grand Prix, just £40 buys an adult weekend pass for the opening rounds of the European Le Mans Series and the WEC. Even better value for money when you consider that, unlike the F1, there is no charge for parking at the circuit!

Both series have seen changes for 2016, the most obvious being the removal of GTC and the separation of qualifying for all three classes in the European Le Mans Series whilst the WEC welcomed new GT regs that would feature aggressive rear diffusers for the GT PRO machines. None of which appeared to have done any harm as the ELMS boasted a whopping 44 car entry whilst the WEC managed a quality filled 33. No better way to commence my circuit racing season.

ELMS

The 4 Hours of Silverstone would fill it's now traditional Saturday afternoon slot and with great anticipation we made the little over an hour journey down to the home of British Motorsport in far from ideal conditions. You don't expect the 'Warning Ice Possible' sign to appear on your dashboard in mid April, and even more bizarrely we didn't anticipate the WEC free practice session to be red flagged as a result of Snow!

Pleasingly however, whilst remaining cold, sunshine finally broke through the clouds as the 44 strong ELMS entry began their formation laps; the Thiriet by TDS Oreca 05 on pole courtesy of a stonking lap from long time Rebellion racer, Mathias Beche.

The day would not end as well as it started for the pole sitting machine however, initially running wide at the start before a stuck throttle would send Pierre Thiriet into the Luffield Barriers. Which, alongside the mechanical failure of Tristan Gommendy's Eurasia Oreca 05 at Woodcote on the very same lap, would bring out the first full course caution period of the afternoon.

In the meantime, works Ford man, Harry Tincknell had built a healthy lead in the G-Drive Gibson with only Paul Loup Chatin in the Panis-Barthez Ligier able to stay in touch. A lead that was relatively commanding before Chatin was able to take advantage of a second full course yellow to allow legendary French Goalkeeper Fabian Barthez to jump aboard; Barthez emerging in the lead of the race courtesy of the earlier G-Drive stop occurring under green flag conditions.

But whilst Barthez was not able to keep Dolan behind for long, driver rankings dictated that the former was required to spend much less time behind the wheel; a tactic which looked favourable given Timothe Buret's pace. Unfortunately however, just as the lead battle looked to be getting interesting, the Ligier hit mechanical problems and dropped way out of contention; thus leaving the way clear for ex Caterham F1 pilot, Giedo Van Der Garde, to cruise to victory. Although crossing the line with just 3 seconds remaining and then setting the car's fastest lap of the race on the very last tour must have eroded the team manager's finger nails somewhat!

Behind, the SMP racing BR01 of Stefano Coletti, Julian Leal Covelli and Andreas Wirth came home second whilst a stunning late stint by Olivier Lombard lifted he, Vincent Capillaire and Jonathan Coleman onto the final step of the podium. Meanwhile Alex Brundle, Mike Guasch and Christian England claimed top spot for United Autosports in the Ligier dominated LMP3 category.

In GT, disqualification for the JMW squad robbed them of a home victory, where instead the Aston Martin of Andrew Howard, Darren Turner and Alex MacDowall claimed top spot. A late push from GT pole man Richie Stanaway almost made it an Aston 1-2 but for a debatable last lap move on the AT Racing Ferrari; the New Zealander crossing the line first but subsequently relegated 1 position at the discretion of the stewards.

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WEC

Fans had packed into Silverstone on Sunday, basking in conditions that could not have been more different to that of the previous morning. And several coffees, a quick walk around the underwhelming paddock and a lap of the circuit later we were finally back at Luffield, eagerly anticipating the start; a build up to the race disappointingly ruined by an amateurish warm up act on the PA in preference to Radio Le Mans. The mind boggles! In tricky conditions, Audi had stunned onlookers by beating Porsche to pole position and it was the #7 R18 in the hands of Andre Lotterer who lead the opening laps of the race. However it was a lead that would last just 25 minutes as Mark Webber in the #1 Porsche was a man on a mission, going on to build a commanding lead before handing over the reins to Brendon Hartley.

But, just as Porsche looked like they were going to walk away with it, the young New Zealander made an error of judgement passing the Gulf GTE AM 911 of Michael Wainwright. And just like that their race was over, thankfully both drivers escaping injury after what was a pretty scary collision; the LMP1 regulations appearing to do their job as the #1 Porsche refused to flip.

Meanwhile the #8 Audi had also hit trouble after the first round of pit-stops. Oliver Jarvis had put in a great first stint, managing to pass the sister car during the stops but dropping back with hybrid issues at around a quarter distance; the same issue that would cause a recently installed Lucas Di Grassi to park the troublesome machine out on track. A full course caution was required to remove both of the stricken German machines. This left the #7 Audi and the #2 Porsche to battle it out for victory with Benoit Treluyer in the R18 managing to sneak past Marc Lieb as the track returned to green after the aforementioned incidents. Both cars would later endure spins, whilst a safety car period for debris would bring the #6 Toyota in the reckoning; the 2014 champions however, whilst showing glimpses of pace, were not able to string consistently quick laps together and would never seriously challenge the top step of the podium.

With just a quarter of the race to go there was still little to choose between the front running cars. Whilst the Audi held a slim lead, attention turned to fuel consumption and whether Porsche could make it to the flag with 1 less stop. As it happened both the Porsche and Audi required a 'Splash and Dash' and whilst Jani was expected to close in on Fassler during the final stint, the Audi was never really troubled. It had been a great drive by the #7 Audi which reminded me very much of their mighty performances against the super fast Peugeot not so long ago. Such a shame therefore that they were excluded for an over-worn skid block. Rules are rules however. Elsewhere Bruno Senna, Ricardo Gonzalez and Filipe Albuquerque put in a great performance in the RGR Ligier to defeat the similar Sebring and Daytona winning ESM machine and claim LMP2 honours with 5th position overall.

Meanwhile AF Corse Ferraris dominated the GT ranks where the PRO machines will be lucky to escape a balance of performance adjustment for Spa; the #71 of Sam Bird and Davide Rigon leading from start to finish whilst the #51 of Gianmaria Bruni and James Calado overcame starting from the very back of the grid and a 3 minute stop and go penalty to claim 2nd! Further back the 458 of Francois Perrodo, Emmanuel Collard and Rui Aguas topped the AM machines.

WEEKEND THOUGHTS

It would be fair to say that whilst I thoroughly enjoyed both days of competition, I much preferred the ELMS action at last year's event. Whilst I appreciate it would be difficult to beat the epic finale to the 2015 opening round, I definitely had a feeling that the Prototype, GT balance has stepped too far in the direction of the former. In my view GT cars are a vital part of any endurance race and 9 from 44 is too low a ratio for me.

The WEC on the other hand felt like a massive step forward. Aside from 3 relatively closely matched LMP1 manufacturer teams, we also saw a revitalised Rebellion on the podium and what must be the best quality LMP2 line-up I have ever witnessed. Throw in the Ford to the GTE PRO ranks and we have a phenomenal formula for success. The only thing missing is a works Corvette.

Report & Images Paul Commons
www.paulcommonsmotorsport.com



Inside the Industry with Paul Gilligan

March 2016, Best UK Car “Sales” Month Ever?

Once all the electronic registrations had been counted it was proudly announced that 518,707 new cars had been “sold” in the UK in March. Now one of the two new registration plate changes comes in March, it has for a while been the peak month of the year. Having a new car for Spring goes back a long way, and this old habit dies hard. Time was that many motorists would put their cars away for the Winter, very few bought a new car from September to March, UK car factories closed for weeks if not months until after Christmas. Then people bought in what was called the “Spring Selling Season”.

So the 518k score was over 5% up on last year. BMW beat Audi and Mercedes, the 3 are neck and neck for the year to date. In the mass market Renault are coming back from the intensive care ward and Volvo continue to progress. More upmarket Jaguar continue move forward with the small XE achieving volume sales (if not profits for the dealers from what I hear), and no doubt the manufacturer would make sure that any available F Pace demonstrators were registered in March. Land Rover continue to shine, and Porsche are about 20% up on last year. Anything VW/Skoda/Seat struggles.

Of course as my regular reader is well aware I will always try to stress the difference between sales and registrations. For a long time the registration of unsold cars (pre registrations) has become an ingrained part of the industry. It used to be a practice reserved for the volume producers, but now the “prestige” manufacturers are very much using this tactic to boost their apparent numbers. Within the first few days of April I received an email from ONE BMW dealer offering over 50 pre registered cars at impressive discounts. And these weren't just bottom end models. Any lottery winners out there who'd like a £79k M3 for under £60k, or a £96k M6 for £75k, my email is at the bottom of the article. Then one of my Jaguar dealer friends piled in with a list of XEs, XFs, and even the odd F Type at equally impressive discounts. You can only feel for those naive buyers who ordered their new March car some months ago to be delighted with free floor mats etc!

Want a Ford GT?

The new Ford GT, grandson of GT40, was number 11 of my top ten new cars for 2016. The order books have now opened, at around £300k a time. Ford will make about 20 a month for the next two years, about 15 a year will come to the UK. A rather naive customer of mine in Scotland asked me how quickly I could get him one and at what discount? The facts are that if you want one you have to apply to Ford's Global Marketing boss. Who happens to be called Henry Ford. The Third in this case.

Applicants must be high profile, must be able to detail their “past and present relationships with Ford Motor Co and its affiliates, or your involvement in other activities that would make you a prime candidate for Ford GT ownership”. Ford are not interested in people who will tuck the cars away in a collection. They want them to be seen in the right places with the right people.

So I suggested to my Scottish friend that if his Christian name was Jackie, and he was entitled to put “Sir” in front of that, there would be no problem. Otherwise, I said there were two hopes, and one of them was dead.

Caterham Breaks Some Records

Now the F1 adventure is over, Caterham has become a car maker pure and simple again. But not a very successful one yet. That's if you measure success by the financials. In 2013/14 for an 18 month period they lost over £20M, on sales of less than that! F1 may have had something to do with it. In 2015 in 12 months the loss was reduced to £6M on sales of just under £20M. So effectively if you bought a new car from them you paid about a third less than it cost them to make it?

Old Fashioned Used Car Customer Care Lives

A South Wales used car dealer called Robert Knight was jailed recently because of his now almost unique approach to customers who had a complaint. It was reported in Cardiff Crown Court that he would be “pleasant and professional, until a sale was agreed”. However if a problem developed with the car purchased, even in a few days, Mr Knight's attitude changed. He would launch into expletive ridden tirades, telling the complainant to get off his property or be prosecuted. He told one couple that they “didn't know what he was capable of” and he could “burn their house down” or even “kill them” if they didn't drop their complaints. So hanging on for an hour to an Indian call centre isn't perhaps that bad?

Emissions Rows Rumble On

You must all be getting bored with this, so I'll be brief:

- The US Federal Trade Commission have filed a lawsuit against VW demanding a mere \$15 BILLION, with another \$1 BILLION in compensation for VW owners in the US.
- An independent test showed the Fiat 500X is Europe's most polluting car, recording 14 times the legal emissions limit in real world tests, even though it passed the laboratory tests required. The Volvo XC60 was over 6 times the limit and BMW X5 almost as bad.
- Mitsubishi have admitted to falsifying fuel economy test data on 600,000 cars sold only in Asia. Mitsubishi President Tetsuro Aikawa made his “profound apologies”, but apparently declined to fall on his sword.

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New Car Sales Growth = Used Car Problems?

It's forecast that UK car sales will continue at the current record rate, or even perhaps increase further. In August 2013 a poll of 5000 motorists showed just over 30% were planning to buy a new car in the next year. Now a similar poll has shown 45% are going to buy brand new or pre registered wheels, with another 25% looking for a car under a year old.. However less and less people are interested in a 2 to 3 year old car. Why would you be when with big discounts and attractive finance deals new cars are so genuinely cheap? And even less people are interested in a 3 to 4 year old car.

However all of this is not purely good news. New car become used cars. So the 2.5M new cars sold in the UK last year will all be 3 years old in 2018, not far way. And if fewer people want to buy a 3 year old car then the simple laws of supply and demand mean the value of these cars must fall. Of course this will not be a uniform fall across the market. Those currently selling most are likely to suffer most. The cheaper models of Audi, BMW, and Mercedes are now being marketed at a monthly payment that means that those who couldn't aspire to such a car previously are now able to park this sort of symbol on the drive. These are the cars that will probably suffer the greatest drop in values.

These things can be significant, and sometimes beyond forecasting. I remember in the 1980s when I was running a leasing company. The darling car of the time was the "hot hatch", Golf GTis, Escort XR3s, Fiesta XR2s and so on. They were great sellers new and in days before cheap finance deals there was a long queue to buy 3 year old ones, which made them very valuable. Then this type of cars became the favourite of not just buyers, but those who looked to acquire the vehicle even more cheaply by stealing it. And the younger buyers taking the 3 year old ones frequently crashed them, these two factors pushed insurance rates through the roof. So the very people who wanted the cars could no longer afford them, and values crashed by about £2000 a car on average, and we had 2000 of them on fleet. So a £4M loss to put into the annual accounts.

Our major shareholder at the time was Yorkshire Bank, by then owned by National Australia Bank. It so happened the exchange rate between the £ and the Aussie dollar was about 2.5. After 30 years I still can't forget the pain of attending board meetings in Leeds to be introduced by one of my Australian bosses as "10M Dollar Man". Of course we wheeled and dealt our way out of it, turned them all into a breakeven at least, but I sympathise with those about to face something similar but at lot bigger.

At the end of the day the gap between new and used has to get back to "normal". The same is true in the van business. Last year 722000 vans between 3 and 5 years old were available in the UK. In 2018 it will be 973000, in 2019 almost 1.1M.

Electric Cars Charge Ahead

I'm still not convinced about electric, still think hydrogen is the real way forward. Having said that the problems of providing the refuelling infrastructure for hydrogen cars are much greater, and this may prove the barrier for a while at least.

A few things have happened in the last month to advance the electric cause. Firstly and perhaps most significantly Tesla launched their pure electric Model 3, of which I wrote a few months ago. This car is about the size of a BMW 3 Series or Audi A4. It promise a range of over 200 miles, sparkling performance, and a UK price of well under £30000. Within days over 250,000 orders were placed with deposits of \$1000 or £1000 depending where you're based. Tesla only currently have the capacity to build 50,000 cars a year, a nice problem to have. If they can solve that problem and build lots more the "conventional" manufacturers don't have a problem. They have a crisis on their hands.

To which they will of course respond. Volvo have already announced they intend to sell a million "electrified" cars by 2025. Note the difference, the Volvos will be hybrids, not pure electric like Teslas.

Hybrids may not be good enough. The Lower House of the Dutch Parliament recently voted to ban the sale of anything but zero emission new cars and light vans in their country by 2025. 9 years. So only pure electric or hydrogen will do. I'd see this as just a start. Of course it hasn't happened yet. Holland has to approve it in the Upper Parliament. Holland doesn't have a car industry. In Germany Auntie Angela will have BMW, Merc and VW leaning on her. So I don't think this will happen Europe wide in 2025. But it might not be much later than that?

Paul Gilligan

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A teacher at a polytechnic college reminded her pupils of tomorrow's final exam.

'Now listen to me, I won't tolerate any excuses for you not being here tomorrow. I might consider a nuclear attack or a serious personal injury, illness, or a death in your immediate family, but that's it, no other excuses whatsoever!'

A smart-arsed guy at the back of the room raised his hand and asked, 'What would happen if I came in tomorrow suffering from complete and utter sexual exhaustion?'

The entire class was reduced to laughter and sniggering.

When silence was restored, the teacher smiled knowingly at the student, shook her head and sweetly said,

'Well, I suppose you'd have to write with your other hand'

**Has changed.
 And what should now pop up in
 your in-box every month is ;**

**MSA
 Extra**

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT



RallyFuture in brief

RALLY MARSHALS' TRAINING SCHEME

Over 3,300 people have completed the MSA online rally marshals' training scheme, which Nicky Grist helped launch at Autosport International in January. Those who have not done so already are advised that in order to receive their marshal's card and tabard, they should log back into the MSA members' website and complete their marshal's registration.

For details, email training@msauk.org.

2016 STAGE RALLY SAFETY REQUIREMENTS

The 2016 Stage Rally Safety Requirements will be updated with revisions by May. This will take the form of a supplementary document to help ensure that the updates are clear.

SAFETY DELEGATES

There is now a total of 11 Safety Delegates operating across all multi-venue and select single-venues UK stage rallies. The Safety Delegates will be meeting later in the year to share their experiences and consider their approach to the next season.

MSA STAGE RALLY SAFETY CAR WORKSHOPS

Five MSA stage rally safety car workshops are planned for Carlisle, Radnor, Dorset, the East Midlands and Perth in the coming months. Delegates must be nominated by a Clerk of the Course.

CIRCUIT OF IRELAND MEETS EXPECTATIONS WITH CLASSIC EVENT

British co-driver Scott Martin won a classic Circuit of Ireland rally (9-10 April) alongside Irish driver Craig Breen, as major championships combined for one stellar Belfast-based event. The MSA British Rally Championship, FIA European Rally Championship, Irish Tarmac Rally Championship and MSA Northern Ireland Rally Championship came together for a spectacular rally on some of Northern Ireland's most iconic roads. British championship leaders Elfyn Evans and Craig Parry flew until hitting mechanical issues, leaving Breen and Martin to score a popular victory. Behind them there were standout performances throughout a capacity field, including from MSA Team UK's Chris Ingram, who finished second in the ERC Junior category.

Circuit of Ireland boss Bobby Willis was overwhelmed by the event's success, suggesting that it had raised the bar for international rallies. "Certain aspects really set new standards," he said. "The opening ceremony in Lisburn, for example, was absolutely incredible, with thousands of people turning out to watch, and there was a colossal audience on the livestream. "I think it was also the first time in many years that we've seen such a quality field. And I actually think the changeable weather added to it – having some snow on the last couple of stages made it even more special. I would like to thank all those who played a part in making it happen, particularly all the volunteer marshals and officials."

"The opening ceremony in Lisburn, was absolutely incredible, with thousands of people turning out to watch, and there was a colossal audience on the livestream"

YOKOHAMA A048

Yokohama has asked the MSA to clarify its entry on Tyre Lists 1B and 1C.

The A048-R is also designated A048 – it is the same tyre with or without the 'R' suffix.

Therefore the entry in tyre lists 1A and 1B should read as follows:

List 1B A048 [Including A048-R] (OE fitments marked LTS in sizes 195/50x16 & 225/45x17 only)

List 1C A048 (Including A048-R)

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

SPECIALIST COMMITTEES:

MSA REQUESTS NOMINATIONS FOR 2017 MEMBERSHIP

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

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

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

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

All applicants must be members of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than a commitment to and experience in motor sport.

The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

HOW TO APPLY

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

The Club or Regional Association will forward the application to Andrea Richards at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG.

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

DEADLINE

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



HANS DEVICE ADVICE

Following advice from manufacturers, competitors are advised that the adjusters on the on the harness shoulder straps should be positioned on the lower parts of the yokes on the HANS device, as shown in the diagram. This is to ensure that full restraining force of the harness is acting on the HANS device. If the adjusters are any lower they may interfere with the location of the HANS device on the body.

This advice is only relevant to HANS devices, the Simpson Hybrid does not have the same extension to the chest area, so there is no chance of the adjusters interfering with the FHR

DONINGTON HISTORIC FESTIVAL HONOURS ICONIC NAMES 30 April-2 May

Drivers and cars from across the world will converge at the Donington Park Historic Festival (30 April-2 May) to celebrate racing legend Tazio Nuvolari in the HGPCA's Nuvolari Trophy for pre-1950 Grand Prix cars.

The race also celebrates the 80th anniversary of the 1936 Grand Prix at Donington Park, where Richard Seaman and Hans Ruesch took the chequered flag in an exNuvolari Scuderia Ferrari Alfa Romeo Tipo 8C-35.

Further tribute will be paid to Richard 'Mad Jack' Shuttleworth in Motor Racing Legends' 'Mad Jack' race for pre-War sports cars. The daredevil aviator and racing driver Richard 'Mad Jack' Shuttleworth won the first Donington Grand Prix in his Alfa Romeo Tipo B (P3) in 1935.

Why do we test fuel?

To ensure that competitors are using legal fuel and are deterred from using fuel that is not permitted in the regulations.

Why do we have limits on fuel specification?

There are multiple reasons:

- To ensure fair competition by making sure that a competitor cannot gain an unfair advantage by using a fuel not available to others
- To keep costs down for competitors so they do not have to purchase expensive "race fuel" to be competitive
- Pump Fuel can be purchased at any Fuel Station
- For environmental reasons, some specialised 'race fuel' can contain elements that are detrimental to the environment or the personal health of people who come into contact with the fuel or fumes, such as other competitors, officials and spectators.

What are the MSA regulations for fuel?

The MSA General Regulations require the use of Pump Fuel which complies with the relevant British Standard (J5.13.4). Additionally certain events and championships are given specific permission by the MSA to use fuel in compliance with FIA Appendix J Art 252.

MSA Pump Fuel is defined on pages 58 and 64 of the 2016 MSA Yearbook. There are also certain disciplines that allow other fuels in a controlled form such as Methanol in Speed events and Nitromethane in Drag Racing see J5.13.7 (2016 MSA Yearbook, p150).

This means Pump Fuel to 100 RON (octane) or FIA 102 RON. NOTHING ELSE i.e. no octane booster or any other additives at all. No other types of fuel are allowed in competition. However a lead replacement additive is permitted under defined circumstances. You should check the regulations for each event to make sure what fuel is allowed. It can vary from weekend to weekend if you compete in different Championships or Events.

Can I use a 'race fuel' or does the fuel have to come from a roadside pump?

Fuels sold as 'race fuel' can be used, providing that it complies with the required British Standard and meets the specification of Pump Fuel or the FIA 102 Standard. Be careful, as there are a number of fuel suppliers that readily sell 'race fuel' which is not compliant with these specifications and thus are not permitted to be used in MSA events. Likewise some retail outlets have fuel pumps that dispense higher octane fuel that is not MSA Pump Fuel and may not comply with the FIA Specification.

Will my car be damaged by using a non-'race fuel'?

Most production based engines will run perfectly well on standard Pump Fuel and there is little performance to be gained by using a 'race fuel' in a standard engine, and Specialist Competition engines can be tuned to achieve optimum performance on whatever fuel is used. With modern ECU controlled engines this is achieved through correct engine mapping.

Does the MSA do fuel testing?

Yes it does – any MSA-registered championship or event can take samples to be sent to the MSA for testing (D34.1.1) or carry out Comparison Testing at the event. The MSA also undertakes a series of random fuel tests at a variety of events throughout the year.

What is the difference between Analysis and Comparison testing?

These are the two types of fuel testing available: Analysis testing is where the fuel is analysed to measure the content of its component parts, for example the octane levels and oxygen levels can be tested using this method. Analysis testing requires the fuel to be submitted to a laboratory where it is put through a test engine which determines the RON & MON. Comparison testing is where a fuel is analysed to compare it to a control sample. This is often referred to a fingerprint test; the elements within the fuel can be individually identified by using Gas Chromatography or FTIR, the results from two samples can be analysed to check they are identical. The comparison test method is useful where an event has a control fuel that all competitors must use.

What is the cost of fuel testing?

This depends on what testing is required. For the most common analysis test of MON and RON octane levels the costs is around £500. The cost for comparison testing is normally included in the event's contract for the supply of the control fuel. Regulation D34.6.1 states that if a fuel tested is found to be non-compliant then the cost of the testing will be charged to the entrant.

Why do we need to supply three litres of fuel when selected for sampling?

For Analysis testing the test requires one litre of fuel, the taking of three litres allows for the entrant to retain a sealed sample for testing if they dispute the results from the first sample and the third sample is retained by the MSA to be available as a decider if the first two tests provide different results per D34.2.9, D34.2.10 and D34.2.11. For comparison testing the volume of each sample is only 50ml but the requirement for three samples remains the same D34.3 unless the cars remain in parc ferme whilst the testing is carried out.

Why do certain cars need to fit a dry-break fuel coupling?

Certain fuel injected cars are required to have an FIA homologated dry-break fuel sampling coupling. This is as the high pressure fuel systems in fuel injected cars would make it dangerous to take the fuel sample from an open fuel line as there is a fire risk of fuel being jetted at high pressure into the engine bay. Carburettor engines do not have such high pressure fuel systems so it is safer to take the fuel from a fuel line.

I have used other fuels in the past; can I continue to use them?

NO. You can use any type of fuel for testing, but not in competition, and care must be used as the fuel may contaminate the tank to give a higher test result, so you are recommended to drain and flush the tank completely before competition.

How can I get more advice on what fuels are allowed?

You can contact the MSA Technical Department (technical@msauk.org). Most of the specialist fuel suppliers will also know the regulations.

Regulations for consultation

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

WRC : Rally Argentina

Dani Sordo and Sebastien Ogier shared the fastest time through the opening stage and could not be split through the 1.50km asphalt test in Cordoba, watched by huge crowds, while Ott Tänak was just a tenth of a second further back in third. The drivers reced the test in golf buggies and Spaniard Sordo was on course for the win in his Hyundai i20. But Ogier, the last of the big-name drivers to start, matched the time in his Volkswagen Polo R, despite a mistake. Behind Tänak's Ford Fiesta RS were Hyundai duo Thierry Neuville and Hayden Paddon, with Lorenzo Bertelli completing the top six. Jari-Matti Latvala lost several seconds after overshooting a junction, while both Mads Østberg and Andreas Mikkelsen had similar escapes. Eric Camilli had a launch control problem at the start in his Fiesta RS and Marcos Ligato stalled his DS 3 at the same point.

Ogier, was quickest in his Volkswagen Polo R through Fridays morning's opener from Soconcho to Villa del Dique by 1.3sec from Paddon's Hyundai i20. Second fastest for the Kiwi in the following test from Amboy to Santa Monica enabled him to close on the Frenchman. Jari-Matti Latvala was quickest through Amboy and was a further 3.7sec back in third in another Polo R. Conditions in Soconcho were predicted to be extremely rough and rocky, but road opener Ogier was unperturbed. Team-mate Dani Sordo was fourth overall, despite losing time in Soconcho when he clipped a grass bank on a fast corner near the finish, damaging the rear of his i20. Andreas Mikkelsen and Ott Tänak completed the top six.

Thierry Neuville struggled for confidence and was already 42sec off the pace in eighth, while WRC 2 leader Elfyn Evans punctured in Soconcho before an electrical issue on the liaison section to the following stage forced the Welshman into retirement. Having topped the times in SS3, the Volkswagen Polo R pilot was quickest in Santa Rosa - San Augustin and second in the Fernet Branca super special stage on the edge of host town Villa Carlos Paz to lead Hayden Paddon by 5.4sec. Latvala tweaked his back after hitting a rock on the driving line near the end of SS3 but the Finn was content with his morning.

Paddon relished his Hyundai i20 on the fast roads but was less comfortable in the rough sections. He admitted to several small mistakes but headed championship leader Sébastien Ogier by 1.5sec. Ogier had no problems in his Polo R but, as road opener, he was not looking forward to sweeping the gravel on the second pass of the stages.

Andreas Mikkelsen was a further 9.9sec back in fourth ahead of Dani Sordo, who dropped time and a place when the throttle pedal of his Hyundai i20 stuck open in Santa Rosa. Mads Østberg climbed to sixth in a Ford Fiesta RS following the demise of Ott Tänak. A jammed alternator stopped the Estonian after Santa Rosa and although he tried to make repairs, his Fiesta RS stopped again en route to the morning's final test. Henning Solberg was seventh with Lorenzo Bertelli, Eric Camilli and Marcos Ligato completing the leaderboard. Local hero Ligato went off following a watersplash in Santa Rosa. The impact pushed his DS 3's front bumper against the radiator intake and he stopped to remove it, losing three minutes. Thierry Neuville lost six minutes after his i20 stopped several times in Santa Rosa with an electrical problem. Kiwi Paddon struck first to win the test from Soconcho to Villa del Dique by a tenth of a second from Sébastien Ogier, with Latvala half a second further back as the fight for supremacy continued at the head of this fourth round of the FIA World Rally Championship. Latvala hit back in Amboy - Santa Monica to head Ogier by two-tenths of a second with Paddon another 2.4sec behind.

It left Latvala with a slightly increased 6.6sec advantage over Volkswagen Polo R team-mate Ogier, who relegated Paddon to third, 0.8sec back. Ogier admitted he was on the limit and could do no more while Paddon was far from down-hearted at ceding second to the Frenchman. Dani Sordo and Andreas Mikkelsen were fourth and fifth in both tests but the time gaps were so small that the Spaniard regained just half a second to leave the gap at 12.9sec. Seventh-placed Henning Solberg reported difficulties in downshifting in his Fiesta RS while Lorenzo Bertelli retired his similar car from eighth after losing all power in Soconcho.



WRC Argentina

Continued from Page 75

At the end of the first full day Latvala had won four of the day's eight speed tests to head Volkswagen Polo R team-mate Sébastien Ogier by 7.9sec. Hayden Paddon was 3.5sec further behind in a Hyundai i20 after an intriguing day covering 150.08km, primarily on fast and sandy gravel roads in the Calamuchita Valley, south of Villa Carlos Paz. Ogier, who tied for the lead in the curtain-raiser through Cordoba's streets, topped the order after the first two tests. Latvala made a cautious opening but moved ahead before mid-leg service and then extended his advantage. He enjoyed the best of the conditions in contrast to road opener Ogier. As temperatures climbed to 22°C, the surface dried and the Frenchman had to sweep the loose gravel. As Latvala edged clear, Ogier fought with Paddon and the pair exchanged places four times. Paddon admitted to a few small mistakes initially. However, the Kiwi cleaned up his driving on the repeat run through the stages and was only hindered by a minor damper problem.

Andreas Mikkelsen was fourth in another Polo R, the Norwegian overhauling Dani Sordo when the Spaniard lost time with a sticking throttle in his i20. The gap is 23.3sec. Mads Østberg kept clear of trouble in sixth in a Ford Fiesta RS ahead of the similar cars of Henning Solberg and an ultra-cautious Eric Camilli, who was targeting a clean run after an incident-filled start to his rookie season. Local hero Marcos Ligato was ninth, despite losing three minutes when he skidded into a bank and stopped to release the damaged bumper blocking his DS 3's radiator inlet. Thierry Neuville completed the leaderboard, the Belgian fighting back after losing almost six minutes when his i20 stopped several times with a loose connection in the fuel system. Ott Tänak and Lorenzo Bertelli were the two major retirements. Estonian Tänak was sixth until a jammed alternator stopped his Fiesta RS, while Bertelli lost all engine power in his similar car.

Hayden Paddon was 2.1sec quicker than leader Jari-Matti Latvala from Villa Bustos to Tanti and 7.7sec ahead of Sébastien Ogier, relegating the Frenchman to third and reducing the margin to Latvala to 9.3sec. Paddon and Ogier fought tooth and nail and this was the fourth consecutive stage in which the pair swapped positions in the overall standings. Latvala was also impressed by Paddon's performance. Seventh-placed Henning Solberg dropped time with a power steering problem in his Ford Fiesta RS while Ott Tänak, returning under Rally 2 regulations after retiring, had to cope with the distraction of his side window flapping open. Also unhappy was Lorenzo Bertelli who was back after retiring with a turbo problem. All was not well as repairs were not completed and the Italian had no engine response, believing the anti-lag system was not working.

Leader Latvala left the Villa Carlos Paz service with five soft compound Michelin units in his Volkswagen Polo R for the three afternoon speed tests. Hayden Paddon, 13.3sec behind, opted for two hard and three soft tyres in his Hyundai i20 to combat roads that are rockier and more rutted than the morning. As the thermometer hovered around 25°C, Paddon fitted hard rubber to the front and softs to the rear. The result? He conceded 1.2sec to the fastest time of Latvala, Latvala started the second pass of the Los Gigantes - Cantera El Condor speed test, the longest of the weekend, with a 14.5sec lead in his Volkswagen Polo R. However, the Finn went off the road at 21km and retired. His demise left Paddon, who won the stage by 0.9sec from Hyundai i20 team-mate Dani Sordo, with a 34.3sec lead over Sébastien Ogier.

Hayden Paddon spent the final day fighting off WRC world champion Sébastien Ogier in a thrilling finale to become the very first New Zealand driver to win a WRC round. The pair were separated by just 2.6sec ahead of the final legendary El Condor speed test, but Paddon stunned the Frenchman to hurtle down the rock-strewn mountain almost 12sec faster and secure a 14.3sec winning margin in his Hyundai i20.

Paddon started the final leg with a 29.8sec advantage after taking the lead when Jari-Matti Latvala crashed. Gearchange glitches cost valuable seconds in the opening speed test before Ogier threw caution to the wind in the penultimate stage, eating into Paddon's lead to set up a dramatic ending.

Team-mate Andreas Mikkelsen completed the podium a further 50.9sec behind after surviving a spin in the foggy first pass through El Condor in the morning. However, he dropped out of the top three in the championship standings as Paddon vaulted into second.

Dani Sordo finished 11.9sec further back in fourth in another i20 with Mads Østberg a distant fifth in a Ford Fiesta RS, despite going off the road following a pace note mix-up.

The top six in the four-day rally, which covered 364.68km of rough road competition near Villa Carlos Paz, was completed by Thierry Neuville, who recovered well after losing several minutes on Friday with a faulty fuel connection. Argentina's Marcos Ligato delighted home fans by finishing seventh in a DS 3 while Eric Camilli's patient approach secured eighth after a troublefree rally for the first time this season. Henning Solberg and WRC 2 winner Nicolas Fuchs completed the leaderboard.



GULF AIR

BAHRAIN GRAND PRIX



Nico Rosberg took a comfortable win in the Bahrain Grand Prix as Mercedes team-mate Lewis Hamilton fought back to third after a first-lap collision.

Hamilton dropped to seventh on lap one following a slow start and a clash with Valtteri Bottas' Williams at Turn One. His Mercedes bodywork damaged, Hamilton recovered well but was unable to catch Ferrari's Kimi Raikkonen in second.

Rosberg's fifth win in a row, going back to Mexico last year, gives him a 17-point title lead over Hamilton. The world champion may be concerned about his second poor start in as many races this season and Raikkonen's pace was further evidence Ferrari are strong enough to at least put pressure on Mercedes this year. But the race effectively fell into Rosberg's lap by the second corner as problems afflicted all three of his main rivals.

In addition to Hamilton's collision, the lead Ferrari of Sebastian Vettel did not even get that far. Vettel's engine failed in spectacular fashion on the formation lap before the race had even started, so it will never be known how much of a stiffer challenge he might have mounted to the Mercedes. That was one Ferrari out of the running and Raikkonen's chances took a major hit shortly afterwards as he dropped to fifth after a poor start of his own.

Raikkonen fought past Red Bull's Daniel Ricciardo and the two Williams cars of Felipe Massa and Bottas to be second by lap seven - but by that stage he was already 12 seconds adrift of Rosberg, a gap that proved too big to bridge. By the time the leaders' three pit stops were finished, Raikkonen was only 4.6secs behind Rosberg but the Mercedes driver was comfortably able to hold him off and finished 10 seconds clear.

See what a bad start does? Williams' Valtteri Bottas collided with Lewis Hamilton at the first corner Hamilton drove impressively to move back through the field with bodywork damage that will have cost him aerodynamic downforce, but ended up 19 seconds adrift of Raikkonen. The champion's two poor starts in the first two races have effectively handed title rival Rosberg two victories, but it's coming back from adversity where Hamilton excels, and how he won his second championship in 2014 so beguilingly.

Red Bull's Daniel Ricciardo took a solid fourth from fifth on the grid, and there was another impressive showing from the new US-based, Ferrari-affiliated Haas team - Romain Grosjean taking a fighting fifth after an aggressive strategy focused on running three sets of super-soft tyres and then a final set of softs.

Toro Rosso's Max Verstappen, last year's stellar rookie, was a strong sixth ahead of the second Red Bull of Daniil Kvyat, who recovered from a poor qualifying performance that left him 15th on the grid to pass Williams' Felipe Massa for seventh on the penultimate lap.

It was a disappointing end to a difficult race for Williams, with Bottas hit with a what some may consider a harsh drive-through penalty for the Hamilton collision, taking ninth.

Stoffel Vandoorne was a solid 10th on his grand prix debut for McLaren, substituting for Fernando Alonso who was ruled out of this race by official FIA doctors because of a cracked rib sustained in his huge accident at the Australian Grand Prix two weeks ago.

Vandoorne, who out-qualified team-mate Jenson Button, dropped behind the Englishman on the first lap but Button retired on the seventh lap, prompting a shake of the head in the pits at another reliability problem for the team from Alonso, who stayed on in Bahrain to help Vandoorne through the weekend.



Nico Rosberg took his third straight win of 2016 as Mercedes team-mate Lewis Hamilton fought back to seventh in a hectic Chinese Grand Prix.

World champion Hamilton started from the back, suffered a broken front wing on lap one and did five pit stops.

The Briton faces the prospect of trying to overhaul a 36-point deficit in the remaining 18 races of the season. Ferrari's Sebastian Vettel came second despite colliding with team-mate Kimi Raikkonen on the first lap. The incident damaged both cars, with Raikkonen fighting back to fifth behind the Red Bulls of Daniil Kvyat and Daniel Ricciardo.

Raikkonen's rise through the field included passing Hamilton in the closing stages, Ferrari's decision to use soft tyres for the final stint as opposed to the mediums chosen by Mercedes giving the Finn an advantage as the Briton fought in vain to try to pass the Williams of Felipe Massa.

Hamilton will express his confidence at being able to erode Rosberg's points lead and will expect his awful luck of the first three races to turnaround - but the fact remains that no driver who has won the first three races of a season has failed to go on to claim the World Championship.

The race was shaped by an incident-packed opening, with a number of collisions on the first lap leading to the introduction of the safety car on lap four. By that stage, Hamilton and Raikkonen had already pitted once to replace front wings damaged in first-corner collisions.

Raikkonen moved right into Vettel's path as the German moved left to ensure he was not tagged by an aggressive dive down the inside by Kvyat. Hamilton was then turned into by Sauber's Felipe Nasr as he avoided Raikkonen's damaged car swerving back on to the circuit. So, who would like to explain to this man what went on there, then? Ferrari president Sergio Marchionne makes an appearance outside the Ferrari garage

At the front, Ricciardo had made a stunning start to take the lead from pole-sitter Rosberg at the first corner. In the process his left-rear wheel had been tagged by Rosberg's front wing. Whether it was that or the debris on the track, Ricciardo suffered a left-rear puncture on lap three, allowing the Mercedes to pass. Ricciardo would almost certainly not have been able to hold off Rosberg in any case, but his removal from the lead left the German serene out front.

Mercedes decided not to stop him under the safety car and when the race re-started on lap nine, Rosberg simply drove off into the distance.

Hamilton, meanwhile, was in the wars. Mercedes stopped him twice under the safety car, doing only one lap on the super-soft tyres in an attempt to ensure he could use only the softs for the rest of the race. So Hamilton had done three stops within the first six laps and he was lying third from last at the restart. He began his fightback from there, with the Ferraris doing the same - Vettel starting from 11th and Raikkonen not far behind Hamilton, who said his progress had been affected by damage to the car in the incident with Nasr.

Mercedes F1 boss Toto Wolff said the front wing had damaged the leading edge of the floor and the barge boards when it came off and that the car had lost a "lot of aerodynamic performance".

After a further switch to the medium compound tyres to last the race, Hamilton was not able to recover as much ground as the Ferraris and faces an uphill battle if he is to stop Rosberg winning his first world title this year.



For Sale



Proton 1400 Kitcar

Very competitive class car on both tarmac and gravel, in our hands won class on last event (Lookout stages at Melbourne) by just under 2 minutes maintained to the highest standard with no expense spared just had new brake pads all round, full suspension refresh and new box 2 events ago (checked after Lookout and is perfect)

- **Brief spec:**
- Harry Hockly Factory built lightweight 1400 kit car Gravel spec
- John Beatie built 165 Bhp kit engine with new ECU
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- GrA Hockly driveshafts
- Big Bearing Hubs and flanges
- GrA rose jointed front TCAs
- Evo 3 rear arms
- Alcon brakes and bias pedal box
- New Motordrive seats dated till end 2019
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- frsh rs diff rebuilt 45 ago with box
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- eng an box oil 0 miles changed after every events regardless of milage
- motec management running anti lag mapped by
- jam sport 2 events ago when new engine went in indate recaro wrap around seats and trs belts in-date
- heated winscreen
- 3 way ohlins
- all fresh rear end 0 miles
- fully pollybushed
- big Brembo tarmac brake set up
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- peltor intercom
- bag tank
- quick release carbon kevlar engine guard

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£16,995 OVNO



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**

Email :

diddudley2003@yahoo.com

Warrington & DMC



JRT Enville Stages Rally

Sunday 3rd July

Regs

www.warringtondmc.org



Warrington

& District Motor Club

JRT ENVILLE STAGES

Sunday 3rd July

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Anglesey Circuit

MARSHALS NEEDED

Chief Marshal

Tony Jones

Email : tij909@gmail.com

Tel : 07770-210881

6pm- 8pm

Text anytime



Keith Frecker Memorial Weeton Camp Stages

Sunday June 12th

Welcome to what will be the 17th running of our rally at Weeton.

The event will be one of only two single venue rallies running at Weeton in 2016

Competitors that entered The Roskirk stages events at Three Sisters in March 2016 will benefit from a discounted entry.

We are also delighted to once again welcome the Junior 1000 Rally Competitors who will be running alongside the 'senior' rally, which also sees the return of the event as a qualifying round of the SD34 MSG Championships

As usual we aim to provide a no nonsense event run by competitors for competitors utilising the smoother parts of Weeton camp.

On behalf of the organising team from Blackpool South Shore Motor Club, we wish all competitors an enjoyable day's motorsport.

Website :

www.bssmc.club/bssmc

Adult regs

**[www.bssmc.club/bssmc/Weeton2016/
SeniorV1.pdf](http://www.bssmc.club/bssmc/Weeton2016/SeniorV1.pdf)**

Junior regs

**[www.bssmc.club/bssmc/Weeton2016/
JuniorsV1.pdf](http://www.bssmc.club/bssmc/Weeton2016/JuniorsV1.pdf)**

Online Entry form

[www.rallies.info/webentry/2016/ ... ben-try.php](http://www.rallies.info/webentry/2016/...ben-try.php)

Address for cheques is at the bottom of the regs

Your entry will only appear on the unseeded list once payment has been received, no payment no entry

Marshals

As always Marshals are required

If you can help then please contact the

Chief Marshal

Pat Masters

email :

info@bssmc.com

Herefordshire Motor Club Welsh Marches Mini Epynt Stages

Sunday June 5th

**Sponsored by
APEX MOTOR PARTS**

The 8th running of the very Popular MINI EPYNT will take place this year as always in one day, with a challenging route of 45 miles of the finest Tarmac tests in the UK!! We look forward to receiving your entries, on what is always an oversubscribed event - as always be quick as we generally fill in a few days!!

Entry @ £215 (same as previous years)

Classes for all cars, with the usual Class 7

(Class 7 is now only for top 5 finishers on TOE, Flatters & Mewla, unable to win o/a)

Previous winners and Dixies Challenge winners can now win the event overall.

KING of EPYNT championship round

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www.JustMotorsportAds.com

The above website in the final stages of development and is for anyone who has anything motorsport related to sell, and all adverts will be 100% free. Whether you have a race car for sale, an old trailer or motorhome, some brake pads or tyres, or some interesting motorsport memorabilia, you will be able to sell it for free on the new site.

Car Club members can register at the site now, and we will notify them as soon as they can start creating their free adverts in preparation for our full launch.

So what will make us different to other advert sites? Well first off we are 100% free, and also we are run by motorsport enthusiasts and clubman racers. We are sponsors of Track Attack's Nippon Challenge and Tricolore Trophy, and will also be advertising online on a lot of sites including Google Adwords and Motorsport Days, as well as offline in magazines like BRSCC Yearbook, MSA Magazine and the Motorsport Days Clubman Annual. We will also be promoting our adverts via our social media channels on Facebook and Twitter. All this is to make everyone involved in motorsport aware of the site. Our aim is to bring buyers and sellers together to create the UK's largest motorsport ads site.

And to help us make a success of this, we need lots and lots of adverts - so hopefully you can pass this email or info on to your members :) Remember all ads are free - so it won't cost your members anything

If you have any questions please do not hesitate to contact us on

info@justmotorsportads.com

Many thanks for taking the time to read this,

Kind regards,

Paul Lawrie

Just Motorsport Ads.



www.danwillancoaches.co.uk



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Dan: 07834 275102

Angela: 07974 377416

The Jim Clark Memorial Motor Club Ltd

Jim Clark Reivers Forest Rally Sunday 5th June.

The event is a qualifying round of the following Championships:

- THE ARR CRAIB MSA SCOTTISH RALLY CHAMPIONSHIP
- SG PETCH ANECCC STAGE RALLY CHAMPIONSHIP
- ECOSSE RALLY CHALLENGE
- The BORDER CHALLENGE RALLY CHAMPIONSHIP

The standard Entry Fee for the event will be: £555.00.

The Entry fee includes RalliTrak (£30)

and one Service Pack and one Management Pack.

Competitors are asked to pay by BACS where possible however Cheques or Postal orders are acceptable and MUST be made payable to Jim Clark Memorial Motor Club Ltd.

For BACS payments our bank account details are on the entry form.

All entries must be made on the online entry system

An entry will not be classed as such until the appropriate fees have been received and cleared by the closing date for entries.

The Organisers reserve the right to accept or refuse entries at their discretion.

All entries will be acknowledged upon receipt.

No entry will be accepted without payment.

<http://www.jimclarkrally.org/>

2016

Wyedean Stages

Saturday 12th November

We have been told that there are still some doubting Thomases out there..... To dispel any rumours the 'Wyedean' is running, there are some changes.

A new date SATURDAY 12TH NOVEMBER 2016.

We have started work on preparing a route for November, a more compact event with about 40 miles of stage and 40 miles of road section. Regs will be available in September, a new web site will be launched at the end of April.

Other things that may interest you....

- Based in the Forest of Dean at the Vantage Point Business Village,
- Mitcheldean (Scrutineering, Rally HQ, Documentation and Service Area (all tarmac).
- NO management cars
- All takes place on one day (Saturday 12th November)
- Three stages run twice
- On-line entry will be available

Eight championships:

- Pirelli MSA Welsh Forest Rally Championship
- Jelf Motorsport Welsh Clubman's Forest Championship
- Brian Dennis Motorsport Welsh Historic Rally Championship
- Restruct Ltd Mixed Surface Rally Championship
- HRCR Stage Masters Rally Challenge
- ASWMC Loose Stage Rally Championship
- ANWCC Forest Stage Championship
- Gwynne Speed Rally Challenge

Do's & Dont's

- Do check the website, when launched, on a regular basis
- Do enter when entries are open
- Do spread the word the event is running
- Don't ask which stages are being used
- Don't ask if the entry list is available yet!
- Don't ask who won!
- Don't bring a management car





6th / 7th May

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

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

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

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

Highlights

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

Regs available at
www.manxautosport.org



The Cetus Stages

**The Three Sisters Race Circuit,
Ashton In Makerfield, Wigan.
Sunday 8th 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 Rowland 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



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Website**

www.geminicommunications.org.uk

2300 Club

The 'Andy Mort' Tour

22nd October

Following on from the successful Janet Lancaster Memorial Run in October 2015, the 2300 Club are planning a similar event in memory of former club member Andy Mort.

The event will be called the Andy Mort Tour and will take place on the 22nd October 2016 and is a gentle run around Lancashire / Yorkshire. It is not a timed or competitive event and is classed by the MSA as a 'Touring Assembly' – for the layman that is code 'for a leisurely scenic run in the country on proper Tarmac roads.' ... so no need for roll cages, sump guards, etc!

- There will be prizes for the correct route as well as best turned out car etc etc.
- The navigation is via Tulips from a supplied Road Book.
- Regulations and Entry forms for the event will be published in August 2016, in the meantime a few preliminary details to whet your appetite are here:
- Start & Finish venue will be the Best Western Mytton Fold Hotel (BB6 8AB)
- Morning route will be approximately 70 miles
- Lunch halt at Hawes (approx. 1 Hour)
- Afternoon route will be approximately 70 miles
- To round off the day a few 'driving tests' will be performed at the finish venue.
- The Entry Fee will be in the region of £50 (2 people) which will include a light breakfast and buffet style super at the finish venue
- All makes and types of vehicles are welcome

So make a date in your diary and keep an eye on the website for further details of what will surely be a fantastic day out

www.2300club.org



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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, AWMCC & 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 0RB)

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
0161 432 3490 / 07771 742 692
staffing@061roadrally.co.uk

Chateau Impney Speed Hillclimb

9/10th July 2016



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

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

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

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

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

Visit www.chateauimpneyhillclimb.com



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MOTORSPORT NEWS Circuit Rally Championship The end of seasons Award Night 18th June At Oulton Park

The end of our inaugural seasons award night will be held at Oulton Park on the 18th June 2016 – 7pm prompt. We have an action packed evening planned featuring:

- A three course meal prepared freshly in house by a team of Motorsport Visions Chef's
- Awards Presentations for both the Motorsport News Circuit Rally Championship and the Michelin Cup Hosted by our very own Paul Woodford
- A excellent after dinner comedy performance from Dominic Woodward
- Followed up with a live folk / pop performance featuring a variety of covers that you will all recognise, together with stunning original tracks from the critically acclaimed artist; Alex Hulme.
- More music into the night from Brad B Wood

The evening will be held in Oulton Parks fully air conditioned Fogarty Moss Centre which backs onto the Cascades series of corners and overlooks the Darcy Dip Water Splash – Parking is available on site where vehicles can be left overnight (though we must point out that this is at the owners risk). The evening will start at 7pm prompt.

Attendees will be treated to a full three course meal within the ground floor Chester Suit – The dining room will be set out in tables of ten so, please indicate when requesting your tickets if your are part of a larger party. Reception drinks will be available upon your arrival and further drinks can be purchased from the fully licenced bar up until its closing time of midnight.

**All this for just £40 per person
Be quick to book your tickets**

**[www.msnrallychamp.co.uk/
awards-night-ticket-form/](http://www.msnrallychamp.co.uk/awards-night-ticket-form/)**

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 : 16th May 2016
www.greystokestages.co.uk

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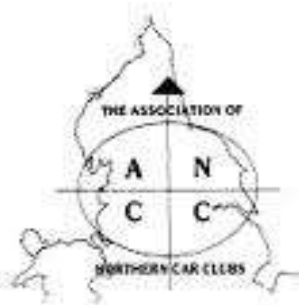
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RAC Rally of the Tests 2016

3rd - 6th November

We are delighted to announce the return of an icon - an event that shaped the future of rallying in the UK, it was this event that brought rallying to the public and captured their spirit and imagination - The RAC Rally of the Tests. November 2016 will see this event return to the historic regularity rallying calendar, it will retain its traditional and authentic format.

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

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

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

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

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

www.heroevents.eu

Kirkby Lonsdale Motor Club Ltd

DEVILS OWN RALLY

Saturday 8th October 2016

In association with motorsportmugs.co.uk

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

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

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

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

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



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Acknowledgements

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Les Fragle	League
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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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League Compiler / Individual Championship
Compiler (& my complaints manager) Les Fragle

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

SD34MSG

Wednesday 18th May

8-00pm,

Hartwood Hall Hotel, Chorley. PR6 7AX
Just off M61 at J8 : 109 / 583 181

ANCC



Monday 4th July

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday May 9th

8.00pm

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

www.anwcc.org

The *intention* is to publish this EMag on the last day of each month. It will be emailed to SD34MSG Delegates for them to forward to their Club Members as they wish.

**Deadline for copy
for the June edition is
Sunday the 29th May
which is due out on
Tuesday the 31st of May**

PLEASE Email Reports etc. to
Maurice Ellison at :

sd34news@gmail.com

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



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