

# August spotlight

## 2016



*Stephen & David Byrne : 3rd O/A*

*Photo Courtesy of Tony North*

2016

Wigton Motor Club  
Lake District  
Classic & Targa Rally

## Lake District Classic Rally

**Sunday 3rd of July 2016**

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

*Volume 7 : Issue 8 : August 2016 : Maurice Ellison*

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# Chairman's Chat

I watched some of the highlights of the Tour de France and sadly some of the pictures reminded me of the tragic spectator incidents during rallying in the Group B era with spectators covering the road and crowding the competitors resulting in the inevitable accidents.

Thankfully rallying has got its act together and our events are much safer but the organisers of the Tour have a lot to learn.

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

## SD34MSG Meeting Highlights 20th July 2016

- The dates of two A&PMMC trials have changed from 7<sup>th</sup> to 21<sup>st</sup> August and 4<sup>th</sup> September to 2<sup>nd</sup> October.
- The BleMCC Autosolo 25<sup>th</sup> September will be at the DW Stadium in Wigan but there will not be a PCA as initially planned.
- An early announcement that Mull CC will be running a Gravel rally near Dunoon on 24<sup>th</sup> June next year. The Scottish which usually has this date will move to 23rd May.
- A complaint from a resident near Haylots, which is regularly used on road rallies, has been received so the RLO is to have discussions as to how to alleviate the problem while hopefully keep this road available for use.
- Again event organisers were reminded to get routes in to the RLO as soon as possible as if not there could well be a problem with clashes in the future. Routes can only go to the MSA 6 months in advance but the RLO will accept them as soon as available.
- The latest Championship positions were read out and are included in later pages.
- The Sprint & Hillclimb Championship Compiler is considering inviting more events to increase the rounds for next year.
- The Road Rally Championship Compiler is considering changing the number of classes from three to four as on CDMC and other clubs events.
- Unfortunately Jonathan Day, MSA Director of Development and Training could not attend the last ANCC meeting on 17<sup>th</sup> July but will be there at the next one in October.
- The next ANWCC meeting will be held on 8<sup>th</sup> August and Jonathan Day and Sue Sanders will be attending to discuss the WRGB so clubs who don't normally attend were encouraged to send someone to this meeting so they can get the latest information on the event and how to get involved.
- There was a plea for more marshals for the WRGB in October however radio locations are filling fast. Mark Wilkinson is the South Wales Staffing Officer.
- Tony Lynch advised anyone constructing a rally-cross car that some changes may come in next year so keep a look out for them so as not to compromise the build.
- **The next meeting will be on 21<sup>st</sup> September at the Hartwood Hotel, Chorley.**



# SD34MSG : Member Clubs & Contacts

## Accrington MSC

Contact : David Barratt  
Email : davidpbarratt@gmail.com  
Tel. : 01254-384127  
Website : www.accrington-msc.org

## Airedale & Pennine MCC

Contact : John Rhodes  
Email : rhodesj3@sky.com  
Tel. : 07913 649131  
Website : www.apmcc.co.uk



## Blackpool South Shore MC

Contact : Adrian Atkinson  
Email : adrian.atkinson@bssmc.com  
Tel. : 07919 694903  
Website : www.bssmc.com



## Bolton-le-Moors MC

Contact : Darren Span  
Email : Clerk@blmcc.co.uk  
Tel. : 07403 499265  
Website : www.blmc.co.uk



## CSMA (NW)

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 01254-392663  
Mob. : 07718 051 882



## Clitheroe & DMC

Contact : Maurice Ellison  
Email : sd34news@gmail.com  
Tel. : 01524-735488  
Mob. : 07788-723721  
Website : www.cdmconline.com



## Garstang & Preston MC

Contact : Margaret Duckworth  
Email : margret.duckworth42@btinternet.com  
Tel. : 01772-700823  
Website : www.gpmc.co.uk



## High Moor MC

Contact : Gary Heslop  
Email : gary.heslop@btinternet.com  
Tel. : 0161-6430151  
Mob. : 07973-816965  
Website : www.hmmc.co.uk



## Hexham & DMC

Contact : Ed Graham  
Email : edgraham01@sky.com  
Tel. : 0161-2919065  
Website : www.hexhammotorclub.co.uk



## Knowldale CC

Contact : Matt or Stephen Broadbent  
Email : m.broadbent@zoho.com  
Tel. : 07411-236420  
Website : www.knowldale.co.uk



## Lightning MSC

Contact : Andy Rhodes  
Email : andy.rhodes@btinternet.com  
Tel. : 01772-632820

## Lancashire A.C.

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



## Liverpool MC

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



## Manx AS

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



## Matlock MC

Contact : Frances Banning  
Email : frannybee66@yahoo.com  
Tel. :  
Website : www.matlockmotorclub.co.uk



## Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
Website : www.mullcarclub.co.uk



## Pendle & DMC

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



## Preston MC

Contact : Louis Baines  
Email : louisbaines@hotmail.co.uk  
Tel. : 07792 903166  
Website : coming soon



## U17MC-NW

Contact : Steve Johnson  
Email : steve.amsc@gmail.com  
Tel. : 07718 051 882  
Website : www.u17mc-northwest.org.uk



## Stockport061MC

Contact : Mark Wilkinson  
Email : mark@stockport061.co.uk  
Tel. : 07879-657580  
Website : www.stockport061.co.uk



## Wallasey MC

Contact : Tony King  
Email : tony\_king@msn.com  
Tel. : 07989-616546  
Website : www.wallaseymc.com



## Warrington & DMC

Contact : George Jennings  
Email : gajennings@sky.com  
Tel. :  
Website : www.warringtondmc.org



## Wigan & DMC

Contact : Tony Lynch  
Email : rallycrosser790@aol.com  
Tel. :  
Website : www.wiganmotorclub.org.uk



## 2300 Club

Contact : Neil Molyneux  
Email : 2300@fcs-uk.com  
Website : www.2300club.org





MOTOR SPORT GROUP

## Contacts

**President** : Alan Shaw  
**U18 Championship Marshals Compiler** : shawalan.555@btinternet.com  
**C.P.O.** : 01282-602195

**Chairman** : Les Fragle  
**Secretary** : les.fragle@gmail.com  
**League Compiler** : 01995-672230  
**Individual Compiler**

**Vice Chairman** : Bill Wilmer  
**Radios** : Approved MSA Radio  
Co-ordinator  
Gemini Communications  
07973-830705  
w.wilmer@btinternet.com

**Treasurer** : Steve Butler  
**Road Rally Website** : steven.butler9@btinternet.com  
[www.sd34msg.org](http://www.sd34msg.org)

**Stage Rally Compiler & Lancashire RLO** : Chris Woodcock  
pdschris@aol.com  
01254-681350

**Sprint /Hillclimb** : Steve Price  
prstp739@aol.com

**None Race/Rally** : Tracy Smith  
tracey.amsc@hotmail.com

**Registrations** : Margaret Duckworth  
margaret.duckworth42@btinternet.com  
01772-700823

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

**North West RDO** : Steve Johnson  
steve.amsc@gmail.com  
01254-392663  
07718 051 882



## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**  
[www.bssmc.com](http://www.bssmc.com)



**Chester Motor Club**  
[www.chestermotorclub.co.uk](http://www.chestermotorclub.co.uk)



**Ecurie Royal Oak Motor Club**  
[www.eromc.co.uk](http://www.eromc.co.uk)



**High Moor Motor Club**  
[www.hmmc.co.uk](http://www.hmmc.co.uk)



**Fylde Motor Sport Club**  
[www.fyldemotorsportclub.co.uk](http://www.fyldemotorsportclub.co.uk)



**Stockport 061 Motor Club**  
[www.stockport061.co.uk](http://www.stockport061.co.uk)



**Warrington & District Motor Club**  
[www.warringtondmc.org](http://www.warringtondmc.org)



**Wallasey Motor Club**  
[www.wallaseymc.com](http://www.wallaseymc.com)



**Preston Motorsport Club**  
[www.facebook.com/prestonmotorsportclub](http://www.facebook.com/prestonmotorsportclub)



**Garstang & Preston MC**  
[www.gpmc.co.uk](http://www.gpmc.co.uk)

**Website** : [www.nwstages.co.uk](http://www.nwstages.co.uk)

Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)

## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 10,000**  
1/4 page (ish - we are very flexible) advert  
for a full 12 issues (1 year) costs just £100

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

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

### Steve Johnson

07718 051 882 [steve.johnson@csmaclub.org](mailto:steve.johnson@csmaclub.org)

**Les Fragle** 01995-672230 [les.fragle@gmail.com](mailto:les.fragle@gmail.com)

**Maurice Ellison** 07788-723721 [sd34news@gmail.com](mailto:sd34news@gmail.com)

*The opinions expressed in this  
publication are those of the individual  
contributors, and not necessarily  
those of the editor or the committee  
of the SD34MSG*

## WANTED YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,  
Birthdays, Anniversaries. Club Nights  
Send to : Maurice Ellison  
[sd34news@gmail.com](mailto:sd34news@gmail.com) 07788-723721



# Pendle & DMC

Co-promoted by

## Garstang & Preston MC



## The Heroes Stages

**Sunday 25th September 2016**

*Alan Shaw is looking for people to help run the Following controls.*

MTC/Stage Arrival	2 people
Stage Start	3 people
Flying Finish	2 people
Stop Line	2 people and
MTC/service in	2 people

These will hopefully be minimum numbers and would therefore hope that you are able to help me out once again.

Please can you indicate if you are available and if there is a particular control/type you would like.

Please pass this request on to anyone else that you may think might be able to help out and or place in your newsletters for me. [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)

**Julie Raynor is the Chief Marshal**

and should anyone like to do Sector or General Marshalling I am sure she would be delighted to hear from you

[heroesmarshal@btinternet.com](mailto:heroesmarshal@btinternet.com)



## Lancashire Automobile Club Ltd

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CONTACT CHRIS LEE  
[CHRISLEE1275@AOL.COM](mailto:CHRISLEE1275@AOL.COM)

## Liverpool Motor Club



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

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

[www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)

## Marshals

are required for the following  
events at Aintree in 2016

**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**

Marshals at our Aintree events receive a contribution to their travel expenses, a free buffet lunch, and a guaranteed minimum 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](http://www.liverpoolmotorclub.com) for more info or contact our Chief Marshal, Bill Gray at

[LMC-marshals@liverpoolmotorclub.com](mailto:LMC-marshals@liverpoolmotorclub.com)

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



# 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](http://www.cdmconline.com)

## What's On at CDMC

# August '16

## Tuesday 2nd August

**You show me YOURS  
& I'll show You MINE  
+ BBQ**

(Show off Car Night + Grub + Beer)  
What more could you want  
@ Winstanley Garage  
BB1 8DJ

## Tuesday 9th August

### 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 16th August

**Crown Green Bowling**  
Waddington Club  
7:30

## Tuesday 23rd August

### Phil Bowland

Co-Driver for Henri Toivonen

## Tuesday 30th August

### Keith Thomas

Keith had Malcolm Wilsons dad as his Co-driver in the '70s and then went on to Co-Drive for Malcolm Wilson himself.

Keith now competes on Classic Hill Climbs in his restored Buckler Mk5  
Should be some good tales to tell !



M. Wilson/ K. Thomas RS1800  
'79 Castrol

# July Clubnights

## Tuesday 5th July **Memorial Rally Forum**

### Oh what a good Rally for Clitheroe & DMC Members

**Tony Harrison got 1st Overall** and other than the little indiscretion near the end had a trouble free run. Lots of sideways action in the rain. Car now all back together ready for the Morecambe

**Paul Buckel and Steve Butler got 3rd O/A** and would have been second but for being baulked on Lythe by a Puma dropping them over 2mins. Was happy with the car after months of sorting.

**Jonathan Hoggarth & Simon Frost got 1st Semi Expert Steve & Robert Cotton finished 2nd Semi Expert & 9th O/A** on the pairs only second outing having won the Novice pot on last years Clitheronian in the Toyota Yaris. Had a clear run through Kit Brow ford (one of the lucky ones but were very close to beaching it down the white after lowering the suspension but had very few other problems)

**Josh & Nick Townley won the 1st Novice Pot and 8th O/A** on their first ever Rally

**Ayrton Harrison & Maurice Ellison finished 10th O/A** and would have finished higher but for Kit Brow Ford (4 mins), being baulked on Lythe and going off on Haylotts (still chuffed with 10th)

**Sam Ambler & Seddy Sedgwick** enjoyed their first outing finishing 33rd O/A & 3rd Novice & will certainly be back for more

**Simon Boardman** dropped 7 minutes in the ford and lost interest  
**Dave Whittaker & Terry Martin** picked up a fail at the Gas Works NAM in the first half. They also had gear selection problems and called it a day at MTC3

**Jez Turner** was out marshalling and said it was the wettest Rally he has marshalled to date, but at least the rain was warm

## Tuesday 26th July **Catch up Noggin 'n Natter**

### Barbon Hill Climb 1 :

**Steve Lewis** did the first of the 2 Barbon Hillclimbs in his MGZR

### Keith Frecker Stages :

**Brian Massey & Matt Broadbent** have acquired quite a few sponsors. Went off and did a lot of damage when they aquaplaned whilst in 8th O/A. All back together now ready for Prom Stages

### JRT Enville Stages :

**Terry Martin** Neither Terry nor his driver wanted to do the event but entered to get some seat time report on page 21. Quote 'wearing a 'Simpson' is just like wearing a Bra.' How does he know that?

### Beaver Rally :

**Paul Buckel & Steve Butler** Blew the engine on the Proton on a very long straight and had only a few weeks to replace it in time to do the Morecambe. Paul has acquired a new shell too

**Morecambe Rally :** Several Clitheroe & DMC Crews tackled the Morecambe Rally run on the 23/24th July. All the crews had a whinge about the naff bits of the event

**Paul Buckel & Steve Butler** picked up 2 fails on Quernmore Park trying to find the 'Go round the Trees' Code Boards in a wood full of trees. Which Trees. . . In a wood? And so went home

**Ayrton Harrison & Maurice Ellison**, Really enjoyed the event (see report on pages 17 & 18) despite the silly bits & also told tales about the Berwick & Lake District TARGAs (pages 61 & 62)

**Sam Ambler & Seddy Sedgwick** entertained (as always) with how they got on and the problems encountered & then solved

**Tony Harrison & Paul Taylor** finished 9th with 1 Fail (same Fail as Ayrton & Maurice on Wray white . . . 'What Arrow?')

**Gareth Shepherd**, Had to pull his entry so went marshalling

# Marshals Wanted

**Please come and marshal on the  
2016 Accident Advice Solicitors,  
Loss Insurance Brokers**

## **Promenade Stages Rally**

If you're not competing and want to be involved and be closer to the action why not register as a Marshal.

Marshals are needed on Friday afternoon for Scrutineering, Friday evening for the first 2 special stages and all day on Saturday for the remaining special stage action.

We aim to sign on around 100 marshals in order for our event to be as slick as usual, so if you would like to help on the Accident Advice Solicitors, Loss Insurance Brokers Promenade Stages Rally then please contact the Chief Marshal by email: [chiefmarshal@wallaseymc.com](mailto:chiefmarshal@wallaseymc.com). As a marshal you not only get a goody bag but will also be entered into our superb marshals' prize draw.

Everyone is welcome and no previous experience is necessary as all marshals will be fully briefed and anyone who is not experienced will be 'buddied' with experienced marshals.

If you are interested in marshalling for the first time either make contact with the Chief Marshal or come along to one of our club meetings on a Monday evening at the Port Sunlight Village Social Club to find out more about marshalling.

## **MSA Marshals Registration**

Following some high profile incidents the MSA has introduced new safety rules in order to secure the future of British Rallying and some of those changes affect you as event marshals.

You may already be registered as a marshal with the MSA, giving you the recognition you fully deserve for the contribution you make to rallying. If you are then by 2017 you will need to have completed the MSA on-line training module, details of this are included below. For information, you only need to do this once, it will not be part of future on-going annual renewals.

If you are not already a registered MSA Marshal, then registration is not compulsory but you will need to be 'buddied' with a registered marshal. Any new marshals registering from this year will need to complete the accreditation modules as part of the 2016 process.

Volunteer marshals are essential for the safe and efficient running of our rally – without you our event would not run. Please come and help us and, if you want more information, we will be happy to talk to you about MSA registration.

**Contact Lorraine Taylor at : [chiefmarshal@wallaseymc.com](mailto:chiefmarshal@wallaseymc.com),**

**or the Deputy Clerk of the Course, Pat Marchbank at: [pat\\_01@live.co.uk](mailto:pat_01@live.co.uk).**

## **To complete the MSA Rally Marshal Training:**

1. Go to <https://members.msauk.org/imissite/login/default.asp> and log in as either an existing customer or, if you are a new customer, 'Register with MSA'.
2. If the process does not automatically take you to the on line training link then it can be accessed from [www.msauk.org/Marshals/Training](http://www.msauk.org/Marshals/Training) and go to bottom of page and, 'click here' to undertake the online training.
3. Select 'The Courses' and on the next page select 'All Learning', or 'Launch Course' if you have already registered.
4. Select 'Active Learning', then 'Rally and Cross Country Marshal Accreditation'.
5. This will take you to the course and assessment page. Just follow the instructions and complete each of the three modules by reading the background information first and then completing the individual assessments in order.
6. When you have successfully completed the assessments you should receive an email from the MSA about completing the registration process.
7. The courses are not difficult, in total they take about 45 minutes and if you have difficulty with any module you can simply retake it.
8. Whilst we encourage you to take the training module, whether or not you decide to, you will still be briefed fully on your duties and we will be extremely grateful for your help.
9. Please come along and help to make the Accident Advice Solicitors, Loss Insurance Brokers Promenade Stages Rally 2016 a great event.



## **WALLASEY MC**

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



# 2016 Wallasey MC Summer Social



The 2016 summer social was a resounding success!

This year we incorporated the social with the Enville Stages up at Anglesey Circuit. Many members arrived on Saturday afternoon and the BBQ was fired up in the evening under cover of the scrutineering sheds – which was handy as we experienced a huge downpour in the early evening.

The following morning, with many fuzzy heads (Gary Marriott got up questioning 'what happened to a crate of beer from his car' – errr Gary, that sore head you have ....?)

We all signed on to marshal for what was to be a cracking day, both weather wise and rally wise. We had once again be allocated the whole upper section of the stage which offered a little gravel, a jump and a yump.



## OTHER WMC NEWS

Pat had attended the ANWCC meeting where much of the discussion centred around the concern of the hill climbers as competitors were choosing to do track days instead of MSA approved events due to the lower cost and less rules.

In addition the confusion around the Single Venue rally rule change in respect of not needing to visit all controls to be classified as a finisher was discussed. Subsequent to the meeting this was raised at the MSA Rallies Committee and it is believed that a change has been proposed that is awaiting approval by MSA Council.

Pat also attended a Rally Future meeting in Llandrindod Wells with Jerry. Several of the MSA team were present, including Rob Jones, who gave various presentations on the new safety rules. These included the background to the changes and also training opportunities and funding for equipment available to assist clubs.

The matter of the Welsh Forestry charges was raised and Rob Jones confirmed that they are in negotiation and whilst he was unable to confirm any details he felt optimistic that there will be a resolution. He stated that they were getting significant support from the Welsh Assembly.

Wallasey MC is to organise this year's Ian Harwood Quiz on the 21st November at the Port Sunlight club. The evening is going to be organised by Mike Harris and Start MacMaster and Pat has been asked to extend invitations to other North West clubs. The evening will include a buffet so get your teams organised! North West Car Club is organising an Olympic fun day on August 20th and more detail will be advertised on our Facebook page.



# Warrington & DMC



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

## The Scalextric challenge points after round 3 'The Mark Smith Stages' Tuesday 26th July

1.	John Boggs.	10
2.	George Jennings.	8
3.	Colin Cresswell.	7
4.	Steve Prince.	5
5.	Ade Lloyd.	4
6.	Jo Reynolds.	4
7.	Matthew Steadman.	3
8.	Ste Unsworth.	3
9.	Ann McCormack.	3
10.	Denise Burns.	3
11.	David Bate.	3
12.	Sandra Withenshaw.	2
13.	Michael Daly.	1
14.	Michael Spiers.	1
15.	Will Heys	1
16.	Bob Reynolds.	1
17.	Ant Oates.	1
18.	Colin burgess	1
19.	Alan 'Shortly' Crossley.	1
20.	Mark Carter.	1
21.	Ian Haywood	1

The Next **SCALEXTRIC** night is on the  
**6th September**  
*and it's*

## Group B rally car night

*only club cars will be there to use*





# 2016 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

Post Code ..... e-mail .....

Tel No Home ..... Mobile .....

SD34 Nominated Club ..... (1 only)

Age on 1<sup>st</sup> 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](mailto:shawalan.555@btinternet.com)**

## SD34MSG Under 18 Championship Regulations

The SD34MSG "Under 18 Championship" shall allow any member of an SD34MSG club, who is under the age of 18 on the first day in the championship year (this will normally be 1<sup>st</sup> 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, 3<sup>rd</sup> best index 2 points less and so on till all eligible registered Under 18 competitors have been awarded their points.

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

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

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

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

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.  
01282602195. [shawalan.555@btinternet.com](mailto: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	608	1	1
Bolton-le-Moors CC	459	2	2
Liverpool MC	342	3	3
Stockport061 MC	318	4	4
U17MC-NW	342	5	5
Blackpool South Shore MC	273	6	7
Garstang & Preston MC	265	7	8
Warrington & DMC	243	8	9

### Division B

Division B		Position	
Club	Points	Div	O/A
Preston MC	293	1	6
Matlock MC	193	2	10
Accrington MSC	173	3	11
Wigan & DMC	137	4	13
Pendle & DMC	104	5	14
Knowl Dale CC	82	6	15
Wallasey MC	76	7	16
Manx AS	62	8	18

### Division C

Division C		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	141	1	12
Hexham & DMC	68	2	17
Mull CC	23	3	19
CSMA (NW)	21	4	20
Lancashire A.C.	10	5	21
High Moor MC	6	6	22
Lightning MSC	0	7	23
2300	0	7	23
Motorsport NW Ltd	0	7	23

## Individual Championship

O/A	Competitor	Q	pts	Club
= 1	Ian Bruce	Y	44	S061MC
= 1	Steve Lewis	Y	44	CDMC
3	Steve Johnson	Y	35	U17MC
4	Jack Darbyshire	Y	33	PMC
5	Maurice Ellison	Y	30	CDMC
6	Steve Price	Y	24	BLMCC
7	Mark Livesely	Y	15	PMC
8	Kris Coombes	Y	14	PMC
9	Louis Baines	Y	13	PMC
10	James Swallow	Y	11	PMC
11	Gav Irvine	Y	9	G&PMC
12	Matthew Harwood	Y	8	G&PMC
13	Daniel Cookson	Y	7	PMC
14	Colin Baines	Y	6	PMC

### Not Yet Qualified

15	Pauline Merrills	49	S061MC
16	James Williams	46	U17MC
17	Nigel Fox	39	LivMC
18	Andy Williams	38	U17MC
19	Brandon Smith	30	CDMC
20	Gary Evans	29	MMC
21	Andy Larton	28	LivMC
= 22	Phil Clegg	27	AMSC
= 22	Scott McMahon	27	U17MC
= 22	Ashley Young	27	MMC
25	Tony Harrison	26	CDMC
= 26	John Leckie	25	MMC
= 26	Jonathon Webb	25	HDMC
= 26	Chris McMahon	25	U17MC
= 26	Duncan Woodcock	25	LivMC
30	Alec Tunbridge	24	BLMCC
31	Mark Warburton	23	CDMC
32	Robert Holt	22	Liv MC
33	Lauren Cook	21	U17MC
= 34	Dave Riley	20	BSSMC
= 34	Garry Ross	20	A&PMMC
36	Richard Hunter	19	MMC

**Last Updated 19<sup>th</sup> July 2016**



**Last Updated 19<sup>th</sup> July 2016**

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	John Leckie	<b>52</b>	E	MMC	6
2	Richard Hunter	<b>39</b>	E	MMC	4
3	Tony Harrison	<b>35</b>	E	CDMC	4
= 4	Mark Standen	<b>32</b>	E	G&PMC	4
= 4	James Taylor	<b>32</b>	E	CDMC	5
6	Mark Warburton	<b>30</b>	S	CDMC	4
7	Martin Lloyd	<b>18</b>	E	S061MC	2
8	Jonathon Hoggarth	<b>17</b>	S	CDMC	2
9	Paul Buckel	<b>16</b>	E	CDMC	2
10	Ayrton Harrison	<b>14</b>	E	CDMC	2
11	Ian Swallow	<b>13</b>	N	PMC	2
12	Josh Townley	<b>10</b>	N	CDMC	1
13	Alex Brown	<b>9</b>	N	PMC	1
= 14	Robert Grimshaw	<b>8</b>	N	PMC	1
= 14	Louis Baines	<b>8</b>	S	PMC	1
= 16	Paul Gray	<b>7</b>	S	CDMC	1
= 16	James Swallow	<b>7</b>	N	PMC	1
= 18	Mike Figg	<b>5</b>	S	CDMC	1
= 18	Joe Mallinson	<b>5</b>	N	APMCC	1
20	Matthew Harwood	<b>3</b>	N	G&PMC	1
21	Daniel Cookson	<b>2</b>	N	PMC	1
22	Colin Baines	<b>1</b>	N	PMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Sion Matthews	<b>59</b>	E	MMC	7
2	Gary Evans	<b>56</b>	E	MMC	6
3	Jonathon Webb	<b>37</b>	S	HDMC	5
4	Ian Graham	<b>32</b>	E	CDMC	5
5	Paul Taylor	<b>31</b>	E	CDMC	4
6	Maurice Ellison	<b>23</b>	E	CDMC	4
7	Ashley Young	<b>21</b>	N	MMC	4
= 8	Kris Coombes	<b>17</b>	S	PMC	2
= 8	Simon Frost	<b>17</b>	S	CDMC	2
= 8	Steve Butler	<b>17</b>	E	CDMC	2
= 11	Tony Vart	<b>10</b>	N	CDMC	2
= 11	Rob Lloyd	<b>10</b>	E	CDMC	1
= 13	Stephen Frost	<b>9</b>	E	G&PMC	1
= 13	Nick Townley	<b>9</b>	N	CDMC	1
= 13	Ian Farnworth	<b>9</b>	S	G&PMC	1
16	Craig Shooter	<b>7</b>	N	PMC	1
17	Alan Barnes	<b>6</b>	E	PMC	1
18	Gav Irvine	<b>2</b>	N	PMC	1
19	Terry May	<b>1</b>	N	PMC	1

Last updated 10th July (after Beaver Rally) 7 Rounds to Count

## U18 Championship

O/A	Competitor	pts	Club
1	James Williams	50	U17MC
2	Kameron Anderson	36	U17MC
3	Josh Townley	10	CDMC

Last Updated 13th July (after CSMA AutoSolo)

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Ian Bruce	Y	131	C	S061MC
2	Brandon Smith	N	82	D	CDMC
3	Jack Derbyshire	N	81	C	PMC
4	Adrian Atkinson	N	54	D	BSSMC
= 5	Michael Judson	N	26	C	CDMC
= 5	Matthew Jakeman	N	26	B	HMMC
	Mike Figg	N	0	D	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	Dave Riley	N	156	D	BSSMC
2	Pauline Merrills	N	106	C	S061MC
3	Gary Jakeman	N	26	B	HMMC
	Terry Martin	N	26	D	CDMC

Last Updated 20th July  
(Following Rounds 8 & 9 :  
Keith Frecker & Enville Stages)

## Non Race/Rally Championship

O/A	Competitor	pts	Class	Club
1	Andy Williams	51.60	All	U17MC
2	Steve Lewis	51.41		CDMC
= 3	James Williams	49.92	All	U17MC
= 3	Scott MacMahon	49.92	A	U17MC
5	Chris MacMahon	49.63	A	U17MC
6	Phil Clegg	49.01	D	AMSC
7	Daniel Barker	46.13	C	AMSC
8	Steve Johnson	40.05	A/F	U17MC
9	Roger Barfield	39.92	B	U17MC
10	Alec Tunbridge	30.39	D	BLMCC
11	Garry Sherriff	28.90	A	PMC
12	Lauren Crook	20.00	All	U17MC
13	Steve Price	19.27	A	BLMCC
14	Gary Ross	12.62	A	A&PMCC
15	Stephen Kennell	10.81	B	CDMC
16	Joe Mallinson	10.30	C	A&PMCC
17	David Goodlad	10.00	A	BLMCC
18	Ian Swallow	9.55		PMC

Last Updated 19th July  
(following Round 7 : Darwen Services 17th July)

## Sprint & Hillclimb Championship

O/A	Competitor	pts	Class	Club
1	Nigel Fox	43.51	2	LivMC
2	Andy Larton	31.46	3	LivMC
3	Robert Holt	29.95	2	LivMC
4	M.Tomlinson	19.54	5	P&DMC
5	S.Price	9.98	1	BLMCC
6	S.Lewis	9.95	1	CDMC
7	Nigel Trundle	9.33	1	G&PMC

Last updated 11th July  
Following Barbon Hill Climb 2



# MARSHALS CHAMPIONSHIP

*Last updated : July 20th 2016*

## Accrington MSC

<b>Stephen Smith</b>	<b>114</b>	<b>Tracey Smith</b>	<b>114</b>
Dave Barratt	40	Steve Johnson	30
Andrew Evans	10	Beverley Evans	10

*Total Club Marshalling Points : 328*

## Bolton-le-Moors MC

Martin Beamish	10
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*Total Club Marshalling Points : 10*

## Clitheroe & DMC

<b>Maurice Ellison</b>	<b>62</b>	<b>Steve Butler</b>	<b>52</b>
<b>Heidi Woodcock</b>	<b>40</b>	<b>Chris Woodcock</b>	<b>40</b>
<b>Dan Sedgewick</b>	<b>30</b>	<b>Jez Turner</b>	<b>30</b>
Paul Buckel	22	<b>Steve Lewis</b>	<b>20</b>
Bill Wilmer	20	Mathew Kiziuk	20
Sam Ambler	10	Matt Flynn	20
Matt Broadbent	10	Paul Flynn	20
Steve Flynn	10		

*Total Club Marshalling Points : 406.*

## CSMA (NW)

Michael Conboy	10	Graham Maxwell	20
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*Total Club Marshalling Points : 30.*

## Garstang & Preston MC

<b>Les Frigel</b>	<b>50</b>	<b>Jason Bleakley</b>	<b>20</b>
<b>Margaret Duckworth</b>	<b>20</b>	<b>Karen Whittam</b>	<b>20</b>
<b>David Nolan</b>	<b>20</b>	<b>Matthew Harwood</b>	<b>20</b>
<b>Gave Irvine</b>	<b>20</b>	<b>Andy Jones</b>	<b>20</b>
<b>Ian Richmond</b>	<b>20</b>	<b>Andrew Richmond</b>	<b>20</b>
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	James Cookson	10
Matt Cookson	10	Jem Dale	10
Alex Jackson	10	Colin Todhunter	10

*Total Club Marshalling Points : 370*

## Hexham & DMC

Georgiana Webb	50
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*Total Club Marshalling Points : 50*

## Lancashire A.C.

David Bell	20
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*Total Club Marshalling Points : 20*

## Liverpool MC

<b>David Hunt</b>	<b>80</b>	<b>Bill Gray</b>	<b>74</b>
<b>Andy Fell</b>	<b>62</b>	<b>John Harden</b>	<b>62</b>
<b>Sean Robertson</b>	<b>52</b>	Mike Cadwaller	42
Phil Gough	40	Ron Hunt	40
Roy Holder	32	<b>Kevin Jessop</b>	<b>30</b>
Phil Howarth	22	<b>Geoff Main</b>	<b>20</b>
Jon Hunter	20	Ron Huntriss	10
Ian Paterson	10	Ian Curlet	10

*Total Club Marshalling Points : 604*

## Pendle & DMC

<b>Les Eltringham</b>	<b>40</b>	<b>Peter Wright</b>	<b>32</b>
<b>Peter Schofield</b>	<b>32</b>	<b>Alan Shaw</b>	<b>30</b>
Lindsay Fisher	22	<b>Toby Fisher</b>	<b>20</b>
Ian Mills	10	Rod Brereton	10
Ian Mills	10	Harry Tinkler	10
Peter Wright	10	Chris Andrews	10
Lee Birkenhead	10	Charlie Fisher	10
Mick Tomlinson	10	James Wright	10
Zoe Wright	10		

*Total Club Marshalling Points : 286*

*Top 5 in Championship shown in RED*

*Those Qualified shown in BOLD*

## Preston MC

<b>Ryan Sweeting</b>	<b>20</b>	<b>Alex Brown</b>	<b>20</b>
<b>Danny Cookson</b>	<b>20</b>	<b>David Moss</b>	<b>20</b>
Peter Sharples	20	James Swallow	10
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	Julie Sharples	10
Ian Swallow	10	Andrew Brown	10
Ian Brown	10	Steve Dixon	10
Joshua Robinson	10	Charley Fisher	10
Gordon Duxbury	10	James Wright	10
Zoe Wright	10		

*Total Club Marshalling Points : 460*

## Stockport 061MC

<b>Mark Wilkinson</b>	<b>72</b>	<b>Ken Wilkinson</b>	<b>52</b>
<b>Ian Mather</b>	<b>52</b>	<b>Lindsay Mather</b>	<b>52</b>
<b>Sarah-Jane Wilkinson</b>	<b>40</b>	<b>Andy Chambers</b>	<b>30</b>
<b>Ian Bruce</b>	<b>30</b>	<b>Andy Elliott</b>	<b>20</b>
<b>Rick Ekin</b>	<b>20</b>	<b>Andy Turner</b>	<b>20</b>
<b>Anthony Miles</b>	<b>20</b>	<b>Keith Miles</b>	<b>20</b>
Frank Wilkinson	10	Daryl Evans	10
Steph Wilkinson	10	Dan Chambers	10
Dave Coulson	10	John Coulson	10
Judith Ekin	10	Phil Hesketh	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
Hazel Payne	10	Martin Payne	10

*Total Club Marshalling Points : 608*

## U17Club NW

Jim Livesey	32	Amanda Anderson	22
Kameron Anderson	20	Harry Fonseca	12
Jeremy Fonseca	12	Jamie Foster	12
Luke Girvin	12	Chris McMahon	12
Scott McMahon	12	Nathan Wildblood	12
Hames Williams	12	Andrew Williams	12
Lauren Crook	10	Roger Barfield	10

*Total Club Marshalling Points : 202*

## Warrington & DMC

<b>Dee Burns</b>	<b>20</b>	<b>Joanne McCormack</b>	<b>20</b>
<b>Anne MackCormack</b>	<b>20</b>	Robert O'Brien	10
William O'Brien	10		

*Total Club Marshalling Points : 80*

*The following Clubs have all scored 0 points*

## Blackpool South Shore MC

**2300**

## Motorsport North West

## Mull Car Club

## Lightning MSC

## Highmoor MC

## Matlock MC

## Knowldale MC

## Airedale & Pennine MCC

## Manx AC

# SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
13 Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
21-Aug	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
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
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
2-Oct	Trial	Yes	Airedale & Pennine	Production Car Trial	Keighley
9-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
14-16-Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
5-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Memorial Rally	Oulton Park
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 by Discipline at a Glance

### SD34MSG Road Rally Championship 2016

Date	Event	Organising Club
27/28 Aug	Colman Tyres Rally	Ilkley DMC
24/25 Sep	Clitheronian Rally	Clitheroe & DMC
19/20 Nov	Dansport Rally	Matlock MC

### SD34MSG Sprint & Hillclimb C/ship 2016

Date	Event	Organising Club
13th Aug	Scammonden H/Climb	Pendle DMC
3rd Sep	Autumn Aintree Sprint	Liverpool MC

### SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
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

### SD34MSG None Race/Rally Championship

Date	Event	Organising Club
21st Aug	Production Car Trial	Airedale & Pennine
21st Aug	AutoSolo/PCA/AT	AMSC/CSMA
25th Sept	AutoSolo PCA	Bolton-le-Moors CC
2nd Oct	Production Car Trial	Airedale & Pennine
4th Dec	AutoSolo/PCA/AT	AMSC/CSMA

# MORECAMBE RALLY

23/24 July

Starting from Burton Services on the M6 Northbound the Morecambe Rally stuck to its usual (under Danny Cowells stewardship) format. All on map 97 and use as many whites as possible.

In previous years I have sung the praises of this event and this year (with the odd moan) its no different. Its still a damn good event that I want to do again and again.

Few little tweaks added from previous years but in the main the route was identical to last years event and you could be forgiven if you had taken last years map with the route on it and done that. Very small amount of changes

With the route all plotted (185 plots) we leave Burton Services to go to MTC1 at 00:15. Why we didn't set off an hour earlier is probably because Danny wanted to run Ridge Lane, Littledale & Haylotts as a timed to the second sections but more of that and the consequences later. We notice that the Spots are not set up as they had been so we stop to get them re-aligned. Dont know how it happened but somehow whilst Ayrton was setting up the spots he managed to turn the Rally clock off and that now needed re-setting. Could we find my stop watch with the Rally Time on it. Much hunting and eventually found it under Ayrtons seat. We get to MTC1 and squeeze ourselves between Cars 14 & 16. Whilst in the queue Mr. Bossen arrives (Car 4) somewhat past his due time. Bit of his maximum lateness gone but no penalty incurred.

MTC1 to TC 2 & TC3 takes us around Nether Kellet and then down Halton Park. Neutral to TC 3 and then its up Ridge Lane and past the prison and that was as far as we got last year where we broke a driveshaft and retired. This year we manage to get the whole way round without breaking anything. Next up is Quernmore Park which is interesting and as we didn't get that far last year all new to us. Wasn't too sure that the route instruction 'Around the tree' was sufficient because there are a lot of trees and which one? But we managed to find the right ones and get the code boards (a better NAM diagram might have helped, rather than 'round tree'). Next little problem was how to get to TC8. I used to live in Caton and so know the approach road to Quernmore Park well (even though I dont know Quernmore Park) and also know the map and how it looks on the ground means that the turn off is slightly different so you are not using the same road twice. A via for non locals might have helped. I got fed up of passing the information on to other competitors on how to get to TC8 without using the same road twice. Dont know what happened to Bossen, but there is nothing showing on the results sheet for him after TC7 (*End of Quernmore Park, Maybe he couldn't find which tree either or his way to TC8*)

Next up is Littledale with the route instructions not giving the location of the two NAMS. OK for me and Ayrton we knew where they were but, again, not fair to non locals. Following Littledale its onto Haylotts and NAM 8 is a few cones and a bit of tape but we cant find a code board. Further on at PC9 we are told to go steady as the sheep have got out and the Farmer is in the field rounding them up. Drop an additional minute at TC11 because of this. After Haylotts it is Wray white. The instructions say 'Follow Arrows to PC15. We follow the arrows but both of us fail to see the arrow that I am told was there pointing to PC15 so we pick up our first fail, A NAM diagram (again) would have been useful. (we didn't see the arrow but I am told it was 10' up in the air)

We then have a run up Mealbank and back through (Quiet) Wray, Cragg Hall and White Moss but the control at the end of this section is missing (TC 16 just before Ivah) so a bit of a waste of a good section. The Sheep on White Moss must be more stupid than normal sheep. They were laid all over the road and as we were car 15 had had at least ten cars move them before we got there. Why go back, but they are particularly stupid sheep. On our way to TC 17 we pass 2 cars coming towards us - probably looking for the missing TC 16. Through the quiet at Wennington and Melling and slot right onto Melling White. I dont think I have ever been up Melling White as fast before and Ayrton keeps shouting 'Hang On' as each bump & yump is tackled, we clean it along with a few notable others.

Now onto Cantsfield. For some reason MCC have constructed a yump for us to go over but not taped off the alternative road around the yump. The diagram (drawn by a 5yr old? But at least a diagram) showing the yump looks like a bridge and we are not sure which road to take. After a moments hesitation we take the yump but slowly because we had almost stopped whilst deliberating the correct route. In previous years Danny has had numerous manned Route checks on this bit of road and these route checks have caused many a car to get stuck in the mud. This year a little common sense was used and the RCs were in better locations (still slippery tho') but thought the code board hidden behind a large white square with no CB board was a tad sneaky and was surprised that only 7 crews got fails for missing it. Somehow I seem to have got a fail for PC19 on this section. I had no missing code boards and thought I must have written it down wrong, however it was Steve Hudson at this PC and he signed my sheet so it was not that. One car didn't stop for a signature. however, and that was Car 5 Mark Standen. It was reported to the CoC by Steve and acknowledged by Danny Cowell, I wonder if they got Car 5 and Car 15 mixed up when doing the results? (NB only just found this out from Steve) Leck white was not used this year. Danny explained at the Drivers Briefing that the intention was to have used it and they had been to the white and carried out repairs only to have the Farmer dig them up making it even rougher than last year. So now it was a long run up the A 65 To TC 25 and then just a short section around Dove House and into Petrol at Crooklands.



*Photos Courtesy of Phil James*



## **Morecambe Rally** **Continued from Page 17**

MTC3 (Petrol) & then TC 27 at Longcroft. Takes us up Black Yeats to Warth, left at the crossroads and down to Gatebeck and TC 28 Row End (junc with A65) TC28 was never going to be where the Map reference said (too near to houses) and was about half a mile before the given plot (same as last year). TC 29 disappeared in a route amendment at the start. Poor Nick and Josh Townley must have miss read the amendment because they seem to have gone direct to TC32 and picked up 3 Fails for TCs 27, 28 & 30. So, from TC30 it's a straight run up past Benson Hall with one PC to get and then Neutral through Laverick Bridge onto the A6 and into TC32.

Whilst we wait for our minute at TC 32 I keep looking at NAM 12 and seeing if I can catch sight of the CB board in the NAM but it is positioned so that I cant (bugger). Get the Code Board, SGW and turn left then up the white. Turn left at the end of the white and slot 1st left then foolishly (because I have warned others that the next bit is easy to get wrong) slot first left when it should be second left. Quick turn in the car park opposite the Church at Selside and back on route. Manage to get the slot onto Steel Croft white correct for a change. Turn right at crossroads at Crake Hall and into TC33 but because of my wrong slot we now have Domonic McTear up our chuff. They stay on our tail from TC33 right up to TC 37. TC 36 to TC37 is Neutral

From TC37 down Strawberry Bank Slot left at Borrans and I must have been at least half a mile in front of Ayrton on the map because it seemed to take forever to get to the junction from my call '100 slot left'. Down to the B6254 and turn left at Old Hutton and then the very narrow white under the M6 at Eskrigg End and into TC 38. The problem now is that we are running in daylight and it is starting to get a little hairy

TCs 39, 40 41 and 42 are the fairly usual run round Killington with 4 NAMS but without the use of Old Park forest this year which is a pity because that's always a bit I look forward to. At TC 41 we catch James Taylor as he is leaving the control. At TC 42 (end of Neutral) he waits and lets us pass then takes the same minute as us out of the Neutral. Couldn't figure out at first what this was all about and I only worked it out as we were approaching Mansergh Hall white. With us now running in daylight he was letting us be his 'sacrificial lamb'. If there was anything coming in the opposite direction down the narrow lanes it would be us that had the accident not him as long as he kept a safe distance behind us. So we went a little bit quicker down Mansergh Hall white than we might have done and lost our tail and despite the route instructions saying that this section was timed to the minute it was actually timed to the second! The clue was the time card which had a space for seconds Dont know what happened to Domonic McTear (car 14 and our minute man) after TC 39 because they managed to pick up 7 fails after TC39 for RCs & PCs but still booked into all the Time Controls

**So another Morecambe Rally done.**

**Did I enjoy it? The answer has to be a massive YES.**

**Could it be better? Well, to tell the truth . . . Its another Yes.**

What is lacking is in the detail but you get the feeling that if you (and me in particular) say anything at all about the Morecambe Rally or about how it could be improved or even the slightest criticism then its like kicking your 96yr old grandma just after she has fallen down the stairs and broken her hip. The annual outpouring of 'poor old me, I've had to do all the work to put this event on all by myself' is like a scratched record. Ask any event Clerk of Course how much help they had to put their event on and I bet their reply would be 'I had to do most, if not all of it, myself'. Very few clubs these days have an army of willing (and competent) volunteers to run events but you dont hear them whinging at every opportunity. Danny said at the Drivers Briefing that he wouldn't be using any trickery of moved controls or 'bent' clocks to get a result but the lack of clear instructions is trickery in my book and makes the result slightly like a lottery and dont get me started on 'If Only' again. Think everybody had enough of those from me after the Memorial.

There is not much wrong with the Morecambe Rally that couldn't be easily fixed. It's the tiny things like the Regs and finals stating one thing but at the Drivers Briefing telling you another (there was only 2 days between Finals & the event, surely they knew the finish venue by then). Starting at midnight and then running in daylight competitively on very narrow lanes. We didn't meet any oncoming traffic but Car 26 did and their avoiding action put them off the road and out of the event. Probably upset a local resident as well as breaking Matts car. I gave Matt & Gav (they were casually strolling down the A6 from Truckhaven as I made my way home) a lift into Lancaster for them to catch the bus home (I did offer to take them all the way) and then they had to come all the way back to recover the stranded car.

So having just kicked my old granny with the broken hip I am now full of remorse because I really, really did enjoy doing this years Morecambe Rally and hope that Danny reconsiders his decision that this years event would be his last as Clerk of Course and if it is then I also hope Morecambe Car Club have another Clerk of Course ready in the wings to keep this event, unique in the North West, running for many years to come because I thoroughly enjoy it despite its annoying lack of detail, eccentricities and quirks. I am probably now off Dannys Christmas card list for ever (not that I was ever on it in the first place). Why 3 Course Cars with a shortage of Marshals? Free run for mates? Two of those course cars could have manned the missing controls after White Moss



**Maurice Ellison : Car 15 (little 998cc Micra) & 13th O/A with 2 Fails : Clitheroe & DMC**

# The 2016 Beaver. Where do I start?

I have either done this event as a competitor, or marshalled on it on a few occasions since the early 90's, and it never fails to put a smile on my face. The organisation that goes into it is superb, and the terrain makes it a fast event from a competitors point of view and this year was no exception.

The event was centred around Cherry Burton golf club, just to the north west of Beverley itself, and the route would take in some of the Yorkshire Wolds finest lanes in and around Driffield, including some lovely named places like Thwing, Wharham Percy, Fimber and for those that can remember, a brief skirting round East Lutton where Bogg Bros are located and the home of the famous rolling road magic that used to be performed by Dave Bogg, or 'Boggy' as he was known. Finally, no trip onto the Wolds would be complete without a visit to Wetwang. (Just a strange fact about Wetwang. The late TV presenter Richard Whiteley was made honorary mayor of Wetwang in 1998. Only in Yorkshire!!!!)

So my victim for the night in the silly seat, was Peter Barnard who had travelled up all the way from Exeter to enjoy the delights of one of Germany's finest offerings. Because he got held up on the motorway on the way up, we were last into noise and scrutineering, which, because they were waiting for us, was quick and painless. And so on to signing on which was a fair distance away, which was a little bit odd, however all paperwork duly sorted, we awaited our start. And so onto Watts quarry, which, because the Golf is a heavy car, was never going to be suited to it, and going through the heavy water around the back just after the start, the car, like others, got submerged to the point I thought I had lost the lights, only to notice I hadn't activated the wipers to clear the deluge over the windscreen. So on the return my second cock up came at the code board which was on the small NAM, whereby I decided to drive down the track, instead of in and then straight out. Blonde moment number 2, and a bollocking from Peter.

After that, there weren't really many mistakes from us for the rest of the night, but I think it was at IRTC6 (?) the marshal said his clock had stopped (I think he hit the freeze button) and then stopped working all together, so resorted to a back up system. Not sure how that affected the results at the end as we weren't the only ones to suffer at this control. Sections thereafter would take in a particular favourite of mine in the area, and that is Millington. A bit similar to Goyt in Derbyshire. Twisty but also very fast in places and compact in area. You could find yourself leaving the A166, doing around 10 miles in total through Huggate and Warter, and then come back out on the the A166 about half a mile from where you went in.

Peter had confessed at the beginning that he wasn't a huge fan of P&B, but his fears were unfounded really, and he managed to guide us around fail free, although we feel that our result didn't justify the effort from within the car, but other cars were a lot more nimble than the Golf and this did show at the end. The Golf seems to have suffered to the point that it may have a damaged engine mount, and some suspension damage, but until I get under it at some point, I am not 100% sure.

## And so to the praises.

Without doubt the marshals are at the top of the list. Without these guys, we are stuffed and don't get to enjoy what we do. Thank you guys and girls.

Beverley motor club. You guys put so much effort into this very long standing event, that it deserves a much bigger entry. I don't know what you can do to increase this, but to anyone who thinks that the P&B format that you use is for Mensa candidates, then I would suggest they take a look at the results and note that everyone finished who hadn't broke down, were fail free, so it isn't as difficult as they think. People always say that they aren't over keen on P&B, but BDMC have devised it to the point that you can have a good nights motorsport without it being over complicated. However, if I have one or two small criticisms, and that is, firstly the venue. It was overwhelmed at breakfast time, and some were waiting for breakfast for ages, including us. There was also a lack of seating. Maybe a change next year and to a venue that deserves your custom for the foreseeable future and that is capable of the demand and have more room in the car park to cope as well. Secondly, the distance from scrutineering to the start/finish. I know how hard it is to secure good premises for the 2 things above, but it is just my thoughts for the future.

Finally, my grateful thanks to Peter Barnard for his epic round trip from Exeter to East Yorkshire. His efforts enabled me to compete once again on what is possibly my favourite event in the calendar. It is nice to do it in warmer conditions as opposed to the ice it used to get in December.

Hopefully I will be back in one way or another in 2017.







# GREYSTOKE STAGES RALLY

## 10th July 2016

Sponsored by **P&R BENN**

Wet, muddy, slippery, fast, involving and a cracking event !

The 2016 P & R Benn Greystoke Stages was all of this and more . No wonder the entry was full with 25 reserves after only 2½ hours of the entry list being open.....

Having failed to get an entry for Phil Senior in the Mini, I was contacted by Craig Cleaver, a chap local to me in Milton Keynes ( yes, I have been exiled to MK for my sins ..) who asked if I wanted to sit in with him in his Mk1 RS 1600 , fitted with a 2 litre BDG. Well, it would be rude not to ...

Although the car is beautifully prepared , one or two electrical gremlins reared their head at scrutineering , held at Gerry Braithwaite's garage in Newbiggin. It was either battery or regulator on the alternator. A new regulator was fitted and all appeared to be well as we assembled in the quarry service area in M Sports test facility in Greystoke forest..

The morning was cloudy but dry-ish as we set out on the first pair of stages of approximately 5.5 and 6.5 miles. Despite "taking it easy" we were pleasantly surprised to find that we were 13th o/a, Despite only doing two or three events per year, Craig is a quick and smooth driver - but more importantly he was also happy with my map reading and calling - at least I didn't get my left and rights mixed up !! The slippery conditions were taking their toll already with one or two cars in ditches, and what looked like a horrendous accident to the Peugeot 306 of Barry Lindsay / Caroline Lodge who were seen upside down in a ditch adjacent to the "natural chicane" - all we could see were the wheels !



We pushed a little harder on the next pair and made a place up to 12th, despite a couple of big slides on the ever slipperier surface, and clipping a grass bank and dinging the front left wing - such was my concentration on the maps that I didn't even notice (!!)- it certainly didn't slow us down at all ! 13th at this point .

In the queue for the start of stage 5 the electrical gremlins returned, and the car refused to fire up with 2 minutes to go - quick work from the start line marshals soon bump started us and we set off with a vengeance, flowing through the technical bits and flat in 5th on the straights - I had forgotten how good Escorts can be, so controllable and forgiving. Despite this we managed to clip a bank again ( ..and again I didn't notice..!) . The rain had arrived in the afternoon and the stages were really slippery now - lack of grip and some B\_I\_G ruts to contend with . Still, back up to 12th. The car started on the button in service, but you guessed it - in the queue for stage 6 start, it refused to fire up again ....

I jumped out and managed to persuade a couple of crews behind us to try to push start us again (uphill!!!) , which we did, although through the stage the dashboard was lighting up like a Christmas tree indicating that all was not well with the electrics . This was evident in my poti, as the light varied in intensity according to what Craig was doing it was brighter as he passed through neutral into another gear !

One stage to go... it was evident by now that the battery was goosed, and a trawl through the service area to see if anyone had a spare battery we could borrow failed to bring results . It looked like our rally could be over.... Then someone had the bright idea of using the jump start battery pack in tandem with the failing unit - this was fitted and ratchet strapped into position with a couple of minutes to spare before our service out time, and we were back in business . We had 14 seconds in hand over the guy behind us. Half way through the stage the deteriorating lack of grip caught us out on a square right and we almost failed to get round, but just made it with the loss of a couple of seconds... then the dashboard started to light up again and distracted Craig just as we approached flat in 5th a square left into square left , only for us to go square left - square right, much to the surprise of the assembled marshals !! Stop reverse and correct our mistake cost a few seconds, but at the end of the stage we discovered that we had held onto 12th by 2 seconds, a result which we were both happy with, and celebrated with a pork pie and a coke :-)

All in all a good day out. Greystoke is a great little forest, with some challenging bits for both driver and nav, and after years in Minis and Micras, I discovered that Escorts are still fun to compete in after all !

**Craig Cleaver / Chris Sheridan , Car 17 , RS 1600 Escort Mk 1**





## Enville Stages Rally

Well, after the Mini Epynt stages, Geoff decided we needed some more seat time in the car, after we recorded the first finish in the JRE powered Darrian, on it third outing Having a look round the available rallying there was only really the Enville at Anglesey circuit, that we could fit in, before the Harry Flatters rally in July. Geoff hates the place, and it's not my favourite venue, so after trying to talk him out of entering, I send the entry off.

Sunday morning, first in the Queue for noise and scrutineering, no problems, sign on, all sorted. I check the time cards and go through the stage diagrams, Geoff and Mike (Eatough) check the tracking, and ponder over the black round sticky bits.

Seeded at car 11, we decide the main opposition will come from Chris Ford and John Cope, both in WRC Impreza so top three should be possible. Stage 1, starting from the pits, couple of loops round the lower circuit, we are catching the Millington Focus up, up to the top and turn 2L through the gate, and Geoff says "we got a front puncture" so he eases up, to see if we can get to the end of the stage, with out damaging the tarmac, as we haven't a spare, we crawl round, get a time, and into service. No puncture, but something has happened to the N/S/R corner, the cars jacked up and rear clam off, the rear shocker piston, has sheared! {We find out later, the problem is down to when the same wheel locked up, with a jammed calliper, on the Tour of Epynt, causing a hair line fracture). We get it welded up, and make a new spring cap, nearly good as new.

Stage 2, same again, but we've lost about 35s to the leaders, and down in 40<sup>th</sup> place, we just get in on time before OTL. Geoff says he will take it easy, to make sure the weld is ok, and decided to drive it like his old MK2, sideways everywhere, back in to service, i check the times, 2<sup>nd</sup> fastest, and were lying 16<sup>th</sup>. The lads check the suspension, everything looks good. SS3/4 2<sup>nd</sup> and 3<sup>rd</sup> fastest times, glorious sunshine, so a harder compound tyre on the rear, we are up to 8<sup>th</sup>.

Cars running faultlessly, Geoffs in the swing, and my lighter is running out of gas. We are having a great battle with Wayne and Darrel Thomas, who are debuting the Ex John Indri, Darrian GTR, and lying 3<sup>rd</sup>, swapping seconds here and there, SS9 we are up to 4<sup>th</sup>, SS9/10 were utilizing all the fast bits of the circuit, which should suit the GTR better, we lose 3s to them, and there now 5s in front, and second o/a is 13s away.

Thank fully, Dale, the other Thomas brother has a lighter, emergency over, and after the next stage, which is the last, I'm going to need a cigar, Geoff goes 9s faster, setting a fastest time, as well, that was quick. Unfortunately, the GTR developed a miss fire on the last lap, and coasted round, dropping them down to 9<sup>th</sup>, still not a bad debut, were up to third, 2s off second, but were happy with that after our first stage delay, well done to Chris Ford, on the win, and thanks to everyone involved in the event.

**Geoff Roberts / Terry Martin : AVO Suspension**



**Photos above Courtesy of Paul 'Upton  
Photo below Courtesy of Richard Higgs**







## Enville Stages Rally

Start to load the van and trailer on the Saturday and then set off to Anglesey for the rally on the Sunday. Arrived just in time to get to noise test and sign on and stuff.

We just get set up and the heavens opened and we have picked the wrong place to park. We are next to the main drain. We must have been 6 inches deep in water. I thought this should be good. So, off to bed.

The next morning All dry and sunny. What a great day and we are ready to go. As this is only my 4th rally and second at Anglesey and my co driver was setting out on the track as part of the Warrington & District mc crew I would need an navigator. So I asked around and one of the guys on club night (Steve) recommended a local guy Rob Hopewell. Steve phoned Rob for me and he agreed to have a run out.

Well the day just got better as we went on. With Rob's experience and knowledge of the track I was getting cleaner and quicker all day. All thanks to Rob.

What a great day all went well apart from a sticky starter and someone taking the side out of my car.

Would like to say a big thanks to Warrington & district MC for a fantastic event and great stages and thanks to all marshals and time keepers and emergency crews for a great day.

My cars now fixed and ready for the prom stages.

Stay safe

**Steven Ellison : Car 37 : Warrington & DMC**



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### HOW TO CONFUSE A VEGETARIAN...



Photos Courtesy of Flat Shift Media  
[www.flatshiftmedia.co.uk](http://www.flatshiftmedia.co.uk)





## Enville Stages Rally

For the first event of July me and Ryan headed off to Anglesey for the Envile stage.

With the Escort out of action after Weeton we tackled the event in Ryan's first and "spare" rally car his Peugeot 306 GTI.

The event started with a steady start after the car started producing a big smoke trail 3 corners in to the first stage which was first thought to be due to the car having more oil than required so a make shift catch tank was made using an old coke bottle which seemed to do the trick.

Unfortunately though just as the confidence was starting to return the engine decided to empty all of its oil all in one go straight onto the exhaust which predictably caused an immediate fire. Luckily however it was caught in time and the fire was put out before it could cause any damage but that was game over.....

**Jordan Joines : Wallasey MC**

- NT: Hello, you're through to the National Trust.  
 Caller: Hello. Yes, I'd like to cancel my membership please.  
 NT: I'm sorry to hear that, may I ask why?  
 Caller: We're fed up with it. The houses are too full. There's lots of people using the cafes and the shops are always busy. Plus we've noticed there are plenty of stately homes and attractions not part of the National Trust. And we have to pay that ridiculous membership fee that we could use for something else...  
 NT: OK, so shall I cancel your direct debit?  
 Caller: Just wait a minute. I have promised my family that even if we leave, we can still visit all of your country houses and nature reserves.  
 NT: Yes, you can do that. You just have to pay an entry fee each time you visit one of our attractions.  
 Caller: But won't that be hugely more expensive?  
 NT: Yes.  
 Caller: And won't that mean I'll have to queue up with all the non-members and pay each time?  
 NT: Yes. And for the car parks.  
 Caller: So, we can't use them any more?  
 NT: You can. But you'll have to pay. Sorry.  
 Caller: Will you still send me the magazine?  
 NT: Well, no. Why would we—?  
 Caller: How dare you be so unhelpful? Can't we agree on a different arrangement?  
 NT: Such as?  
 Caller: One where we can still visit all of your properties and use the car parks. And get the magazine.  
 NT: Yes. You can do that by being a member of the National Trust.  
 Caller: Oh, you people. Honestly.



*Photo Courtesy of A&P Photography*

## Brawdy Stages

17th July

### 'Three Wheels on my Wagon'

The second event of the month took a completely different route than expected. Originally the plan was to do the Twyford stages with Ryan but unfortunately as we were loading up ready to pick the car up on the Saturday morning a call from the prep company produced bad news a new problem had been found with the car so it was a no go. However 5 minutes earlier on an offer had been made to compete on the Brawdy stages with the Brian Moore father of Ben Moore who I competed on a few events with last year so the sat nav was changed and instead of north we headed south.

Arrival at scrutineering quickly showed how odd it was for the co-driver to have more experience of the car than the driver but this would not mean a slow start.

The first stage didn't get off to the best of starts with an overshoot and then struggling to get it turned round meaning we lost over 30 seconds.

The second stage went much faster going 8<sup>th</sup> fastest and 3<sup>rd</sup> in class, close enough to give 2<sup>nd</sup> a try. But unfortunately we would not get the chance as a massive push was halted by Brian quite literally driving the wheels off the car. we are still unsure what actually caused the wheel to fall off as all nuts were checked before stage and we didn't hit anything so it may forever remain a mystery what caused the problem.....

On the plus side the development work Ben has put in has made a massive difference to the car and with all being well with repairs we should be in a good place to have a much better try at this years the MSN circuit championship.

**Jordan Joines : Wallasey MC**

Bobby Charlton was asked how he thought the England team of '66 would have fared against the England Team that played Iceland in this years Euros "I think we'd have won 1-0" he replied. "Only 1-0?" retorted the reporter. "Yes," said Bobby. "Most of us are in our 70's now."



**BTRDA**  
Since 1938 .COM**BRC**  
MSA BRITISH RALLY  
CHAMPIONSHIP**NG**  
NICKY GRIST  
STAGES

## Elfyn Evans and co-driver Craig Parry were the winners of the Nicky Grist Stages

Evans took victory on round five of the seven round MSA British Rally Championship. The DMACK British Rally Team driver made it three wins from five and his second 'home' victory in Wales this season. Fellow Welshman Tom Cave equalled his season best with a fine second while Desi Henry completed the podium after a tough two-day encounter.

Based in Builth Wells, the Nicky Grist Stages is a unique event on the BRC calendar with the two days split into two surfaces. Biblical weather greeted the competitors on the opening day with crews slipping and sliding through 45 miles of forestry gravel stages before tackling the famous Tarmac on the Epynt Ranges on the second day. It wasn't just the crews inside the car who were tested this weekend as the service teams had just two-and-a-half-hours on Saturday evening to convert the cars from mud-slinging monsters into Tarmac-hugging weapons. Series leader Evans had a difficult start to the event, as the Ford Fiesta R5 driver was not to have it all his own way, with a spin on the opening stage and pop-off valve problems on the second. Undeterred by these early issues, the Welshman swiftly got back into his dominating stride, topping the time sheets on 12 of the event's 15 stages to finish with a healthy 1 minute 11.4 second margin as the cars returned to Builth Wells for the Ceremonial Finish.

It was to be fellow countryman Cave in his Michelin-shod Ford Fiesta R5 who drew first blood, however, setting fastest time on the opening stage of the rally. Cave would lead the event until an inspired Evans snatched the advantage on the third stage. Thereafter Cave couldn't live with Evans' pace but showed his own improvement in speed by recording another second place and his third podium of the year — a result that has helped him to leap-frog Fredrik Ahlin into second place in the championship points standings with two rounds remaining on the calendar. Ahlin missed out on a points haul after retiring on the opening day.

Henry picked-up from where he left off in Scotland with another fine third position in his Skoda Fabia R5. The Northern Ireland driver started off cautiously but gathered pace as he flew through the gravel stages. It wasn't to be plain sailing for the likeable Irishman, though, as he took a big cut on the opening day nearly sending the Skoda onto its roof. With the Fabia safely back on all four wheels, Desi pressed on — more so when the competition switched to his preferred sealed-surface. Eager to hold station, Henry chalked up a fastest time on stage 12, showing his asphalt form which, in turn, elevated him up the championship points table at the end of the mid Wales event. Scottish star David Bogie in his Pirelli-backed Skoda Fabia R5 has had a disappointing run of bad luck with two retirements since his podium on the Circuit of Ireland.



*Photos Courtesy of Geoff Bengough*

*Continued on Page 25*

## Nicky Grist Stages Continued from Page 24

The Dumfries-based driver suffered turbo issues on the final day but was pleased to score points once again with fourth overall. Circuit of Ireland winner Josh Moffett moved through the order on the Epynt Ranges to place his Fiesta R5 in fifth while rounding out the top six in his Citroen DS3 R5 was Ulsterman Jonathan Greer who also claimed a fastest section time on the Nicky Grist Stages. Greer will be looking for a strong result when the series returns to Ireland for the penultimate round of Britain's premier rallying series.

Young-gun Rhys Yates took one of his best performances to date in his striking Fiesta R5 with seventh while Jamie Anderson was sadly the biggest loser on the second and final day. Nestled in fourth at the overnight halt, the Englishman struggled with his limited Tarmac experience on the demanding, flowing stages – settling for eighth at the end of the multi-surface event. Ollie Mellors was the top S2000 runner in his Proton Satria while Thomas Preston rounds out the top ten in his Skoda Fabia R5.

### In the DMACK Junior British Rally

**Championship,** Vauxhall ADAM R2 driver Robert Duggan made it a hat-trick of victories this season. The Irishman drove a faultless event leading from start to finish, heading a Vauxhall Motorsport one-two as the cars returned to the Royal Welsh Showground. Team-

mate Mattias Adielsson struggled on his preferred gravel surface on the opening day, but woke up in inspired form with newfound Tarmac speed as he reeled in and overhauled Sindre Furuseth to take second. The Swede was playing his 'Joker' this weekend, thus doubling his points and putting him well into the title hunt.

Scotland winner Furuseth in his Renault Twingo R2 held a solid second overnight but his first event on Tarmac was to be his downfall as he slipped back into the final podium position. The Norwegian can take a lot of credit as he now has a day of asphalt experience under his belt as he heads into the final two Tarmac events.

Local driver Meirion Evans (Ford Fiesta R2T) made it four fourth placed finishes in a row while Josh Cornwell rounded out the top five among the Juniors in his Fiesta R2.

**Matt Edwards took the spoils in BRC2,** the Welshman produced another stunning performance to get himself into the top 12 overall as well as the class win. The Mitsubishi Evo 9 driver now has an unassailable lead in the BRC2 category and will be crowned champion at the season finale.

**BRC3 competitors Chris Wheeler and Yan Griffiths** in their Citroen DS3 R3T were looking for another strong finish to consolidate their class lead before a heavy impact on Epynt forced them into retirement. The pair had to be extracted from the car and taken to hospital but no serious injuries were incurred.

**In BRC4 Tony Simpson** was another driver to take his third win of the season in his Kumho-supported Ford Fiesta ST. Marty Gallagher who was competing in his first event outside of Ireland had a commanding lead at the end of the first day before a retirement early Sunday morning put paid to his event. National Rally Cup winner Robert Blomberg made it back-to-back victories as championship leader Donnie Macdonald retired with head-gasket failure and with it went his place on the summit of the table.

**The winner of the SORT Oil Spirit** of the Rally Award on the Nicky Grist Stages was DMACK Junior BRC competitor Blair Brown. Every team was under pressure during the two-and-a-half-hour change over from gravel to Tarmac specification. Blair and his small team only had three people including himself and it would be a race-against-time for them to get his R2T Fiesta into Parc Ferme – a feat which they achieved with time to spare. Brown also won the award for assisting a spectator who got stuck on the road section. The Scottish driver jumped out of his own car to help get the grateful spectator off a rock and on his way again.



THE VOICE OF BRITISH MOTORSPORT





Liverpool MC

# Jack Neal Aintree Sprint

25th June



## GRAHAM sets the pace

In near perfect conditions Liverpool Motor Club ran the second Aintree sprint of the season. FTD once again was set by John Graham in the Gould GR55B in which he leads the 2015 British Sprint Championship. The track was in better condition than in April and once again records were rewritten.

Clios to the fore in the 2 litre Standard Saloon class as Paul Gorge took the win with his father Doug in second and Colin Duncalf third with all three Clios covered by 3 seconds. John Earley (Clio) cruised to victory in the 2 litre Road-going class with Alan Sawyer (Impreza) taking a similarly comfortable win in the over 2 litre class. In the 2 litre Sports Road-going class Roger Fish (Honda S2000) lowered his class record as Martin Rowe finished a comfortable second in his similar car. In the Over 2 litre Sports class Aaron Perrot took the win in his 4.3 litre Aston Martin Vantage setting a new PB in the process, in fact all the runners in this class set new PBs. Paul Bond, making a welcome return to Aintree, took the Elise class at a canter before we moved into Kit Car territory. In 2A Bill Stevenson (Westfield) took the win with wife Carol second in the shared car. In 2B Nigel Fox led throughout in his Caterham with Stephen Everall (Westfield) second and Sean Bourn (Carcraft Cyclone) third.

Into Mod Prods and with two Minis in the 1400 division Roy 'Bod' Bolderson put in four consistent runs to hold the lead throughout as the Makinson's battled over second – son Paul emerged victorious over Willy. In the 2000 Division Andy Larton continued to dominate in the "new build" Pug 106. Stuart Tranter was back again this time in a Clio and finished second with William Jarman, now running a smart Honda Integra R with Angela Jones, third just ahead of the perennial John Moxham in the 205. David Welton took the combined Sports class in his five litre TVR Tasmin ahead of a spiritedly driven Porsche 924 2 litre with young Chris Baines at the wheel.

Into the Modified Kit Cars and in the combined Car Engine class there was a new class record. John Loudon (Westfield) broke his old record shaving 0.53 off his old mark. However, the class win went to Gary Bunn (Westfield) with co-driver and car owner Derek Hodder second. In the Motorcycle Engine class Terry Everall (Westfield Megablade) led until the fourth run when Chris Boyd in the Sylva Riot pipped him by less than a tenth.

In the Up to 2000 Sports Libre class Paul Woolfit in the Z Cars Mini took the win with Chris Thomas (OMS SC1) and Steve Brennan (Radical Clubsport) in the places. A 'new' car was out for the first time at Aintree, Chris Child had a nifty Mini Countryman Estate with Honda engine in the back and Tim slowly got the hang of the wee beastie. In the Over 2000 class Robert Tonge slam-dunked the win with the Radical SR8 as Andrew Jackson set a new PB coming home in second with the Reliant Kitten Honda.

Into Racing Cars and a thinly supported 1100 class went to Eve Whitehead in RBS8. Once again the resurgent Classic Formula Ford 1600 class didn't disappoint.



*Photos Above  
Courtesy of Steve Wilkinson*



*Continued on Page 27*



## Aintree Sprint Continued from Page 26

With six entries and some close battles it was edge of the seat time. Only two drivers failed to set new PBs and the class winner Geoff Ward (Swift) went sub-50 for the first time on his first timed run. However, he couldn't improve and Jonathan Baines in the elderly Merlyn lowered his PB twice as he closed in for second. Third was Phil Perks in the venerable Royale whilst Peter Ibbotson was fourth in the Sparton. Ray Stockton took a solo win in the 1600 Racing Car class crushing his previous PB in the process in his Van Diemen Vauxhall Jnr. In the Over 2 litre class John Graham hammered his way to FTD and a new PB going sub-37 secs for the first time.

Into the Classics; Trevor Jackson in the Road class started practice with some opposition but for the timed runs he was solo in the super-charged Mini in his first outing with the new car since his 2013 shunt at Bo'ness. In the Racing Car class Peter Brogden in the F3 March ruled the roost with Malcolm Evans in the indecently quick Mallock second. The best sight of the day was two Elva Mk 7 Twin Cams lining up to take their runs; Les Procter finished third and Rod Stansfield fourth whilst Geoff Purnell in the lovely pre-War Singer Special had to retire with engine trouble after just one slow run.

Next on track were the Premier Power Lotus 7 Club Speed Championship classes. In Class 1 Rover power prevailed when Paul Boston won again with Clive Marsden second. In Class 2 Mike Cocker set a new class record en route to victory in his Sigma powered 7 whilst Andrew Willoughby was second just 0.01 ahead of Roger Cumming. Class 3 went to Matthew Jenkins but just 0.04 from Richard Price with Michael Calvert a further 1.01 behind in third. Phil Cook took a solo win in Class 4 and in Class 6 Shaun Elwell took the win with wife Gill second.

Just 9 drivers contested the Luffield Cars MG Car Club Speed Championship class. Richard Watkinson took the win in his Mod Prod Midget with David Coulthard (ZR160) second despite brake failure on his second run and Graham Cherry, also in a ZR160, third. Next were the Morgans and again a small entry pitched up with just 7 cars and drivers. Simon Baines dominated in his V6 Roadster breaking his own class record twice. However, in the Morgan Championship the cars are handicapped based on power, weight etc. Therefore, taking the pot home for the win was Rob Toon in his Plus 8 with Baines second and Clive Hall (Plus 4) third.

Then it was the turn of the diminutive Austin Sevens of the Bert Hadley Memorial Championship. Top Road car was Alister Frayling-Cork in his 1931 Special who got to within half a second of the Road Car record. The Top Track car was Paul Geering in the Pigsty Special who ended up 1.7 shy of the record.

The penultimate class was for the Reliant Sabre & Scimitar Owners Club Championship. Craig 'Batman' Hughes broke the class record twice as he rocketed to victory whilst co-driver Ben Gough was also inside Hughes' old record in second. Josh Oakes completed the clean sweep for the Sabre SS1s when he finished third after demoting Steven Louch in the GTE.

The final class was for the Revington TR Register Championship runners. With just three runners victory went to the hard driving Robert Barnard in the TR4 with championship sponsor Neil Revington in his lovely TR2 second and Martin Paine third in the TR6.

The two man startline crew again excelled with well over 780 starts and a thoroughly delighted set of drivers will hopefully be back soon to Aintree. **Full results are available on the LMC Website:**

**[www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)**

**Steve Wilkinson : Liverpool MC**



**Photos Courtesy of Brian Taylor**



# Liverpool MC & Kirkby Lonsdale MC Barbon Hill Climb

2nd July

On the busiest weekend on the British hillclimb calendar, the trans-Pennine north of England double at Barbon Manor and Harewood, championship leaders Scott Moran and Trevor Willis traded run-off wins on Saturday's Barbon event as intermittent rain swept across the Cumbrian fellsides. Willis got the better of the weather to set FTD in first qualifying on a damp track, but in the wetter run-off a big tail slide exiting Lafone hairpin, yards before the finish line, blunted his attack on Moran's time set moments earlier and the series leader took the win by four hundredths.

Behind the wheel at Barbon for the first time in 28 years, Sean Gould took a fine top qualifying place for the second shoot-out in his GR59-Suzuki, with Moran settling for a cautious seventh place in the batting order. After qualifying third behind Dave Uren, this time Willis made no mistakes. Spectacular as ever in the OMS V8 through the fast Richmond left-hander, he took the win by a quarter of a second from Wallace Menzies, who had shadowed the two championship front-runners in his Gould-NME in the opening run-off. In another fine drive from Gould, the top 1600cc runner on the day put the GR59 in third place leaving Moran's GR61X was left in a safe fourth spot, there being no need for heroics with his series lead over Willis still relatively comfortable as they left for the following day's Harewood meeting.

Will Hall's fortunes seemed to be improving with a useful fourth place in the opening run-off, but it all went wrong in the second qualifying session. Running full wets on the front and intermediates on the back, he got a wheel on the grass at Crabtree just after the start and spun the Force-AER into the barrier. Fortunately the car was undamaged, although the chance of a run-off place had evaporated. With fifth and sixth place finishes, Dave Uren maintained his edge over Hall on the Championship table and his co-driver Nicola Menzies also made the cut each time, but Ed Hollier got the better of Uren's Force-Suzuki turbo car in the second, wetter, shoot-out after just failing to qualify his normally aspirated Empire Evo-Suzuki for the opening bout. His PCD Saxon sidelined with engine problems, Steve Marr was sharing Richard Spedding's GWR Raptor for the weekend, qualifying the car for the opening shoot-out. Eighth place left Spedding in the top six on the table despite neither driver making the second cut. Paul Haines took a couple of low scoring places, the occasionally recalcitrant Gould-Suzuki turbo apparently trouble-free at Barbon, while Eynon Price made sure that the 'works' GR59, shared with Gould, was in the points each time although in the constantly changing conditions, even the Doune run-off winner's wet weather prowess didn't allow him to capitalise on his early third place qualifier. Championship co-sponsor Graham Wynn kept his burly Gould-HB V8 in the series top ten with two ninth places. In his first ever British run-off, Darren Gumbley finished just out of the points in Simon Fidoe's 1000cc Empire Wraith, leaving his co-driver to bag the final point in the closing shoot-out.

*Continued on Page 29*





## Barbon Hill Climb

### Continued from Page 28

Unfortunately the weather didn't match that of last year's record-breaking British Championship event, intermittent rain keeping paddock exit conditions, never ideal, even less so and track conditions at best unpredictable. But in the opening over 2-litre series production class, Jamie Powell put his Mitsubishi Evo's 4WD to good use, maintaining a two second cushion over Peter Herbert's 911, while David Finlay bravely manhandled his latest Hillclimb Multicar Challenge mount, a massive 6.4-litre Chrysler-Hemi powered Jeep Grand Cherokee, up the treacherous Barbon slopes for third a similar distance behind.

Defending Hillclimb Leaders champion Colin Satchell, recently eased off this year's top spot with a lack of points due to insufficient class numbers, suffered the same fate at Barbon despite sole opposition 'Bod' Bolderson's 1400 Mini being no match for the potent Peugeot. With Geoff Twemlow's Impreza running on his own in the big class, Tim Higgins' 2-litre Westfield-Vauxhall was well clear of Phil Hallington's smaller Ford-powered version in the specialist production class.

Unfortunately Andrew Jackson's Honda powered Reliant Kitten had problems in practice and David Seaton's superb Pilbeam-BMW failed to appear, so former motorcycle road racer Allan McDonald had a solo sports libre run in his radical Mini Evo-Mitsubishi turbo car.

Even the immensely popular 1100cc racing cars were relatively thin on the ground, more so when Steve Marr's Martin Ogilvie penned PCD Saxon had seized its Suzuki engine on the dyno, (although once again Richard Spedding came to the rescue with the offer of a 1600cc drive in his Raptor) and Will Ker and Ben Hamer's turbocharged OMS-Kawasaki refused to co-operate after practice. Simon Fidoe took the win in the depleted class some three seconds outside his class record, such were the conditions, from co-driver Darren Gumbley and Michel Tomlinson's sturdy, 'perpendicular' AFG-Honda Supermoto racer. A Price/Gould one/two subdued even Spedding in the 1600 class, while Paul Haines split the Uren/Menzies Force in the 3-car, 2-litre forced induction division. Willis's early 22.34 among the big racers survived for the big class win and FTD, despite Moran closing to within eight hundredths, while Hall might have improved on third place but for his second run indiscretion.

The National B classes began with a solo run for David Wiggins' 1300 Peugeot Rallye. With two MGF Trophys in the 2-litre sports car class it was IT consultant Stephen Norton's example that had the edge over Robin Haslam's rare 160 version, there being just 310 left on the roads out of the 2000 built. Competing since 1957, John Wadsworth, son of erstwhile Barbon regular Edgar, ran third in his Mazda MX5.

In a TVR duel for over 2-litre sports cars, Michael Parden's rare 2500 Triumph straight six version steered clear of former international rallyist and recent hillclimb returnee Duncan Woodcock's 4-litre Chimaera V8 by just three tenths.

Nigel Fox took the win in the combined kitcar class, his injected 2-litre Raceline Zetec powered Caterham coming home just under two seconds clear of Dent tyre dealer Tony Middleton's Westfield cross-flow.



**Continued on Page 30**



## **Barbon Hill Climb** **Continued from Page 29**

Youth won out in a ModProd duel aboard their shared Mini between Willy (make it!) Makinson and his son Paul, fought out on solely on the slightly drier opening runs, while Duncan Rob-Cummings probably wished he, too, had confined himself to a single run in his Midget after problems second time up cost him several seconds. Both modified kitcar runners settled for one run, Mark Purdham's MJ Hosson Boulter stealing a quarter of a second early on from Chris Boyd's smaller, bike engined Sylva Riot Bingley Special.

Aboard his ex-Steve Owen/John Chacksfield Harewood Championship-winning OMS-Vauxhall, Barbon ace Jim McDiarmid took a clear win in the single-seater class from Southport garage proprietor Peter Oldfield's ex-Jordi Gene Formula Ford Van Diemen and Robert Bailey, driving his father's OMS-Suzuki 2000M for the first time.

In the pre-68 Classic class, Mike Garstang ran solo in his very original Cooper S after John Mansfield's Austin Ulster had cried enough during practice, while in the pre-86 class, Martin Breen's V8 MGB GT just got the verdict from police officer Peter Garforth's 1977 Skoda Estelle, despite the bright green machine, the oldest RHD example left, closing in on the second runs.

Competitors in the final class, for Luffield Championship MG cars, were offered a third run at the end of the meeting. Less than half the eight car class took advantage of it in the less than favourable conditions, and in fact the leading second run placings remained, Andy Walker's V8 MGB collar-ing the pot ahead of John Payne's Sprite and Richard Watkinson's Midget.

**Report by Jerry Sturman**  
**With acknowledgements to the**  
**Hillclimb and Sprint Association's magazine**  
***SPEEDSCENE***

**Photos Courtesy of Brian Taylor**  
**[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)**  
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# Help needed at Aintree

## 1) Saturday 3rd September

### Multi-Championship Sprint

## 2) Sunday 4th September

### Sporting Bears Charity : Dream Rides for Kids Day

Liverpool MC has a sprint and a charity event coming up on the same weekend at Aintree in September and we're looking for volunteers to watch over the activities on track. Can you help? Previous marshalling experience is not essential at any of these events.

### 1) Aintree Sprint – Saturday 3rd September

It's already a busy weekend for motorsport in the North West and N Wales and marshals are in short supply. We need volunteers trackside, at the startline and in the assembly area for the last Aintree sprint of the season which should see well over 100 cars entered. Previous experience is not essential as we shall place you with an experienced marshal. We give a £10 cash contribution towards your travelling expenses, and a free buffet lunch in the guaranteed 40 minute lunch break. We know sprinting is not the most exciting branch of motorsport to watch, but we are renowned for running very slick events so you won't be bored at Aintree! Can you help? Please contact LMC Chief Marshal Bill Gray on 01704 220839 (eves) or send a message via our secure messaging service.

[www.liverpoolmotorclub.com/contact-us](http://www.liverpoolmotorclub.com/contact-us)

### 2) Sporting Bears (North West) – Sunday 4th September.

Background: During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. The "Bears", as they are affectionately known, are a dedicated group of classic car and sports car enthusiasts with one primary aim - to raise money for children's charities through their own social and touring events, and to support other charitable events. It is to the club's credit that annual subscriptions entirely support the club overheads thus allowing all monies raised from events to be directed towards the selected charities. Since the Club was formed in 1989 they have raised over £1,500,000 for children's charities in the UK. At Carfest North, they raised an incredible £57,000.

On 4th September no money changes hands, the public don't get the rides, but instead the children, their carers, families and staff from 8 North West charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars.

#### How can you help?

If you can spare some time to help keep an eye on the "on-track" activities, please do come along. I'm proud to say that it's the most rewarding thing I do in motorsport and many a helper goes away with a tear in their eye when they see the reactions of the kids, virtually all of whom are being treated for serious and sometimes life threatening health conditions. "The best day of my life" is an often heard response from the kids. Those who helped with the Dream Rides for Kids day at Aintree last year without exception said afterwards that they had a thoroughly enjoyable time. I need at least a dozen volunteers to keep an eye on the Circuit, to act as my eyes & ears and to report any problems so that we can ensure that the event runs safely. This is not a race, it's not competition, and overtaking isn't allowed, but many of the cars will be driving at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe.

To see the kids' expressions when taken round the circuit in a Ferrari, Porsche or Police car (yes, the Police give rides too!) is amazing – the hardest of men have been seen to shed a tear or two, it really is that emotional! For a flavour of the kind of cars taking part, there's loads of photos here of last year's Sporting Bears event at Aintree.

#### Can you help at this incredibly worthwhile charity event?

**Date: Sunday 4th September, the day after our next Aintree Sprint (did I mention we need marshals for the sprint too?).**

#### Timetable:

6.30 – Gates open  
8.30 – Signing on opens  
9.30 – Drivers briefing  
9.30 – Children start to arrive and sign on  
9.50 – Participants sighting lap convoy run  
10.00 – Dream Rides start.

12.30 – Lunch for Drivers, Marshals and helpers  
(there should be an opportunity for marshals to take a lap of the circuit in one of the participating cars too!)

12.30 – PM session children sign on  
13.30 – Dream Rides start for PM session  
16.30 – Dream Rides finish  
16.45 – Pack up

**Previous experience is not essential** and (for obvious legal reasons) you won't be asked to deal directly with the children. If you can help for even just part of the day, please do let me know. Without people to marshal the event, it simply won't happen. So that's potentially 200 kids who won't have smiles on their faces - and we can't let that happen, can we?!!! If you can help or for more information, **please contact LMC Chairman, John Harden – 0161 969 7137 or [www.liverpoolmotorclub.com/contact-us](http://www.liverpoolmotorclub.com/contact-us)** to send a message via the LMC secure messaging service.

Where is it? The action takes place on the 1.5 mile Aintree Club Circuit which forms part of the historic Grand Prix Circuit, located within Aintree Racecourse and golf centre.

*Sporting Bears*  
**Dream Rides**



# Help needed at Aintree

Wednesday 21st September

## IET Greenpower Electric Car Races

Liverpool Motor Club has an MSA approved charity event coming up and we're looking for volunteers to watch over the activities on track.

**Can you help? Previous marshalling experience is not essential and you may even be able to marshal this event from the comfort of your car!**

We are looking after safety on-track for the Greenpower's ninth annual visit to Aintree Circuit and I need at least a dozen people to act as my eyes and ears & to radio in when cars run out of juice (which some will) and to ensure the safe running of the event.

Can you help with this unusual event? It's a great opportunity for Motorsport enthusiasts to contribute towards the careers of the engineers of the future, but being a mid-week event most of our regular marshals won't be able to attend. That's where you come in....

There will be two 90 minute races for the Formula 24 cars (secondary education pupils) separated by a 1 hour race for the Formula 24+ cars (further education and corporate competitors).

### What's it all about?

Students have to design, build and then race lightweight electrically powered cars. Or the school can buy a kit-car to develop themselves. Greenpower specify certain design parameters, mostly safety related, supply a standard 24v electric motor and batteries, and then the teams get on and build a car. Several of the cars contain amazing leading edge technology, and some past pupils have gone on to careers in F1 motorsport. The project is part of the National Curriculum and even attracts teams from Europe & the USA. Since its first event in 1999 Greenpower has expanded significantly and now works with 500 schools and over 8000 students around the UK.

### How can I help?

There's nothing strenuous or dangerous about your duty, but don't run out in-front of one of the cars, some will be averaging over 35mph round the circuit and they don't slow down for the corners! The day is particularly suitable for our less active (or more senior) helpers as you can sit down in the comfort of your car or arm chair (if you bring one!) and watch the cars go by. Can you help?

Signing on is from 8.30 to 09.00am, and the last race will finish at 4.30pm. There will be Breakfast available from 7.30am for early arrivals. Hot and cold drinks and a sandwich lunch will be provided to volunteers too, but as the lunch break is just 30 minutes we recommend that you bring food & drink with you, as that 30 mins includes getting to & from your post.

We already have half a dozen volunteers but could do with several more. Motorsport marshalling experience is useful but not vital and there is no need for orange fireproofs! If you can help, or know someone who may be interested in coming along to assist with this fantastic event, please let me know. The more people we get, the more interesting it will be for all of us!

### When and what time?

Date: Wednesday 21st September

06.30 – Gates open

**08.30 – Marshals Signing-on**

09.00 – Marshals' Briefing

09.30 – 11.00 – Practice

11.45 – 13.15 – IET Formula 24 Race 1 (competitors ages 11-16) 90 Min Race (Awards at 1400)

13.45 – 14.45 – Formula 24+ (competitors ages 16-25) 60 minute race (Awards at 1530)

15.15 – 16.45 – IET Formula 24 Race 2(competitors ages 11-16) 90 Min Race (Awards at 17.00)

16.45 – Pack up

**If you know of anyone who would like to come along to keep an eye on things, please spread the word. But I do need to know who is coming. If you can help, or for more information, please**

**contact me, LMC Chairman - John Harden – 0161 969 7137 or email me via**

**[www.liverpoolmotorclub.com/contact-us](http://www.liverpoolmotorclub.com/contact-us)**

**Where is it?** The action takes place on the 1.5 mile Aintree Club Circuit which forms part of the historic Grand Prix Circuit, located within Aintree Racecourse and golf centre.





# Shelsley Walsh Hill Climb



## Audi's famous cars and two very nice people.

John Moody president of Midland Automobile Club said in the programme foreword of the Shelsley Classic Nostalgia meeting "the club have been running hillclimbs at Shelsley Walsh since 1905, same hill, same gradient, same buildings, this is a place full of history". How true. So important has the venue been over so many years that most major manufacturers have chosen it to launch their products to the world at one time or another.

In 1936 Auto Union (AUDI) sent probably the most sophisticated and innovative racing car ever built, with its V16 engine, super-charged, developing 520 BHP mounted behind the driver, its twin rear wheels doing their best to transmit the massive power to the track. Bearing in mind this unique racing machine came all the way from Germany to deepest Worcestershire it shows how highly regarded Shelsley was even then. This car was driven by Hans Stuck, the works Auto Union driver who was competing in the European Hillclimb championship of those days.

Crowds came from far and wide to witness the spectacle, those few that had cars came in them, others came on special buses and trains. Many cycled, some walked from as far away as Stourport, such was the interest in the car and this form of motorsport. Looking at period photos, the many thousands of spectators that lined the track seemed oblivious of the great danger they were in as cars don't always stay on the track of course. This car only appeared twice in this country once at Donnington at a race meeting and once at Shelsley.

When war came it was hidden away in Russia and although Audi have commissioned a couple of exact replicas for display and promotional purposes this was the very car that appeared at Shelsley all those years ago.

2016, Hans -Joachim Stuck son of the original Hans Stuck also a works Audi racing driver, twice winner of Le Mans, three times winner of Nordshief 24hour race, and many more other events came to Shelsley. He came with the full Audi works backing and once again thrilled the immense crowd on a perfect hot summer's day in the Teme valley in the very same car his dad had driven.

To see and hear that magnificent V16 blast its way up the famous hill was a real treat, a fantastic experience indeed.

Not only did Hans -Joachim Stuck drive the 1936 520BHP C Type GP car but Audi also brought along their monster 4 wheel drive IMSA S4 GTO which looks like a Quattro on steroids.

This car has been racing in America, winning all kinds of events there and it too hurtled up the hill with 720 BHP at Hans -Joachim Stucks disposal. The ground shook even when the mechanics started the car up let alone open the throttle. What a weekend to be at historic Shelsley, we will never forget it.

In addition to these spectacular cars the organisers had laid on no less than 30 group B rally cars at the meeting many of them thrilling the crowd by hurtling up the hill like Mr Stuck.



*Continued on Page 34*



## Shelsley Walsh Hillclimb Continued from Page 33

Some less experienced drivers were very on the limit indeed, no doubt inspired by the thousands of spectators eager to see what the cars were capable of.

Jimmy McRae drove his old Pro- Drive prepared Metro 6R4, Russell Brookes the Andrews Heat for Hire Manta, David Llewellyn was in the ex Walter Rohrl Audi Quattro, Tony Worswick had his Ferrari 308GTB that he used to contest the European rally championship until the end of group B era in 1986. Many other ex works cars were there including Lancia Delta S4, Ford RS200s, Peugeot T16 EVO and Renault 5 Turbo; what a stunning array of machinery. The cars just mentioned were additional attractions to the usual hillclimb, entries of 150 or so cars entered on each of the two days.

Running just in front of my little 1172 cc supercharged Buckler were some of the worlds most famous and expensive cars including the rebuilt "Freikaiserwagen" which is a Shelsley Special built in 1936. The late Basil Davenport's GN Special "Gypsy" and the even more famous GN "Spider II".

Immediately in front of me was a magnificent Maserati 8CM GP car, this car alone is worth millions of pounds; it sounded phenomenal and is normally only seen at Goodwood Revival and Donnington historic races.

Driven at Shelsley by its usual racing driver Rob Newall, I was surprised to learn that it is owned by a really nice chap called Chris Jaques who also owns a Buckler. Carol and I had lunch with Chris and his lovely wife at Gaydon museum on a Buckler club run about three years ago, they were in a superb looking Buckler with a Coventry Climax engine which he had just imported from New Zealand.

The Jaques family invented the game of Croquet, they own and manufacture many of the famous board games families play at Christmas amongst other interests. He never let on he had a stable of such exotic cars including Bugattis. I did say to his wife at one stage have you any others cars as well as the Buckler? She smiled and replied "yes, one or two"!

Shelsley is a steep, power sapping hill, my car has only 65 BHP when all the horses are fit and reporting for duty so I need all the power I can muster. Having only a 3 speed gearbox I try to keep the car at the top of the rev range as much as I can giving the gearbox bearings a very hard time. An unnecessary change up can be just too much for the available power.

I have only once done under 50 secs for a climb at Shelsley and that was my very last run last year doing a 49.58 with low fuel and as far tuned into the hill as I can get. This year my first practice run was a 51.49 which I felt was ok just getting the feel of the track conditions.

Next practise run I determinedly held my foot flat on the boards with only a minimal lift for the daunting bend known as bottom Ess. This is a critical sharp left turn, if you get it wrong a steep bank supported by very substantial railway sleepers is what you crash into, so a bit of caution here is a wise move.

Time on the finish screen displaying my time was a slower 51.72. How can that be I was thinking to myself especially as on both runs I had tyres inflated rather harder than normal to 30psi to cut down the rolling resistance of the tyres.

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## ***Shelsley Walsh Hillclimb Continued from Page 34***

We had renewed the accelerator cable a couple of days before just to retain as much reliability as possible. It had been on the car for about 4 or 5 years so I thought it best to replace it, this was checked but found to be giving full throttle. It was a very hot day well over 26 degrees, so I thought it must be due to temperature difference. At Barbon my little engine was singing along nicely but it was a cool damp day, better conditions for power on an old engine like mine.

Further checks then revealed the problem, at Barbon the grass was wet at times and the paddock had quite a bit of cow muck around as cattle had been grazing only a few hours before. Just to be sure the soles of my racing boots didn't slip off the brake pedal I cut a proper door mat that Carol had just replaced to the shape of my floor. I religiously wiped my boots at Barbon and even did the same at Shelsley, good sensible preparation I thought to myself.

I then realised although I hadn't carpeted up the bulkhead it had slipped up there preventing the accelerator pedal from getting full throttle. The doormat found itself en route to a landfill site somewhere in Worcestershire and the car vibrated once more as it does when revving at 6000 RPM that I have the OMEX rev limiter set at. 6000 RPM may not be much for a modern day engine but for an old sidevalve with heavy standard pistons, standard crank, and engine that hasn't been balanced it certainly is. At these revs I feel I am putting it under enough stress, although the Newman Sports cam and the supercharger once propelled it to 7000 RPM at Bo'ness when I dropped a rear wheel off the track onto wet grass. The noise the engine made almost caused me a cardiac arrest I can tell you.

Demon Tweaks had an order for an OMEX rev limiter by about 9.05 am on the following morning.

After my tuning modifications to the car, ie. throwing out the door mat, it allowed me to make all my runs very consistently. Saturdays final two runs much better with 49.51, & 49.14, then on Sunday 49.91 & 49.25 (in practice) with 49.26 and a 49.21 on the runs for the event proper.

At Shelsley there is no handicap system on this particular event so being up against the ex works AC Ace, several Healey 3000s, TR3A, MGA, a couple of highly tuned Buckler 90s which are very low cars like a Lotus 23 with race engines and even a Lotus Eleven with a Buick 3500cc V8, carrying home awards was not going to be an issue. I do this purely for enjoyment as you can see and to achieve what I hope will be a perfect run all the way.

Never managed yet of course but love every minute of it. I just enjoy meeting and chatting to fellow enthusiasts, we have made some great friends at events like this over the years.

I had just completed my final run and was in the top paddock where you wait until all the batch have done their run when the Audi of Hans Stuck came blasting up in the middle of our class, his demo run was listed in the programme at 3.30pm and in typical German efficiency that was exactly when it was done.



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## **Shelsey Walsh Hillclimb** **Continued from Page 35**

He parked alongside me, it was now possible to see the car without peering past spectators six deep so I got out to look at his car and take some closer photos than I had managed at the bottom paddock. Hans took off his helmet and said to me "what an honour and a privilege it is for me to come and compete here at this historic venue with so many wonderful people and lots of historic cars ". I replied that we were very privileged and grateful that he came, drove the cars so well and repeated history for the benefit of the thousands of spectators that had witnessed such a spectacle.

He shook my hand then chatted about his recent trip to the Nurburgring where he did no less than twenty laps testing out gear ratios for an Audi race car.

In the 1970s I drove in many forest rallies such as the Jim Clark, Granite City, Lindisfarne, Burmah Castrol, Tour of Cumbria and others. I also did the Scottish International Rally seven or eight times, RAC rally of Great Britain twice in 1974/5, usually with Malcolm Wilsons dad Ken navigating for me. I also had the fantastic thrill and experience of co-driving for Malcolm Wilson when he was British rally champion on a couple of occasions in the Ex Works Escort BDA, HHJ701N when Malcolm was sponsored by TOTAL.

During these years Ken and I became very good friends with lots of rally people, we all helped each other out, often stayed in same hotels and enjoyed a great many social occasions together especially on Scottish events.

One really nice guy we met regularly was a driver from Lanark called Jimmy McRae, always smiling and with whom we got on very well indeed. His wife was equally nice and the children were very keen on cars I remember.

Jimmy of course went on to be such a great works driver and son Colin probably the fastest, most entertaining rally driver Britain ever produced. When I saw Jimmy was to be driving the Pro-Drive Metro 6R4 with which he won the 1986 Ulster rally I thought I would like to meet him again if possible as I haven't spoken to him for about 35 years but realised he wouldn't recognise me after all these years..

With this in mind I took a couple of old photos of our cars, Escort MK1 UHH709J & BRM730K which Ken and I built as a 1300 GT crossflow from a new bodyshell, helped by Malcolm who was still at school and some of the other lads who serviced for us. This car Malcolm later rebuilt ready to rally when he reached his seventeenth birthday. It went on to win many rallies in Malcolm's very capable hands. I bet that car wondered what had happened to it when it suddenly powered by an 1860cc Cosworth Twin Cam formerly belonging to Wigton driver Brian Fearon, Malcolm behind the wheel and the car going twice as fast as it had done previously !

Jimmy was standing beside the 6R4 as I passed, I said to him can you remember these cars from years back and showed him the photos. He smiled and said "of course I can" and we had a great chat about old times until a crew from Worcester radio asked if he minded being interviewed. "Not at all" he said and smiled at them.

I had just met two lovely people with a really genuine interest in motorsport. How fortunate the world is when it's still blessed with such nice folk when all the news on today's television screens appears to be really sad news or countries at war.

Shelsley, again a brilliant weekend, thanks to everyone who made it so.

**Keith Thomas**





# Lynch extends advantage with dominant Belgian display

Wigan racer Tony Lynch successfully extended his advantage in the Supernational Championship standings with a dominant performance on track in the fifth meeting of the MSA British Rallycross Championship in association with ODYSSEY Batteries.

Westhoughton-based Tony made the long trip to the Maasmechelen circuit in Belgium looking to build on a promising season to date at the wheel of his new Ford KA, but surprised even himself with a near perfect weekend at a venue that hadn't been kind to him in the past.

Despite an issue in practice that saw the brakes on the KA lock on, Tony was in imperious form when the first of three qualifying heats kicked off, taking his joker lap early and securing a comfortable win; something he would then repeat in heat two.

Although heat three would see Tony embroiled in a more heated battle out front, a third win ensured pole position for the all-important final as he looked to wrap up a first win of the year.

Whilst the KA slipped to third place at the start of the final, Tony quickly worked his way to the front and once into the lead, was able to reel off a number of laps that were some two seconds quicker than any of his rivals.

The end result was victory by almost ten seconds, with the points scored from the weekend – the first maximum of the year taking into account that Tony also picked up Fastest Time of the Day - allowing him to extend his championship lead to ten points.

"On paper, this weekend looked like it was really easy but it certainly wasn't," Tony admitted. "The whole team had to work really hard to make this result possible, and every time we went on track, we had to push to the maximum to come away with the win.

"When I had an issue with the brakes in practice, I thought my bad luck in Belgium was going to continue but we came back from it well to win the first two heats having taken the joker lap early. In heat three, I got stuck in traffic a bit more which made me realise our strategy to take the joker early might not be the right one.

"In the final, I slipped back to third at the start but I raced hard and made a move I was really proud of around the outside into turn one to take the lead from Paige [Bellerby]. Once I was ahead, our pace was clear to see and I'm delighted for the whole team and our sponsors to have opened our win account with the KA.

"We definitely opened a few eyes this weekend with our performance but I know that I can't rest on my laurels and we'll be looking over the car to try and find more performance ahead of the next round of the season as we seek to extend our advantage."







**DMACK** Tyres  
**Carlisle Stages Rally**

## DMACK CARLISLE STAGES RALLY PAYNE'S LEVEL INCREASES!...

The fifth round of the RAVENOL BTRDA Gold Star® Rally Championship, the DMACK Carlisle Stages, gave competitors an opportunity to stretch their legs over five stages in Kielder Forest.

Ignoring the battle going on ahead of them, Gold Star leaders Charlie Payne/Carl Williamson (Fiesta) stayed out of trouble - apart from a brief visit to an infamous Kielder ditch, that is - to consolidate their position still further by taking 4th overall, just one second off a podium finish and give them their second maximum score of the season. Charlie Payne / Carl Williamson – 1st Gold Star Next up were Stephen Petch/Michael Wilkinson (Fiesta R5+), putting behind them consecutive retirements on the Malcolm Wilson and Somerset Stages to register yet another good finish and, perhaps more importantly, put themselves back in contention for Gold Star honours. Having selected some tyres with sidewalls more suited to Kielder's forest tracks (or so they thought!) for the first few stages, they were down in 8th with just two to go. In spite of a subsequent puncture, a switch to more conventional rubber helped them move up three places by the finish! Stephen Petch / Michael Wilkinson – 2nd Gold Star After an off day on the Plains (not literally, you understand!), Paul Benn/Richard Cooke were back on song, bringing their Focus WRC02 home just four seconds adrift of Petch/Wilkinson.

Having debuted their Skoda Fabia R5 in Somerset, Thomas Preston/Jack Morton were back for more and, moving into the Top Ten on the final stage, arrived back in Carlisle in a very respectable 8th place. Andy Davies/Max Freeman (Impreza) led the Production Cup runners home in 9th (more of them anon!) and Steve Simpson/Patrick Walsh rounded off the Top Ten in their Fiesta S2000.

Among those of whom there was no sign back at the finish at H&H Auctions in Carlisle, Luke Francis/John H Roberts were 2nd= after the opening stage and on their way home after the second! A rock jammed between the propshaft and the guard which damaged their Lancer EVO9's propshaft, leaving the car in 2WD and that was that! Former BTRDA 1400 Champion and, more recently, better known for his performances in a privately-run Lancer EVO9, North Walian Matt Edwards had secured a run in an M-Sport Fiesta R5+ with the recently-retired John Millington along to co-drive. 2nd= with Francis on SS1, followed by FTDs on SS2/3 saw them leading the event by four seconds at that point, before a problem with the throttle forced them to call a halt to the proceedings on SS4

### BTRDA PRODUCTION CUP

#### ANDY PANDERS TO NO-ONE!

To prove it wasn't a flash in the pan, having clinched their first maximum BTRDA Production Cup points score on the Plains Rally a month ago, Andy Davies/Max Freeman took their Impreza up to the Carlisle Stages and did it again, finishing 9th overall in the process, a feat which sees them leapfrog their rivals to takeover top spot in the Production Cup. Andy Davies/Max Freeman – 1st Production Cup Exactly half-a-minute, and two places, behind were Sacha Kakad/James Aldridge (Lancer EVOX) - they've only done three events but have taken second-place points in the Production Cup on each occasion.



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## **DMACK CARLISLE Stages Rally**

### **Continued from Page 38**

If they can keep that up, they'll be knocking on the door by the end of the season..... Cameron Davies / Lee Taylor – 1st Fiesta ST Trophy As previously reported, the ranks of those eligible for Production Cup points have been swelled considerably this year by contenders for the Fiesta ST Trophy in their 1600cc vehicles. For the fourth event running, maximum Fiesta points were claimed by Cameron Davies/Lee Taylor - a feat which also earned them 3rd in the Production Cup points and moves them up to..... 3rd in the overall table. The Fiesta ST Trophy is still led by Sam Bilham/Richard Crozier who have maintained a clean sheet in terms of finishes, but such is the close nature of the competition in the Production Cup that the retirement in Kielder of erstwhile leaders, Russ Thompson/Andy Murphy (Lancer EVO9) with mechanical trouble on the opening stage, saw them drop to 5th at a stroke!

### **RAVENOL BTRDA SILVER STAR® CHAMPIONSHIP ROBINSON'S JUICES FLOW!**

Matt Robinson/Graham Wilcock – 1st Silver Star Just to set the scene, Matthew Robinson was BTRDA Silver Star® Rally Champion three years running between 2012 and 2014. When he appeared briefly in a Fiesta in early 2015, thereby ruling himself out of the two-wheel drive category, there were, doubtless, some sighs of relief amongst those who had been kept out of the limelight for such a long time! More recently, however, Matthew has been developing an Historic spec' Fiat 131S and, in conjunction with Rally Sport Developments, his labours are beginning to bear fruit. On the Carlisle Stages, he brought the car home in 21st place to take top 2WD honours and maximum RAVENOL BTRDA Silver Star® Rally Championship points. It's been a while since that happened, and it's also the first time this year that something that hadn't got a 'Ford' badge somewhere on its bodywork took top honours!

Another former Champion crew, Allan McDowall/Gavin Heseltine, were next in their Escort RS1800, while the Fiesta STs (see above) also qualify for this category, giving Cameron Davies/Lee Taylor 3rd on the day. It's interesting to note that, from the five events so far, four different crews have taken maximums - which is another way of saying that no-one has grabbed the series by the scruff of the neck! Defending champion Boyd Kershaw is the only one to have 'won' twice but, with two absences already, the 'Flying Kiwi' has no margin for error between now and the end of the season if he is to achieve his objective of back-to-back titles!

### **THOMAS PANELS BTRDA 1400 CHAMPIONSHIP NO BOOBS FROM JORDAN!**

Jordan Hone, co-driven by his brother Paul, put up a faultless display to take his Proton Satria to a confidence-boosting victory in the Thomas Panels BTRDA 1400 Championship on the Carlisle Stages. The Ulstermen had registered a DNF last time out but have come back strongly and are, so far, the only crew to have two maximums to their credit. Jordan Hone / Paul Hone – 1st 1400 Second place, after a superb drive on what was their first Championship event of the season, went to Joe Evett/Phil Hall in a 1400C MG ZR. Matt Jackson/Claire Williams had a characterbuilding (or should that be 'suspension building?') day in their Micra which required plenty of TLC to a rear anti-roll bar before it deposited them back at the finish in 3rd place! By all accounts, Freddy & Toby Brick had an equally exciting day as they continually tried to persuade their Nova to face the front on the Kielder gravel! 2nd in class, seven seconds ahead of Championship leaders Neil Andrew/Dom Adams (Micra), keeps them in contention, but (how many times have we heard this?), with two retirements, they must keep up the pressure on each of the remaining three events....



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## **DMACK CARLISLE Stages Rally**

**Continued from Page 39**

Unfortunately, Chris Powell/Jim Lewis' euphoria at actually getting their Talbot Sunbeam to the finish of an event (the Plains) after three consecutive DNFs was to be short-lived. Having trekked all the way up to Cumbria from Herefordshire, the car's engine let go on the third stage. Cue a 'John Cleese moment' - right, I've warned you, I'm going to give you a damn good thrashing!

### **VITAL EQUIPMENT RALLY FIRST CHAMPIONSHIP SCRUTINISING THE RESULTS!**

MSA Scrutineer Dominic Hodge and co-driver Stefan Arndt were back to their winning ways in the Vital Equipment Rally First Championship in Carlisle. Their 1.4 Micra took its third maximum of the season, ahead of Richard Wells/Calvin Houldsworth's 1600 VW Polo, with the Fiesta R1 of Tom Williams/Emma Morrison third in the category. Dominic Hodge / Stefan Arndt – 1st Rally First Emily & Eliot Retallick (Peugeot 205XS) finished 2nd in the RF1.4 class, keeping them in touching distance of Hodge/Arndt, while the 1.0 litre class was the preserve of Phil Spilsted/Osian Owen (Micra). Richard Wells/Calvin Houldsworth – 2nd Rally First It's worth mentioning that the list of retirements from the Carlisle Stages, which contains 30% of the original starters, does not include any Rally First cars. Now, if that isn't testament to their reliability, especially somewhere with a reputation like Kielder, then what is?....

### **MAXXIS MSA ENGLISH RALLY CHAMPIONSHIP ROBINSON CRUISES TO VICTORY!**

Matthew Robinson was the highest-placed eligible finisher in the MAXXIS MSA English Rally Championship on the Carlisle Stages. His Fiat 131S was the winner of Class E5, with the Escorts of Allan McDowall and Tony Williams in 2nd & 3rd. Allan McDowall / Gavin Hesletine 2nd Class E5 Cameron Davies/Lee Taylor's third consecutive win in E4 sees them assuming the lead of the Championship overall, while Sam Bilham's similar Fiesta was 2nd in class on the day. James Hutchings/James Hood took an early lead in Class E3 before their Nova retired in Kershope, leaving Tim & Kit Leigh's Fiesta to clean up. The Escort Mexico of Robin Shuttleworth/Ron Roughead was next, maintaining its 2nd in class in the Championship. Tim & Kit Leigh – 1st Class E3 In the hotly contested E2 class, Jordan & Paul Hone (Satria) held a slender lead over Joe Evett/Phil Hall (MG ZR) who kept them honest, setting fastest times on the last two stages. Dominic Hodge/Stefan Arndt took Class E1 in their Micra but, having registered a DNF last time out in Somerset, they are still behind Emily Retallick's Peugeot 205 which has three consecutive 2nd places in the Championship to its credit. Now for some asphalt! The Tyneside Stages, on the Otterburn Ranges, is next at the beginning of August

### **BTRDA RALLY CHALLENGE ALL CLEAR ON THE PRESTON FRONT!**

The mixed-surface BTRDA Rally Challenge sprang back into action on the DMACK Carlisle Stages and Thomas Preston/Jack Morton's fine 8th overall in their Skoda Fabia R5 was enough to see the driver join his co-driver as leader of this category, overhauling an absent George Morrison for the honour! On the day, Stephen Petch (Fiesta R5+) scored maximum points with his 5th overall but, having retired from the only other Championship round he has contested, the Bishop Auckland driver now has some catching up to do! Steve Simpson/Patrick Walsh (Fiesta S2000) also opened their accounts in this year's series, while Scotsman Steven Clark (Lancer EVO5) will be very pleased to have put a score on the board, having retired from both the Somerset Stages and Manx National Rallies earlier in the season. Julian Barnett/Sasha Heriot (Impreza) began their campaign on the Isle of Man and a finish in Carlisle enabled them to add another solid points score to their total.



**The photographs are courtesy of  
Ralliphotos Wales.**

**Contact  
ralliphotoswales@yahoo.co.uk**



## A rally in five stages

Last year's attempt at repeating our 2014 class win in the Carlisle Rally's Historic 2 category was thwarted early on, when an engine fire brought Kermit the Green Avenger to a premature halt soon after the start of stage 2. On that occasion the intake side fire was killed effectively by a combination of immediate activation of the on-board extinguisher system and electrical kill switches cutting the fuel supply. Plus some excellent positioning of the outlet nozzles, aimed directly toward the inlet area. More of fires later.....

The Red Avenger was acquired from Wales as a substitute, while Kermit undergoes an extensive re-fit. But has proven very suitable with good results on the Riponian and most recently on the Pirelli. The Pirelli ran stages in the central Keilder area. The Carlisle Stages stuck to its regular territory of Kielder's western edge in the Kershope and Newcastleton forests. This year though, the Carlisle event was using the same excellent start/finish venue as the Pirelli. At Harrison & Hetherington's cattle auction & show facilities, also known as the Carlisle Borderway Market. The only downside compared to this event's previous base at Longtown, being a longer run out.

(Incidentally, if you are ever in that area on the day of a major pedigree cattle sale, then it is well worth a visit just to hear H&H's senior cattle auctioneer Glyn Lucas. His speed of delivery and commentary of the bidding process is amazing! Along with his depth of knowledge of both the cattle he sells and their breeders.)

### Stage 1 – Florida (3 miles)

First stage was right at the northern side of the Kershope complex, three miles of "Florida", approached via Newcastleton village. The theme of the morning was set right away when there was an extended delay at the stage arrival, caused when the allocated paramedic had turned up on time OK, but at a different stage start. Then been misdirected where to find the Florida start. Zero mobile phone signals in the area didn't help locate the correct spot of course. When the stage did run, being seeded down at 89 with the lower capacity Micras and other Historics, we were "treated" to the sight of a car off at what seemed like every other corner. Sometimes more than one in the scenery at the same corner. Makes you wonder if the delay meant folks were a bit too keen to get into the attack? Recovery crews were going to be busy!

The Avenger seemed to be slightly struggling though. Our time of 4:02 put us in 81<sup>st</sup> place, but didn't appear in the results at the half way. Along with a random group of others "missing" results. A problem of those cursed mobile phone signals meant a few stage times could not be picked up till the check sheets arrived in Carlisle. This was rectified just as soon as David James and the results team did get the information.

### Stage 2 – Newcastleton (13 miles)

Not far into the Newcastleton stage our Avenger started to misfire more seriously. Dropping onto three cylinders that made pulling up the hills and away from slower corners rather tedious. Aware that we might be caught, Keith was keeping a lookout behind, but in the dusty conditions it was impossible to see much. So it transpired the 2-litre Escort of Malton's Andrew Robinson at 90, had been in that dust for a while before we spotted him. Andrew later explaining that the same dust meant it was impossible for him to get close enough for us to see him more clearly. When we did spot the Escort, we were able to pull over on the very next corner, a 90L junction. It was then our turn to "eat dust" over the remaining two miles to the stage finish. Where the cause of the misfire was quickly diagnosed as dislodged plug lead.

On crossing the flying finish line though, it was immediately apparent there was a greater problem unfolding just ahead. The Corsa of Scott Sloan at car 77 had been observed with a fuel leak on the stop line and caught fire at that spot! It seems that the fire had engulfed the car almost immediately. Attempts to extinguish merely giving the crew time to escape unharmed. Not forgetting that is all the onboard system is actually designed to provide! Further attempts with larger extinguishers just serving to delay the conflagration, which according to those closer to the scene, quickly re-ignited as soon as the extinguishers were depleted.



**Car 89 :**

***The "Revenger" of Keith Davison/Henry Richardson  
(Photo courtesy James Ward / Chicane Media)***

The smoke pall rising easily 15-20m into the sky, and well above the tree line. Following cars then had to be stacked, until the inferno died down sufficiently to allow us to file past the cindered shell of the Corsa more safely, thinking: "That could have been us?" The stop line marshals worked their way along the stack to allocate each crew their correct FF time. Fortunately, enough space had been allowed between FF and stop for the stack to be held quite safely.

### **Stage 3 – Ash Park (5 miles)**

A very short link section by Kershope Bridge followed, then into the five miles of Ash Park before service. It was here that the very astute decision was made to allocate 2 minute gaps between cars entering the stage for the second half of the field. Not only did this allow the dust to dissipate, but meant that the gap created by the SS2 stop line delay did not exceed the maximum that might have required a second set of safety cars to be deployed between sections of the field. A very clever solution attributed to David James from the cool perspective of the results room in the sale ring back at Carlisle. Some sections of the stage were already cutting up though. As this was double used as stage 5, we could only expect it to get worse.

This all left the Revenger languishing in 79<sup>th</sup> place at Service, from 114 starters. Our RES Teesdale Scaffold team mates and family rivals, Andy Davison and Tom Murphy in the Red Top engine Sunbeam at Car 50, had meanwhile been posting times in the 30's. All the delays meant that an extra re-group had to be introduced after service to allow the gaps to close up.

### **Stage 4 – Kershope (14 miles)**

This utilised a few miles of the morning's Newcastleton stage run in reverse direction through both English and Scottish Kershope, with a planned one mile long loop removed due to logging activity. All the earlier dramas had delayed the set up crew gaining access to the stage to re-arrow the reversed sections. So there was another long arrival hold. Walking up to the control to get my card signed, passing most of the field on the way, stacked in two rows as neatly as a Croft stage start(!), I still could not find whose turn it was to bring the picnic for the other waiting crews?

Keen to restore some family honour to the "seniors" RES crew, Keith was "on a mission". Within metres of the stage start, it was apparent I needed to move up a gear on delivery of the notes, the Revenger now performing properly. About 10 miles in there was brief opportunity to look up from the notes, when I spotted a white Sunbeam over to left on the opposite side of a small beck. Parked at a rather odd angle half way out of a ditch. "Uh-oh Andy's off" was all I had time to say before calling the next sequence of crests and a succession of fast left handers, culminating in a 90L junction. It was here that the Team RES Sunbeam had slid just a fraction too wide and simply dropped into the ditch. In Andy's own words, there was a chance it would pop out again if they kept at it. But after more than 70m of ditch cleaning that was not to be. Leaving the crew to become spectators whilst performing a detailed survey of the ditch they were parked in.

Our own storming run continued however. Coming upon Barry Lindsay and Caroline Lodge a mile or so before the stage finish, their stricken 206 parked very neatly on its side in yet another car sized ditch, just after a very quick section of long sweeping bends into an 8R. My door was proceeding apace towards the back of the little 206, for a long enough distance for me to notice Caroline (keeping a eye on things from a way up the bank behind the car) with her hands on her head in dismay, ready for the collision that was surely coming next, given the undiminished sideways velocity of our Avenger! I'm sure she and Barry were as relieved as I was when Keith kept the power on hard enough and long enough for the Revenger to pull itself clear of the 206 with a just a few short inches to spare before impact point - AND hold the resulting over steer moment the opposite way as we powered past "into" the following 7L. I didn't even have time to fit in a "well held" between notes to Keith at the time. So am getting it on the record now!

A time of 17:25 for the 14 miles was closer to the class pace and seven seconds under the 2 litre Escort of fellow Riponians Nick Kitching/Andrew Trolope. Leaving the Old Oak Tree crew still a minute ahead overall though.

### **Stage 5 – Ash Park 2 (5 miles)**

The only stage to be repeated in its entirety, the second Ash Park was a little rough, but only in the expected places. It was evident though that several of the earlier cars through had dragged boulder sized rocks out from the sub-surface, particularly when ditch hooking on some of the faster corners. Preservation being the order of the day, Keith wisely picked a line that avoided the more extreme of these.

Meanwhile, back at the Borderway some 2 hours behind the original scheduled finish. With all stage times now in place, this tactic netted another strong result for the Revenger, which clearly likes this area. 2<sup>nd</sup> in the smallest capacity H1 class on the event as a whole, from Robin Shuttleworth & Ron Roughead in their Ilkley based Mexico. But both 1st in class and 1<sup>st</sup> Cat 2 in the Motoscope Northern Historic Championship. Reprising our result a month ago on the Pirelli.

Next time out should be Greystoke, all else being well. At the time of writing a full entry there leaves us 6<sup>th</sup> reserve (from over 20), but still aiming for a run.



# ALMC Stages

## SIMPSON BACK TO THE FRONT!...

Having been forced to miss the previous round of the MSA Asphalt Rally Championship due to work commitments, Steve Simpson and co-driver Patrick Walsh returned to their winning ways in their Impreza WRC by taking maximum points on the ALMC Stages, the third round of the 2016 series. A gearbox oil leak towards the end of the second loop of stages was rectified in service, allowing them to continue on their merry way and lead the Asphalt Championship contenders back to the finish in Trim. So, their score card currently reads 'started – 2, finished – 2, maximums – 2'. There is, obviously, still a long way to go, but once dropped scores come into play, nothing trumps a 30!...

Having experienced such cruel luck last time out on the Isle of Man when, after topping the timesheets for a while, Ashley Field withdrew his Darrian T90 GTR because information in the cockpit led him to believe the oil pressure was dangerously low (it subsequently turned out to be a faulty sensor, rather than a problem with the engine itself!), it all came right for him in Ireland. He brought the two-wheel drive car home to a Top Ten finish which earned him both maximum Millington Rear-Wheel Drive Challenge and Class B12 points. Keeping up with his four-wheel drive turbocharged counterparts was effort enough but when, midway through the event, the car's front brake discs warped, slowing the car up was an even greater task – good job Ashley's teeth are his own!

Damian Cole (Fiesta WRC) didn't finish the ALMC Stages last year and so, with Paul Morris guiding him through the stages, getting to the end was the No.1 priority. A misfire, which required the replacement of the coil packs, didn't help their cause but they were able to record a finish and, having done likewise on the other two events contested so far, maintain their positions at the head of their respective points tables.

David Hardie/John McCulloch (Impreza) are regular visitors to the ALMC Stages and, although unable to replicate their Top Five finish of 2015, once a questionable notional time had been amended, a solid run allowed them to open their account in this year's Championship. David Tinn/Giles Dykes (Proton Satria Neo) were right behind them, with John Stone/Jack Morton's Fiesta S2500 just a handful of seconds adrift.

Having used the first loop of stages to settle into the event, David & Mathew White won the Group N battle on the day in their Impreza but, following their retirement on the opening round of the season, still trail the similar car of Wynne Watkins/Ashley Trimble in the points, with neither crew reporting any problems on this occasion.

Mathew Roberts flung his Citroen Saxo through the Irish lanes to take a class win on the event and, more importantly from the Championship perspective, maximum points in the AB Motorsport Front-Wheel Drive Challenge and Class B10 which, following the demise of William Hill/Richard Crozier when their Fiesta's engine cried 'enough', he now leads.

Paul Clackett/David Millard were able to put the disappointment of retirement on the Manx behind them, bringing their Suzuki Swift home to take 2nd & 1st FWD points respectively – the words 'awesome' and 'brilliant' were included in their description of the stages! That may well have been the view of ALMC regulars David Earchy/Sarah Edwards but their Citroen C2R2's refusal to come out of 5th gear was a more important issue at the time! Nevertheless, they managed to coax the recalcitrant car to the finish and their reward was a maximum in Class A6....



## ALMC Stages

### Continued from Page 42

Richard & Pat (whose birthday fell on the day of the rally!) Egger were not experiencing any bothers with their Nova but, due to indiscretions of others ahead of them, only managed to contest three of the first six stages. Right behind them in the final analysis were Kev Harbour/Ryan Jones whose Peugeot 205 had really 'got one on it'! It didn't want to tick over and was refusing to run properly but, even so, it was coaxed to the finish to give its crew some more valuable points.

David & Mathew Smalley's Vauxhall Corsa took the 1400 honours on the day, in spite of the driver's admission that they overshot a corner on the recce – and then did exactly the same on the rally!.... Meanwhile, Jeff Simm/Matthew Daniels had one of those days their mothers warned them about, but still managed to get their Nissan Sunny to the finish of the event and collect some much-needed points! Fred Field's Championship debut in his Vauxhall Adam Cup car seemed to be heading in the right direction – until it disappeared on the penultimate stage of day. 'Character-building, my boy!'. Yeah, right..... Never mind, we hope to see him back shortly.

## INTER-NATIONS' CUP

For the first time since the MSA Asphalt Championship has included the ALMC Stages in its calendar, the event was also a round of the Irish National Series. Sponsors Triton Showers had put up an 'Inter-Nations' Cup which was to be fought over by a dozen crews from either side of the Irish Sea. Just a bit of fun and a friendly gesture – however, a glance at the final results shows the Top Six finishers all to be from the 'other side' of the water. Oh well, thanks for the initiative, but maybe next time!....

**Andrew Haill**

**Photos [CRSpics.com](http://CRSpics.com)**



## Airedale & Pennine MCC Production Car Trial

15 competitors turned up for our 2nd car trial it was overcast but luckily the rain stayed off all day at least 5 of the entrants were on their first try at pct and enjoyed it with some doing better than they thought.

It was the usual set up 8 hills done twice before dinner then hills tweaked and 2 rounds after dinner.

At the end of the day Rupert North won overall by a single point but the star of the day was 14 year old Amy Toft (I may be biased as it is my niece ) who came 3rd in class with a brilliant drive. Just proves that teenagers do sometimes listen to their parents !

Everyone enjoyed the day even those who had mishaps (broken driveshaft and snapped exhaust) **Next one is 21st August at Laycock, Keighley** regs on Airedale website

**[www.apmcc.co.uk](http://www.apmcc.co.uk)**





# Lancashire Automobile Club **Coast to Coast**

**Morecambe to Hunley Hall in Brotton  
Classic Car Run & Concours De Elegance**

**Saturday 9th July**

The twenty fourth running of this popular event started again from the lovely art deco Midland Hotel in Morecambe and made its way by a wonderful scenic route to Hunley Hall Hotel and Golf Club on the East coast just South of Redcar.

Not blessed by good weather at the start, things became damper as the cars motored their way up the hills to the coffee stop at the Shap Wells Hotel, and then on to the lunch halt at Akebar Park, between Leyburn and Bedale on the A683. Better weather here allowed the crews to enjoy picnics and chats to chums old and new, then off again via the Cleveland Hills and the North York Moors, with all it's stunning scenery, to the destination to be greeted by the Mayor of Redcar Councillor Barry Hunt, and club officials.

The routine was then fairly straightforward, park the car, find the bar, and enjoy the excellent buffet. After which there was the presentation of trophies with the following awards being presented. The Mayor's Trophy to Richard Wilkinson with his Fraser Nash BMW, The Presidents award to Paul Kennady with his Porsche, and a Special award to David Cuff, Event Secretary, who fulfilled his role admirably, in spite of one or two problems. In the evening the weather turned positively tropical! And many of the participants took the opportunity to sit outside to enjoy the odd libation and to admire the wonderful sea views



*Photos above Courtesy of Tony North*





# MARSHALS TRAINING DAY

**Saturday 16th July**  
**J4 (Darwen Services) M65**

'Back in the Day' I learned what I had to do as a marshal just by turning up at an event and sometimes someone told you what you were supposed to do but more often than not nobody told you anything. You went where you wanted (and if it was not a 'good spot' you wandered along to somewhere that was) and learned by your mistakes and you made a lot of mistakes before you started to get just some of the things right and an awful lot of time before you had any real idea of what you were doing or supposed to be doing. Not exactly best practice but it was what we had and we just got on with it learning as we went along. These days we need to be trained.

Last year I registered on line as a marshal with the msa and then this year did the on-line training course. I must admit it took me longer to find the correct page on the msa website than it did to complete the training. Back in February I received an email from Steve Johnson (NWRDO) that indicated that he would be running a 'Marshals Training' Day in conjunction with a PCA Training Day for the U17MC. Then a Fire Training Day on the 20th of August. Once the dates were confirmed I signed up for both Training Days

The weather forecast for the Saturday was not good and in the reminder email that I received on the Wednesday before the event I was warned to wear suitable clothing as this would be a practical session and not stuck in a classroom doing theory.

Turned up on the Saturday and was surprised to see the local Police Sergeant and 8 Police Cadets were also on the course. After the initial briefing telling us what was going to happen we were split into three groups. Each group had an instructor who took us through the Whats, Whys and Wherefors of what we had to do and why. All good stuff.

After lunch the three groups took turns at Timing and marshalling and a little bit of documentation whilst the 6 crews undergoing PCA training 'batted' round the course.

The thing that impressed me the most was the Police Sergeant who took it upon himself to act as Public Relations Officer (abandoning his cadets to the instructors) and set about telling the gathering crowd (it took place at a motorway Service Station and there were plenty of onlookers) what was going on and how they could and should get involved in motorsport



**James Williams gives our friendly Sergeant a ride in his Micra**



**Maurice Ellison**



# R.I.P.

## Roger Barfield

It is with great sadness that we report the passing of Roger Barfield on Tuesday the 26 July after a short illness. Roger passed away very peacefully with his daughter Joanne at his side. He had been diagnosed with leukaemia just a few days prior to his death.

His funeral will be held next week at the Southern Manchester cemetery crematorium.

Roger was a kind, gentle man who gave so much of his time and himself to supporting local motor sport clubs at grass roots level and was well known for providing driving instruction for young drivers. He was also a club official at Under 17 MC and Accrington MSC events.

Beneath his quiet exterior Roger was a great driver, popular competitor and most recently won his class in the local non-race/rally championship.

Roger enjoyed to compete in autotests and autosolos and was a regular supporter of all local club events. He'd sometimes use the cones to knock off superfluous pieces of bodywork to lighten his car, to gain that extra point something of a second on his next run !

Roger last competed at the Under 17 PCA event on Saturday 16th July at Blackburn. The club was also running a marshal training day and had around 8 Police cadets in attendance. As far as the cadets were concerned, they'd seen Roger giving instruction to a couple of new young drivers in his dual control car - slowly and controlled. But as Roger pulled away from the start line for his first run, I heard the cadets gasp in amazement as the tyres on the dual control Ford Fiesta squealed with excitement. Roger put in a perfect run - not bad for an 'old man' !

He was a great friend and will be remembered fondly.

Our thoughts are with his family at this difficult time'

**Tracey Smith : Accrington Motor Sport Club**



***Roger collecting his Trophy from Ian Grindrod at the 2015 SD34MSG Awards Night for 1st in Class 'B' Non Race / Rally***



***Collecting the 'Club of the Year' Award at ANWCC Presentation Night***

# TRAINING

**Date:** 20/8/2016 **CSMA (North West) / U17 MC (North West)**

**Main Discipline:**  
**Rally**

**Contact:** Steve Johnson,  
**email :** steveamsc@gmail.com  
**Telephone:** 01254 392663  
**Venue:** J4, M65 Services, Blackburn  
**Geographic Area:**  
North West England  
**Primary Association:** ANCC

## **Fire theory then Practical training**

**Max 10 students per session**  
**Practical training session  
only at:**  
**10:30**  
**11:30**  
**13:30**  
**15:30**

**Register for this course at**  
**<http://www.volunteersinmotorsport.co.uk/>**



## **Meadows to Loughborough**

Clitheroe's up and coming rally ace Tommi Meadows will study as an elite athlete at Loughborough College from September.

The 16-year-old ex-Bowland High School pupil was invited to be a part of the Motor-sport Association's AASE Academy, which teaches promising young drivers all about the vital attributes needed to make it to the top of the sport.

"I'm really glad to have secured a place on the course," said Meadows, "I had looked at doing A-Levels or BTEC Diplomas however this opportunity came along and I just had to follow my dream".

"My goal is to get a paid drive one day, and I feel that the course will provide me with valuable knowledge & support to help me fulfil my ambition".

Next year will also see the teenager step up from the Junior 1000 championship into the BTRDA forest championship, where he will campaign a S1400 spec Ford KA. Tommi said: "Next year is looking very exciting. My dad won the BTRDA championship many years ago, and I'd love to follow in his footsteps. It's where all the quick lads are, and I want to prove myself against them".

In the meantime, Meadows will finish off the 2016 season in the Junior championship where he has some ground to make up after having missed two rallies to focus on his GCSEs.

## **Date Changes** **Airedale & Pennine MCC** **PCT**

**on the**  
**7th of August**  
**has moved to the**  
**21st of August**

**& The**  
**PCT**

**On the**  
**4th September**  
**has moved to**  
**2nd of October**

***Both are qualifying round of the SD34MSG  
Non Race / Non Rally Championship***







# GREYSTOKE STAGES RALLY

Sponsored by **P&R BENN**

Whenever I have previously marshalled on the Greystoke Stages Rally its always been hot and sunny and the problem has been dust. But not this time. The clouds were menacingly black when I left home and only got darker as I headed up the M6.

For once I was not alone. This time I had my son, his Girl-friend, her Dad and her Dads partner for company. Going back a lot of years, my wife (knowing that motorsport wasn't the cheapest hobby and also how much time I spent at it) actively discouraged all my kids from getting involved. Two weeks before the Greystoke Stages my son enquired if there were any rallies on that he could come to with me. It seems as though the current girlfriend and her Dad are interested in Motorsport but they have only ever watched it on TV before. Quick chat with his girlfriend and her dad and its all arranged. The girlfriends Dad will take his van complete with camping stove, Camping table, camping chairs, Coffee, Tea, Sugar, Milk and loads of Bacon, Burgers, Eggs, Mushrooms, Tomatoes, Sausages (The list goes on & on) and most important his partner to cook it all for us. In between showers Tracy (the girlfriends Dads partner) is kept busy and I never seem to be without a brew and something to eat. So much so that I was stuffed by the end of the rally and couldnt fancy anything to eat when I got home. She can certainly come again.

Our location on this event is on an uphill 90L (for stages 2 & 4 and then reversed for Stages 5, 6 & 7). We have a terrific view of quiet a bit of the stage as the trees to our right have been removed and we can see about a mile of the stage.

I am doing radio and am confined to the car for the whole of the event (and out of the rain). Before it all gets under way I kit them all out with Hi-Vis and tell them where to stand and a lot of the 'Does & Donts, as well as how a Stage rally works. Not sure that they take it all in but they stand well out of the way and dont do anything stupid so some of it must have stuck, however they still stand out in the open throughout the whole event rather than taking shelter in the car when the rain is at its worst. Must have forgot to tell them that. (silly me)

Not a lot happens at our junction but I can hear how cars are going off into ditches everywhere else on the event. Having said that, On stage 5, Nigel Worswick (car 8) is that far sideways as he comes around the corner towards us that we thought he might be our first casualty but he managed to keep it lit and on the road too. Very impressed were my new recruits.

We eventually get to the last stage (SS7) and car 19 slides off the road as he approaches our junction. My son, who had been taking the photos, had decided to put the camera away and so missed getting a shot. The other two marshals at our junction are friends of the driver so they are dispatched to check that the crew are OK and make sure that the warning triangle is put out.

The only other bit of excitement is car 41 who goes past us, down the hill, round the 90R and then manages to roll it on a straight bit of road. The crew at this junction rush to check that the crew of Car 41 are OK and they are.

My newcomers all had a good time and now want to get more involved. Going to take them to a club night next and also get them to register on the MSA website as Marshals

**Maurice Ellison : Gemini 59 & Clitheroe & DMC**





# Matlock MC Marshals on (or off) the Road



## 1. Goodwood Festival of Speed 24-27 June

Earlier this year a group of us were invited to join Worksop & District MC marshaling at GFOS. We didn't need persuading, so obtained MSA marshal licences and white overalls, armed ourselves with the new MMC banner and purpose-made MMC patches, and headed south.

Despite traffic queues, rain, mud, and chalk surfaces that proved to be both impenetrable to tent pegs and glacial for rally cars... we also had sunshine, great

camaraderie with the 51-strong group, close-up (and hands-on at times) rally stage action, bottle-bowling, balloon racing, the odd small sherry. And not forgetting free entry to the rest of the show when we weren't on duty!

Our encampment was adjacent to the rally paddock and near to the top of the hill climb, lots of stars and familiar faces, and always something going on even if you didn't fancy the journey down to the rest of the show.

Hunter's Sweatshop kept Lorraine and me busy into the dark hours, fuelled by the traditional medicinal Sambuca.

An excellent long weekend, and we even managed to round it off with a trip up the Spinnaker Tower and to see HMS Victory on the way home.

Much appreciation to Jon Leckenby for all his hard work and for welcoming us into his team.

[More on Page 51](#)





# Matlock MC Marshals On Tour



## 2. HERO 1000 Mile Trial 14th July 2016

Matlock MC marshals received a very warm welcome at Darley Moor Raceway earlier this month when we provided a team to run the whole of the Darley Moor test on the 1000 Mile Trial.

The trial was a four day event assembling in Edinburgh on 11th July, and ending up on 16th July near the south coast with a day that started with a test on the Goodwood Race Circuit.

We were looking after the second test on Day 3. It was a glorious day and a real treat to see all these pre-war motors being put through their paces, plus a chance to chat with friends Iain Tulley and Leigh Powley who were battling for the lead (eventually won by Iain). What a great venue - the competitors really enjoyed it, so much that one crew decided to have a second spin round regardless of their time.

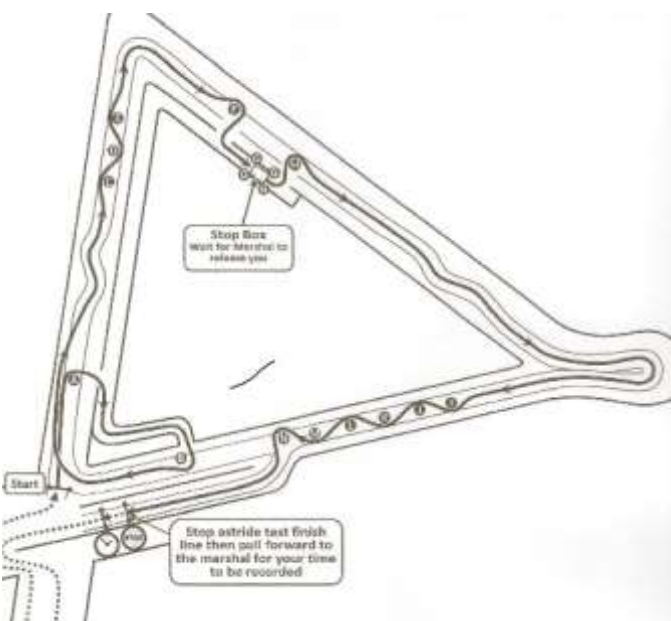
The HERO team was very impressed with our turnout of over 20 marshals who helped the stage run like clockwork.

Many thanks to all those who travelled over to help, including Mark Turner, Mark Oliver, David Yorke, Andy Fowkes, Peter Haynes, Dave Quinney, Sue and Mick Briant, Martin Phaff, Tim Cork, Geoff Harris, Jon Leckenby and friends, Emma and Andy Joyce, plus Sue and Terry Bateman on site providing cones, comms, and free catering!

We'll be back - Franny B \_

We're always looking for marshals, assistants, and organisers for our events, and the Chief Marshal position is still vacant.

If you would like to join in the fun, can help out, or have any ideas for new events, please contact Charlie or any member of the committee.



Photos courtesy of Jon Leckenby, Lorraine Ratcliffe, David Yorke, HERO, and Google ;-)



# NORTH WEST RACERS

*With Dave Williams and Rachel Bourne*

## CATCHING UP WITH THE NORTH WEST RACERS

The North West racing drivers had a month off in July with none of the CNC Heads Sports/Saloons, Avon Tyres Northern Formula Ford 1600 or Lee Bowron Ltd XR Challenge Championships in action although all return to the fray on the first weekend of August.

Nonetheless, the early part of the season was very busy so this mid-season pause allows us to catch up with some racing from May and June which we didn't have space to cover in earlier editions of Spotlight.

### Lee Bowron Ltd XR Challenge

The Ford hot hatches visited a sun-baked Anglesey on the final weekend of May where they enjoyed no less than 3 races. Reigning champion, XR2 driver Michael Heath, set the fastest time in qualifying just over a tenth ahead of Greg Speight in a similar car. The pair had quite an advantage over everyone else as the third quickest driver, series sponsor Lee Bowron, was over a second from pole in his class leading XR3i.

Heath had a wheel bearing problem to fix before the opening encounter got underway. Although he managed to make it on to the grid, things didn't go well once the red lights went out and he slipped down the order such that he could finish no better the ninth. Heath's lack of pace allowed Speight to take an unchallenged victory from the XR2s of the two Steves Clapton and Poole.

Bowron's race ended before it started due to car problems enabling Michael Blackburn to take the win in the XR3i category.

Prior to race 2, some members of Bowron's pit crew had to dash over to Manchester to pick up the required braking components to enable his car to be repaired. Despite starting from the back of the grid he charged up the order to win his class – taking third overall in the process.

Heath was another making up places during this 20 minute blast. He was up to second by the end of lap 2 and putting the leader, Speight under pressure but the latter was able to take the honours once again after Heath retired in the pits with engine failure.

It was all hands to the pump in the Heath section of the paddock as a new power unit had to be fitted. The motor was in place ready for him to take part in the final contest of the weekend in which he would start right at the back following his race 2 retirement. This didn't prevent him from getting on to the back bumper of leader Speight by lap 10. Another circuit later and Heath was ahead with a pass on the back straight. He stayed out front until the end to complete a difficult weekend with a victory.

In the XR3i category, Bowron made it 2 wins out of 3.



***Doug Crosby heads to post '89FF1600 victory***



***Greg Speight leads  
The XR Field***

BOURNE PHOTOGRAPHIC  
*Creative Imaging*  
[www.bournephoto.co.uk](http://www.bournephoto.co.uk)

***Continued on Page 53***



## **NORTH WEST RACERS**

*With Dave Williams*

*And Rachel Bourne*

*Continued from Page 52*

# **Avon Tyres Northern Formula Ford 1600 Championship**

On 25<sup>th</sup> June the Avon Tyres Northern Formula Ford 1600 Championship returned to its home circuit of Oulton Park for round 4 of the series.

The Post89 and Pre90 Classes ran together during the damp but drying qualifying session before racing separately later in the day.

With lap times tumbling during the qualifying session because the tyres were finding increasing levels of grip as the moisture disappeared from the tarmac, many drivers were saving themselves for a big push just before the chequered flag came out. These plans were scuppered when Steve Nixon crashed his Van Diemen RF86 at Cascades bringing proceedings to a halt a few minutes early.

One man who kept his foot down throughout the session was Doug Crosbie who returned to action having missed round 3 due to work commitments. He set the quickest time in his Van Diemen JL013K.

Crosbie went on to complete a full house of pole, victory and fastest race lap. He was delighted as he had never completed such a feat before. When the race ended, Doug had a huge advantage because the battle for second had ended in contact between two Van Diemens at Lodge on lap 3. Pedro Matos in his JL16 model had attempted to take the runner-up position from David McArthur's LA10 but only succeeded in pushing him into a spin. With McArthur briefly broadside across the track Crosbie was able to get away as all the other runners were held up.

Matos later retired with a damaged car after hitting one of the tyre stacks at Hislops while McArthur recovered to take fourth behind the two Van Diemen JL13s of Matt Cowley and Jack Wolfenden.

In the Pre90 race there was a debutant on pole as former MSA Formula/F4 competitor Josh Smith had a run in the Reynard 89FF usually driven by Ian Wolfenden – father of Jack.

Things didn't go so well for Smith when the time came for the race to begin as he edged forwards before the red lights went out and earned himself a 5 secs penalty. He led the opening stages of the contest with the Reynard 88FF of Jaap Blijleven pursuing him. The Dutchman saw the penalty board displayed at the end of the opened lap and knew he could have won had he stayed where he was but he decided there was no fun in doing that and became embroiled in a battle with Smith. This entertainment ended earlier than scheduled when Smith dropped back with gearbox problems leaving Blijleven to take the flag first.

Smith was the second man to cross the line but dropped to fifth on corrected time. This promoted Nick Barnes (Van Diemen RF87) to the runner-up position – this was the first time he had finished on the Pre90 podium. Barnes gained places during the course of the contest having qualified out of position due to being one of those caught out by the red flags bringing a premature end to the session.

Like Smith, another to suffer gearbox problems was John Murphy in his Merlyn Mk20A. These had resulted him losing third place to Brian Soule's Van Diemen RF88. As Soule's tyres deteriorated, Murphy was able to overtake him at Shell on the last lap and then just hold on to the final place on the podium in a photo finish.

**Article by Dave Williams**  
**Photos by Rachel Bourne**



The Pfizer Corporation announced today that Viagra will soon be available in liquid form and this new product will be marketed by Pepsi Cola as a power beverage suitable for use as a mixer. It will now be possible for a man to literally pour himself a stiff one. Obviously we can no longer call this a soft drink, and it gives new meaning to the names of cocktails, high-balls and just a good old-fashioned stiff drink. Pepsi will market the new concoction by the name of: PEPSI UP

Thought for the day...There is more money being spent on breast implants and Viagra today than on Alzheimer's research. This means that by 2025, there should be a large elderly population with perky boobs, huge erections and absolutely no recollection of what to do with them.

**BOURNE PHOTOGRAPHIC**  
*Creative Imaging*  
[www.bournephoto.co.uk](http://www.bournephoto.co.uk)

# Gemini Communications Motor Sport Team

## 2016 Calendar of Events

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

**Give Bill Wilmer a Call**

**07973-830705**

w.wilmer@btinternet.com

**MOTORSPORTS ASSOCIATION SAFETY & MEDICAL FREQUENCIES  
LICENSED PRIVATE PMR MANAGEMENT SAFETY SYSTEMS**

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

**For North Wales, Cheshire, Greater Manchester,**

**Lancashire, Merseyside & Salop:**

**Serving Motorsport for 51 Years**

**Sun 27th Aug**

**Gareth Hall  
Memorial Stages**

*Traesfymydd Ranges*

*Bala & DMC*

**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*

**Bike Rides**

**Sun 4th Sept**

**Manchester to  
Nantwich & Rtn**

100 Miles

**Sun 18th Sept**

**Leeds Big Wheel**

50 & 100 Miles : Fig 8

**Sun 25th September**

**Heroes Stages**

*Weeton*

*G&PMC + P&DMC*

**25th to 30th  
October**

**WRC (GB)**

**Wales**

## TRAINING

[www.volunteersinmotorsport.co.uk/listman/exec/search.cgi?search=1&perpage=10&sort\\_order=20,123,forward&template=search\\_results\\_training.html&lfield11\\_keyword=training&lfield3\\_keyword=Rally](http://www.volunteersinmotorsport.co.uk/listman/exec/search.cgi?search=1&perpage=10&sort_order=20,123,forward&template=search_results_training.html&lfield11_keyword=training&lfield3_keyword=Rally)

**20th August**

**FIRE TRAINING**

**Darwen Services**

# Gemini Communications Motor Sport Team



## 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



**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](mailto:ANWCC@talktalk.net)**

**within 14 days**  
**of the event.**

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

## Golden Microphone Championship

### Past Championship Winners

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

## 2016 Golden Microphone Trophy Latest Results After Round 13 Greystoke Stages Rally

G	23	Ian Davies	70	points
G	21	Derek Bedson	50	points
G	11	Mark Wilkinson	50	points
G	56	Tony Jones	50	points
G	48	Peter Langtree	50	points
G	31	Duncan Stock	50	points
G	57	James Atkinson	50	points
G	09	Keith Lamb	50	points
G	03	Les Fragle	50	points
G	13	Stuart Dickenson	40	points
G	33	John Ellis	40	points
G	04	Ian Winterburn	40	points
G	55	Steve & Matt Broadbent	40	points
G	41	Jerry Lucas	40	points
G	25	Chris Woodcock	35	points
G	37	Lee Skilling	35	points
G	07	Tony & Avril Lee	30	points
G	01	Bill Wilmer	30	points
G	24	Paul Henry	25	points
G	17	Robin Mortiboys	25	points
G	24	Paul Henry	25	points
G	17	Robin Mortiboys	25	points
G	12	Chris Jarvis	25	points
G	02	Graham Cookson	20	points
G	65	Brian Eaton	20	points
G	14	Adrian Lloyd	20	points
G	69	Maurice Ellison	20	points
G	28	Andrew Taylor	20	points
G	51	Gerry Morris	15	points
G	05	Steve Coombes	10	points
G	58	Geoff Ingram	10	points
G	32	Brian Flint	10	points
G	62	Colin Evans	10	points
G	26	Mark Dickenson	10	points
G	39	Alan Shaw	10	points
G	18	Eve & Graham Fisher	10	points

# Warrington & DMC

## Enville Stages Rally

### July

### Radio Mutterings

July and the sun is out at last, or at least for now for the drive over to the Isle of Anglesey and the visit of Warrington & District Motor Club to the Anglesey Racing Circuit. With the promise of a full entry the paddock area is congested as we check into the control tower and sign on a little after seven thirty. The first friendly face to greet us is our very own Gemini 56 Tony Jones who is acting as Chief Marshal for the event, next wearing this year's 'colour' of a fetching Day-Glo pink tabard is Les Fragle Gemini 3 as Spec Safety Officer and hiding for now somewhere is Adrian Lloyd Gemini 14 supporting the equipment crew. When we add in Bill and Mark in Control, Gemini Recovery and the radio crews out in the field this is definitely a Gemini team supported event.

At signing on we receive a welcome meal ticket and pen and what must be one of the best 'goody bags', further refreshments and car themed items (a big thanks to the organisers and I suspect the Chief Marshal here). The event paperwork is also of a very high standard and is much appreciated as it makes our life out on the stage observing and checking cars that much easier. As we approach the scheduled start time of 09:15 there is a bit of a 'where's Wally' moment as the organisers mislay the Course Car, but Car 0 is soon located and launches itself into Stage 1. From the very of the fine weather seems to trigger something in the crews and the action is fast and furious from the very outset. Sadly we almost immediately lose Car 3, or at least for now with reports of 'no fuel pressure' and Car 11 screams past my location at Junction 7 (off the old rallycross circuit for those who know the venue) with their nearside rear suspension at a very odd angle, nothing that a few well directed hits with a hammer can't fix. It's funny but I didn't think the kerbs here were as high as those at the Red Bull Ring in Austria. A total of 66 cars started the event.

No sooner was the last car into the flying finish and we were off again with the second run of the stage and more drama. Car 1 decides to 'kill' a few innocent cones at my junction, Cars 4 and 45 are reported off and then Car 16 snaps a driveshaft. However the real drama is reserved for Car 33 the Mazda Mx5 who hits the lorry tyre barrier hard but continues only to launch itself at the jump and see the whole of the rear roof section of the car fly off into the scenery, leaving a rather smart 'targa' top look to the car. The latter is definitely a first for me and they continue to the end of the event with some 'natural' air conditioning, ideal in the sunny conditions. In the end a respectable 61 cars complete the second run.

*Continued on Page 57*



*Rather smart MkII Course Car 0*



*The marshals at my location get ready for action as Car 1 heads 'off piste'*





## **July Radio Mutterings : JRT Enville Stages**

### **Continued from Page 56**

Along with Gemini Recovery we have Tiger Recovery, although throughout the day Bill insists on calling them Rugby Recovery (where they are from), good job they don't come from Llanfair PG !.

After changes to the stage are made the next pair of stages starts with the Course Car 0, who seems to momentarily lose the ability to count and manages an extra lap, usually I get to write Judge of Fact Reports about the competitors. The first run passes quickly and pretty much incident free and we are soon onto SS4. Car 71 stops with a small fire around the old gun turret area, although with all of the smoke the car had been previously chucking out, I'm not sure what was left to burn. About three quarters of the way through the run there is a 'safety' shout from Cam Rescue that their paramedic has been called to reports of a collapse in the pit garage ?. The situation appears serious and the rescue response is immediate and eventually at the end of the stage with the Rescue Unit now in the pit area the MSA Steward quite rightly halts competition as the Rescue / medical resources for the event are fully engaged with the casualty. A triple nine call is put into the Welsh Ambulance Service and whilst the Cam Rescue team attend to the casualty we await 'county' ambulance. An RRV arrives about twenty minutes later and with transport to hospital required we all just have to sit and wait as it takes a further thirty minutes or so for an ambulance to be escorted into the circuit and the casualty taken off to hospital. (Post script: the Chief Marshal confirms on the Monday that the casualty, a competitor has been released from hospital and is recovering at home, and we wish him a speedy recovery).

After this unplanned interruption to proceedings we finally get Stage 5 underway after about a 75 minute break. On the first run we only see Car 36 off at Junction 21 in clouds of smoke due to a head gasket giving up the ghost. Immediately into Stage 6 the crews seem to be trying even harder and various crews explore the outer boundaries of the circuit. At my location Car 28 hits the tyre wall very hard and manages to completely dislodge three huge earth filled lorry tyres, the marshals are forced to slow cars down past the great lumps of earth in the middle of the narrow junction gates. With a couple of other cars also suffering, including another fire this time in Car 39 a total of 59 runners finish the stage.

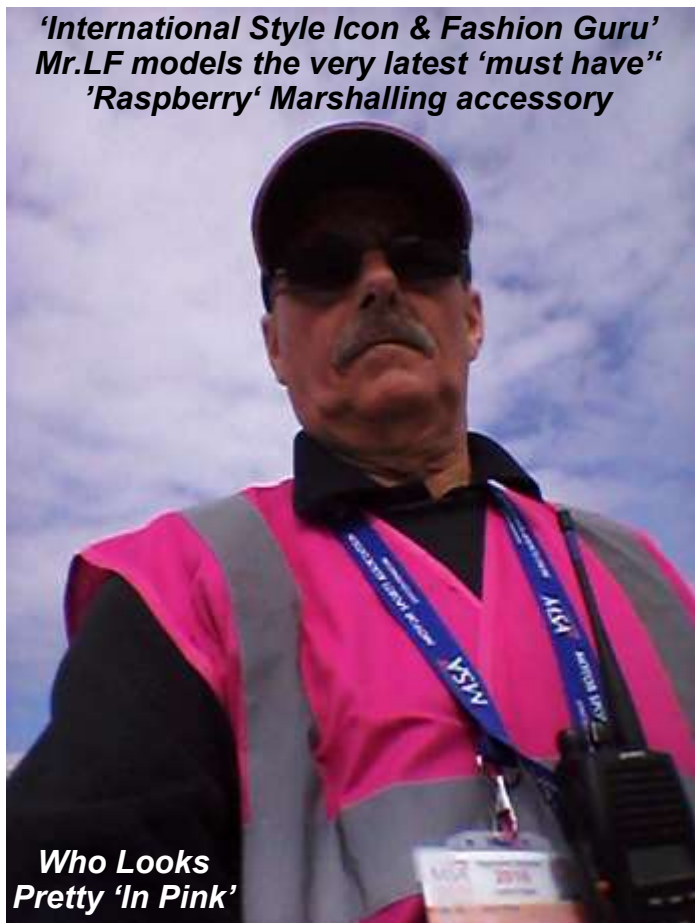
Next it's that big change around and reverse direction and my junction becomes one of the split junctions, ninety left for the first two laps and then ninety right on the third and final run, at least that's the theory. With so much time lost due to the medical incident in the pits, the equipment and turnaround crews and marshals make the change of direction quickly and very efficiently, well done to the whole team. With cars flying into the junction from behind me counting the laps is a real challenge as often three or four cars all scream into the junction in quick succession and have to make that immediate decision, left or right. Although only a 50:50 call inevitably one or two struggle with the choice and out come the Judge of Fact forms !. One crew in particular make a great hash of things and on their first lap take the incorrect right choice, instead of clearing the junction they just stop in the middle of the circuit and I guess discuss what to do next, forgetting that seconds behind them is likely to be another competitor XX!!.. Sure enough Car 37 comes screaming into the junction and correctly wants to go right only to see what is now a car in the middle of the circuit engaging reverse gear, by some miracle the two cars manage to miss each other. A couple of other crews manage either an extra lap or in one case a lap less than the correct route. The next runs only sees some mechanical gremlins creep in with Car 67 off with "gear selector" problems and 53 also stationary leaving a total of 52 cars to finish the stage.

With time pressing on the organisers really pull their fingers and toes out and we head into the final pair of stages with everything crossed that the full complement of ten scheduled stages can be competed, despite the earlier delays. Stage 9 is over in a blur and the final stage sees cars tackle the final challenge of the day. In the end we only see one further car stop out on stage but for some odd reason he doesn't have the mandatory warning triangle onboard, something that really shouldn't happen. Maybe it was missed at scrutineering (unlikely) or they removed it to save weight, who knows ?.

All in all a good days sport, despite the medical incident and what was a real partnership between Warrington & District and the Gemini Team.



**Gemini Recovery:**  
**"Have you forgotten something, shouldn't you have a car on the end of that rope?"**



**Who Looks**  
**Pretty 'In Pink'**

# TARGA Rallies

Roughly about this time last year Brynmore Pierce did an article about the first running of 116 Car Clubs 'North Wales Honda 116 Targa Tracks' Targa Rally. Well it has just run again. That first running had been so good that the max 60 entry filled within 2 days and so the club applied to the msa to raise the it to 90 entries. The 'new' 30 places filled within a day of the news being released.

So whats so special about Targa Rallies? To start with they are very social events. They are run during daylight and that gets rid of a lot of the usual PR problems. Most events that I have done have breakfast available at the Start Venue (even if its only a Bacon Buttie and a cup of Coffee) followed by lunch and whilst you are waiting for the results you get an evening meal (lunch & evening meal for Driver & Navigator is included in the Entry Fee : not bad for around £110).

Navigation : depends on the event but most Targa Rallies consist of a series of Map References (Tests Locations) and vias (also map refs) to keep you on the intended route.

Some events have code boards to check that you have kept to this route others dont. Some events use a Tulip Road Book to get you from one test site to the next. All depends on the organiser. The 2016 Berwick was the only TARGA event that I have done this year that had slightly more complex navigation and also regularity sections. For most events the Time Schedule is not tight. You get the opening & closing times of the tests and so long as you report to the tests within these times and also the MTCs before your maximum lateness they are penalty free. Do check the regs to make sure.

Tests can be anything from an Autotest to a 'Special Stage' with the odd cone to dodge along the way. It all depends what is available in the area of the event. The Doonhamer uses a couple of forests as well as car parks, Farm yards and both Gravel and Tarmac private roads. The Wearside all takes place within the Nissan Factory at Sunderland and is really a big AutoSolo but on Steroids. The Diagrams of the Tests are never to scale and are usually hand drawn. What may look like a 100 yard gap between cones becomes only 10 yards when you are on the Test. On the flip side what may look like a 10 yard gap on the drawing turns out to be 100 yards. You are not permitted to 'walk' the tests but there is nothing stopping you watching where other competitors go whilst you are waiting for your turn at a test. Generally speaking you most likely cant see all of the test when you are waiting your turn and it all looks a lot different on the test to how it looks from the diagram or the start point. Part of the fun (and skill) is for the Navigator to be able to call the directions to his driver and how quick the driver can convert these mumblings to what is actually on the ground and still go the right way quickly.

All the tests are timed to the second and if you hit a cone it's a 10second penalty. Go the wrong way and you get a 'Wrong Test' and collect a maximum

Once you get North of Penrith, Road Rallies have almost died out. Only Hexham & DMC run a road rally these days (but there is also the Caledonian 200 based in the Central Belt of Scotland, & there may be the odd other that I am not aware of) and in this region Targa Rallies are very strong

Targa Rallies have followed the Classic Rallies lead and are really the same sort of event (without regularities in the main : Targas that is) but for those who cant afford a Classic Car you can do them in your AutoSolo or Road Rally Car.

For anyone doing AutoSolos it must be the next step up in competitive Motorsport. All you need is to fit a sumpguard and maybe a trip for the Tulip style roadbooks and the events that have regularities

If you want to know more then have a look at the NESCR0 pages (61& 62), or some of my reports or their website ('cause this is a very brief summary) or give me a call and I will tell you more of how it works

It really is a lot of fun and requires team work between navigator and driver whilst also going as quick as possible

## Grumpy Old Git



## Apologies

- 1) Steve Price, our Sprint & Hillclimb Champion ship Compiler, tells me that in last months issue (July) I wrongly posted that the Sprint & Hill Climb Championship was 'Up to & including' Barbon Hill Climb 1.

That was incorrect. It was up to & including the Jack Neal Memorial Sprint at Aintree on the 25th of June.

Sorry Steve & all the Sprint & Hill Climb Competitors for that.

Whilst Steve was on the phone I pointed out to him that he had got the Classes wrong for the Sprint & Hill Climb Championship. So Steve had to work them out all again. Sorry

- 2) I thought I had updated the NESCR0 Targa Challenge results Table in last months Spotlight (July) but it was swiftly pointed out that I had not.

Sorry and Its been updated now. (see Page 60)

- 3) I blamed Bob Hargreaves for not sending me the latest NESCR0 Challenge positions (see item 2 above) but when I checked my email I found that he had and it was all my fault  
Sorry Bob my error (even though you didnt know I blamed you, but you do now!)

- 4) I said I would go to Kirkby Lonsdale MCs 'The Cars the Star' Show on Sunday the 17th of July, but I forgot all about it until around about 3:30pm when I went to put the date of Hexhams 12 car Rally in September on the Calendar.

Sorry to have missed it this year



**2016**

**Wigton Motor Club  
Lake District  
Classic & Targa Rally**

David Short and Roy Heath powered their Ford Escort to a narrow victory on the Lake District Classic, finishing some 16 seconds ahead of last years winners John Bertram/ Andrew Fish while a late surge saw the Lancia Fulvia of Stephen and David Byrne prevent an all Escort podium with the early leaders Dave Marsden/ Mike Garstang slipping to 4<sup>th</sup> place following a maximum on one of the later tests. The event which attracted a healthy entry of almost 50 crews, was another triumph for the hard working duo David Agnew and Ron Palmer and their team from Wigton Motor Club who had found some new test venues which proved extremely challenging but nonetheless enjoyable for the competitors.

Based, as always at the Penrith Truckstop, the traditional opening test was the usual dash around the lorry park and in and out of the rows of Scania's and Volvos before heading West for a farm-yard test at Kirkbarrow followed by a very slippery forest track at Thornhill. At this point it was all an Escort benefit with Marsden/ Garstang leading Bertram/Fish and Ibbotson/ Gilbert with the indecently quick Viva of Dave Alexander/ Mark Humphries close behind. The opening test saw the Morris Minor of Stuart and Siobhan Bankier lose a large portion of their exhaust while on the next one the little Fiat 500 of Dave and Pauline Nicholson retired with a seized gearbox. Thornhill's ball bearing like surface caused any number of heart stopping moments, notably for the Garstang brothers whose Fiesta Mk1 slid into a ditch, they kept the power on and managed to get out but the TR7 of Ray and Ben Jude wasn't so lucky, stuck in a watery gully for some 20 minutes till enough assistance could be summoned to extract them.

Moving West along the A66, the aptly named "Bridge" test featured a real hump backed affair which most drivers treated with extreme caution, then it was on to a long test in Threlkeld Quarry, the place is littered with redundant earth moving equipment, giant excavators and a huge Euclid lorry which made excellent obstacles to manoeuvre round, the Alfa Romeo of George and Ian Eland punctured here, although they didn't realise it until the finish marshal pointed it out!. Just across the A66, another new test round an industrial estate saw Bertram/ Fish quickest but by now Short/ Heath had assumed a lead they would retain for the rest of the day.

Heading back along the A66, the next two tests were in the familiar surroundings of Penrith's Auction Mart, Short and Bertram took one apiece while Dave Alexander thought his rally was over after hitting a kerb heavily and Gavin Thomson/ Dave Lauder were rueing fitting oversize tyres to their Escort MK1 as they were rubbing on the rear wheel arches. At the lunch halt back at Penrith Truckstop the leader board showed Short to be 16 seconds ahead of Bertram with Marsden/Garstang third, then a 20 second gap to the Byrnes with Alexander a remarkable 5<sup>th</sup> in the Viva.

Well lunched the crews headed back across the M6 for a repeat of the Auction Mart tests, Bertram turned up the wick and was quickest on both of them but on such short tests there was little opportunity to pull back much time on the leader.



*Photo Courtesy of Tony North*

*Continued on Page 60*



## Lake District Classic & Targa Rally

### Continued from Page 59

The grassy track at Highfield came next and while Short set about consolidating his lead, the Byrnes lost time with a puncture while it all went pear shaped for Marsden/ Garstang, a wrong test and the resultant maximum costing them dearly, the SAAB 96 of David Heirs (Sporting an impressive array of 4 spotlights ) also took the wrong direction round the cones.

The highlight of any Lake District Classic is the visit to the unique Waters Farm and this event was no different, the crews relishing the opportunity to blast up the winding track and through the farmyard. The test featured a couple of cunningly placed code boards which were to cause problems for crews, some of whom should have known better. The first run through saw Short quickest but behind him there was mayhem with several drivers including Dixon/Walsh ( MGB ), Heirs/ Leask ( SAAB ), Fenwick/ Carmichael ( Golf GTi ) all missing a cord board, Nick and Judith Grasse ( Lancia Fulvia ) went one better and missed both of them while John & Marion Sloan had to take avoiding action to miss a couple of walkers.

The biggest calamity on Waters Farm befell Stuart and Siobhan Bankier when a shackle fell off their Morris Minor's rear spring, they were surveying the damage when the resident farmer called them over, opened up his workshop and found a length of metal which, with the loan of his tools, Stuart was able to fashion into a temporary part. Using the farmers lift, the nifty piece of metalwork was swiftly fitted and, although 20 minutes behind schedule, the Father and Daughter combo were back in the rally !.

A feature of the rally is the test in Hardondale Quarry and a feature of the quarry is the large quantities of dust that always swirls around although this year a strong wind kept things relatively clear. Short, Marsden and Bertram all set identical time and then it was back across the M6 for another crack at Waters Farm where Bertram got under the bogey time. Everyone seemed to have learned from the previous trip and the missed code board count plunged dramatically with few dramas although Bradley/ Marsland spent some time at the test finish investigating a strange rattle under their Mini's bonnet, they never did find it !.

On the second Highfield test Short and Bertram were neck and neck and the event was rounded off with a final dash round the Truckstop parking lot, made even more taxing as several of the trucks were on the move !. Bertram short and Marsden were all equal quickest, although the latter driver nearly through it all away when he forgot to book in at the final Main Time Control and had to be called back from the trailer park to get his card signed !!

As the crews tucked in to an excellent meal, results were quickly collated with Short/ Heath's victory confirmed, just reward for a dominating performance although they could never relax with Bertram/ Fish always close behind while Marsden/ Garstang were left bemoaning the one error that cost them a podium finish. Everyone went home well satisfied with their day's motorsport and on this showing the Lake District Classic is assured of a bumper entry again in 2017.

### RESULTS :-

1	Dave Short / Roy Heath	Ford Escort MK2	1108
2	John Bertram/ Andrew Fish	Ford Escort MK1	1124
3	Stephen & David Byrne	Lancia Fulvia	1191
4	Dave Marsden/ Mike Garstang	Ford Escort MK1	1203
5	Martin Ibbotson/ Richard Gilbey	Ford Escort MK2	1204
6	David Alexander/ Mark Humphries	Vauxhall Viva HB	1229
7	John & Marian Sloan	MG Midget	1241
8	Neil & Jim Morrison	BMW 2002ti	1277
9	Brian Bradley/ Michael Marsland	Mini 1275	1288
10	David & Paul Garstang	Ford Fiesta MK1	1288

**Report compiled by Ed Graham : Hexham & DMC,**  
**contact [edgraham01@sky.com](mailto:edgraham01@sky.com)**



**Photo Courtesy of  
Tony North**

### Classes :-

H1	Alexander/ Humphries,
H2	Graham Couser/ Jim Hendry
P1	Sloan/ Sloan,
P2	Marsden/ Garstang,
C1/2	Ibbotson/ Gilbert.

**NESCRO**

**Historic Motorsport In The North Of  
England And Scotland**



**2016**

**Wigton Motor Club  
Lake District  
Classic & Targa Rally**

When Steve Price and I sat down and decided that we were going to have a go at the NESCR Targa Challenge I told Steve that there were some 'Must Do' events and others that were more optional.

The Berwick Classic, the Lakeland Classic, The Doonhamer and the Weardale were in the 'Must Do' section. Unfortunately the Doonhamer is only for Classic Cars and they don't have a section for 'Modern (Targa Challenge) Cars.

Following my major cock up on the Berwick the next on our list was Wigton MC's Lake District Classic and I was really looking forward to this event and hoped to redeem myself a little. As usual the base for the Lake District Classic was at the Truck Stop at Penrith and used O.S. maps 90 and 91.

Steve opted to travel up to Penrith on the Saturday and stayed overnight. Living only five Motorway junctions and thirty minutes away from the start venue I chose to travel up to Penrith on the Sunday morning and meet Steve at Signing On. Having competed on the event for the past three years I knew where the tests were and spent a little of Saturday night drawing neat little circles on my maps with arrows pointing to the Test Venues ready just to put in the test numbers in case David Agnew & Ron Palmer and their merry team at Wigton Motor Club switched things around from previous years and we were going to do them in a different order.

Through Scrutineering & Noise with no problems and Steve had managed to get the trip working for this event. Looks like I forgot to mention that we wouldn't be needing it on this rally (all map references and no Regularities) but we still have the plywood sumpguard. We get our Route Instructions, Rally Plates, Time Cards & Test Diagram book and I get down to plotting whilst Steve affixes the Rally Plates. Needn't have bothered drawing my neat little circles for the tests. Out of the 17 tests only six are at the same venues as previous years and the rest are new. Lots of rubbing out of the Circles and when I get all the tests down onto the map we hardly use map 91 this year. The only tests on Map 91 are Waters Farm (and that starts on Map 90 and is a particular favourite of mine) and Hardendale Quarry.

Despite there being a prescribed route in previous years I have taken what I considered an easier route than that of the roadbook but I notice that there are spaces for Codeboards on the Time Cards and decide that this year we will stick to the organisers instructions. Good job we did. 5 crews didn't and they missed those boards and were penalised accordingly.

*Continued on Page 62*



**Photos Courtesy of Phil James  
PRO-RALLY PHOTOGRAPHY**  
TEL : 01772 69-00-34 MOB: 07771 76-86-57  
EMAIL: phil@pro-rally.co.uk

**Pro-Rally.co.uk**

**1**



## Lake District Classic & Targa Rally

### Continued from Page 61

Test 1 and 9 are at the Start/Finish Venue and involve a series of Slaloms between the parked Trucks of Jenkinsons Forest Products Wagons. We come very close to one of them on a 90L and I doubt we were the only ones. Test 2 is Kirkbarrow. All going well until we have to go through cones 'GG' and then do a free turn after passing cones HH. Once I have seen the Test Diagrams I write the route instructions, similar to pace notes, and then keep my head down and read them back to Steve with an occasional glance up to check that we are where I think we are on the notes. Whilst I can, to a certain degree, 'feel' where we are on the test by the cars movement these tests are usually hand drawn and certainly not to scale. As Steve handbrakes it round in the free turn I glance up and notice that we have gone through GG but not HH. A quick shout and we continue the 180 into a 360 (all in one movement) and go through HH and do the required 180. Close to a wrong test!

Test 3 is a new one at Thornsgill and when we arrive we are in a queue behind two other cars waiting for a TR7 V8 to finish the test. The TR comes down the track at a fair old pace and when he brakes to negotiate the slalom of the last 3 cones he just touches the grass and goes off the road and into the ditch. Takes half an hour to recover him. No damage other than the drivers pride. When we get to the same three cones we very nearly copy the TR. Test 4 is another new test called Bridge (might be because of the hump back bridge that we negotiate twice) bit rough in places. Test 5 is another new Test at Threlkeld Mining Museum and uses part of the old Quarry. We have no mistakes but are not particularly quick. Test 6 (Grapevine) is another new test. We go 90L round cone A and then 360L round cone B then through cones CC. Steve however does not see cones CC and does a 720 L whilst looking for them. To really bugger us up after we go to cones HH and stop astride we have to reverse out and my diagram does not show the location of cones JJ. Reason . . There are no cones JJ and we waste valuable seconds looking for them

Tests 7 & 10 and 8 & 12 are old tests at Penrith Auction Mart. After Test 8 its back to Truck Stop for Test 9 and then Lunch.

After Lunch its back to Penrith Auction Mart for Tests 10 & 12 then onto Test 12 at Highfield. No dramas on Highfield until we try to stop astride at the finish. When Steve hits the brakes we slide on the grass and clout the nearside cone. 10 Second Penalty. Now onto my favourite, Waters Farm (Tests 13 & 15) two code boards to get on each test. 19 lots of penalties were awarded for missing these code boards but none to us. Test 14 is Hardendale Quarry. No problems other than the finish marshal telling me we had done a wrong test. When I queried with him where, he checked my diagram and reversed his decision.

Back up to Highfield for test 16 and we discuss how we are not going to hit the stop astride cone. We didn't but Steve decided that the test laid out for us was not sufficiently complicated enough and tried to take a different route. A lot of shouting and a pencil stabbed into his leg soon got him back onto the right track. Only the last test at Truck Stop now. Test 17 was a different layout to the earlier 3 and once again Steve had his own ideas on the correct route. We very nearly got a wrong test here but he eventually saw the error of his ways.

We had our evening meal whilst waited results and awards. We finished 2nd in class and 14th O/A in the Targa Rally. Got a Mug for 2nd in Class. The nice bit of Glass wear in the photo was not ours. That went to Steven & David Byrne (fellow CDMC members) who finished 3rd O/A in their Lancia. (bottom photo : Steve & I collecting our Mugs for 2nd in class : NB there were only 2 cars in our class !)

Steve is gradually coming to terms with what is needed on Targa events. Next one is Spadeadam MCs Blue Streak Rally in August. The Lakeland Classic was another very good and enjoyable event organised by Wigton MC

**Maurice Ellison : Car 29 : Clitheroe & DMC**





**2016**

## **Wigton Motor Club Lake District Classic & Targa Rally**

Dad (*Stuart Bankier : Clerk of Course for the Berwick Classic*) had beavered away on the car rebuilding the back suspension and fitting competition half shafts before the rally.

After a ridiculously early start and a short nap on the way there we stopped in Langholm so Dad could go to the loo and he noticed that the car was noisier than usual. Dad lifted the bonnet but couldn't see anything wrong so we pressed on. Once we got to Penrith we passed the noise test (surprisingly) and then Dad realised that the exhaust pipe exiting the silencer box had snapped clean off. Dad thought it would be Ok so we had a cup of coffee, plotted the route and headed to MTC1 as we were Car 1.

Sadly by the time we got to the first cone on the first test the exhaust was rattling off the ground so at the end of the test Dad took off the long pipe and left it to be collected later.

The morning's route took us along Lake Ullswater past some very fancy hotels and across to Threlkeld. There were nine tests in the morning and actually the car was reasonably quiet.

After a long lunch we headed to the Auction Mart and then to Highfield test where we got two runs as the marshals got confused and did not record our time. However as we left the test there was an odd noise and once back on the road we stopped and Dad dived underneath. Unfortunately the spring hanger had dropped off and taken two nuts with it and the spring had moved two inches out over. Dad was scratching his head when Graham Couser and Jim Hendry rolled up. Graham was under the car straight away, Dad had it jacked up and soon all three lads were trying to get the spring back in right place. Jim cleverly suggested a tow rope with a spanner to tighten it like a tourniquet and soon they had the spring back in the right place. At this point a farmer turned up with his quad and trailer and offered us the use of his workshop so Jim was in the trailer like a shot and headed off like a Roman Gladiator. Five minutes later he was back with a piece of steel with a hole in it asking Dad to mark on where the second hole needed to be. Dad marked it up and went up to the workshop and within another five minutes he was back with a new spring hanger. Martin Ibbotson and Richard Gilbert were next along and they stopped and within five minutes we had the thing back together and we were off.

We did the rest of the tests and made it back to the finish with no more problems and even got a trophy for our efforts (second out of two in the class !).

After the prize giving we then recovered the exhaust, folded down the back seat, slotted the exhaust inside the car before heading for home. Penrith to Berwick is a long way with a noisy exhaust and my ears were still ringing on Monday morning.

***Siobhan Bankier : Berwick Motor Club***





**2016**

**Wigton Motor Club  
Lake District  
Classic & Targa Rally**

**‘Don’t be shy, give it a try!’**

That’s the rallying call from the North of England and Scottish Classic Rally Organisers (NESCRO) to rallyists throughout the UK to enter the Targa Challenge.

It’s worked too with almost sixty crews vying for success and heading the championship standings are Blackpool South Shore Motor Club members Quentin James, from Kirkham, and Tom Howe, from Lea.

They strengthened their lead at the top of the championship points after putting in a class winning performance in their Citroen C2 GT on last weekend’s Lake District Targa Rally. Based in Penrith the event, organised by Wigton Motor Club, included seventeen tests on a mixture of tarmac and gravel surfaces, some of which had never been previously rallied.

One such test, using gravel tracks in Thornsgill Forest, saw the Shore duo set second fastest time, a feat they matched on the slippery slopes of the afternoon’s Hardendale Quarry test at Shap.

It wasn’t all plain sailing however having completed the following run through the fast flowing Waters Farm test, James admitted “We were a bit lucky in there. We lost both grip and brakes as the car slipped onto the grass inches from the stone wall as we approached a square right turn. Thankfully we made it round!”

Carlisle’s Andrew Graham, a former winner, and co-driver Michael Holmes made best use of their previous experience of the event to take the overall victory in their Ford Puma.

Having elected to miss the next round of the series, the Belfast based Summer Lanes Rally (*Now Cancelled*), James and Howe will return to Cumbria and championship action on August’s Blue Streak Rally.

***Phil James : Blackpool South Shore MC***

## ***And . . . From the T’other side of the same Car***

The Lake District Targa Rally was our 4<sup>th</sup> event of the year and only the 6<sup>th</sup> Targa Rally we’ve run in our Citroen C2 GT. Quentin James and myself were seeded 45 of 46 entries so had 90 minutes before our start time once car 0 was away. After plotting the road sections we took the spare time to watch some of the classics run the 1<sup>st</sup> test at Penrith Truck Stop. Running on the truck park the test was simple up, down, up, down and across weaving between cones and avoiding the parked trucks to ease everyone in to the event. That said, one team got a stage maximum and another in the classics retired.

We did okay on test one but were a little off the pace for test 2 dropping 14 seconds on the fastest time of 68 seconds. Heading over to test 3 there was a bit of a queue due to an earlier off on this gravel test. Looking down the gravel road which was narrow with ditch each side the slalom through to cones towards stop line would mean putting tyres off the track which could be disastrous if carrying too much speed. I made note to give my driver a warning to brake so wouldn’t fall into the ditch. It must have worked as we were second fastest in our class.



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**Photo Courtesy of Phil James  
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TEL : 01772 69-00-34 MOB: 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

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***Continued on Page 65***



## **Lake District Targa Rally** **Continued from Page 64**

Test 4 was a very short test over a hump back bridge on gravel surface short sprint up the hill and reverse from cone to cone. We've never come across a reverse manoeuvre before and being in bucket seats with harness' it's done pretty blindly. The time was mainly down to how good your tyres are and how much risk you were willing to take over sustaining damage on the bridge. 5<sup>th</sup> fastest, we were taking it a little safer than others. Next we headed to Threkeld into a quarry for more gravel action where we posted the 4<sup>th</sup> fastest time.



Returning to tarmac for Test 6 Grapevine we were 8 seconds down on the fastest run from Chris Hunter and Fiona Tyson in an MX5. Heading towards lunch it was back to Penrith for 2 tests at the auction mart before a re-run of test 1. The tight sections on the auction mart suited our Citroen and we picked up 3<sup>rd</sup> fastest on this run. We would return to this test after lunch with a different outcome. We had a good run round the 2<sup>nd</sup> test at the venue then headed back to MTC. We improved our time on the re-run of test 1 by 1 second but so did everyone else and we were only good for 6<sup>th</sup> fastest.

At lunch we were in 4<sup>th</sup> place behind the leaders of Andrew Graham and George Edminson in a Ford Puma, Chris Hunter and Fiona Tyson in the MX5 in 2<sup>nd</sup> and Joe Harwood and Jai Wall in Subaru Impreza being 3<sup>rd</sup>.

Unfortunately the Puma driven by Liam Charlton had to retire with a bent steering arm sustained at the auction mart when he hit a kerb. Liam was the car ahead of us on the road and his retirement meant we would be following the lunchtime class leader Andrew Graham and George Edminson in the red Puma.

After lunch it was back to the auction mart for a re-run of the 2 tests. Fired up by our rally position, Quentin upped the pace for test 10. Unfortunately carrying too much speed down the hill we failed to pull up at the stop line and picked up a 10 second penalty. With the next test 100 yards away there wasn't time to dwell on the mistake.

After leaving the auction mart we headed to Highfield for test 12 and with a queue of cars we got time to talk to a marshal and the other teams. I like such delays for this mingling it brings. The test was a quick test with a 360 and a couple of hairpin handbrake turns and we like it.

Waters 1 was test 13 and the longest a 0.88 miles and a good fun run with a fast straight section to the finish. It was also the first test with code boards to record which we did with ease. Heading over the M6 to test 14 in loose limestone gravel. Apparently it was really slippery according to Quentin, but we did okay and didn't hit any cones or overshoot. Maybe 2<sup>nd</sup> fastest time on test is better than ok.

Back to Waters for a second run with minor route change and new code boards then back to Highfield for another run at this fast test. We shaved 6 seconds off the time from first run. As the event came to the end it was a final run at the truck stop with a new shorter layout before heading in for dinner.

We didn't have to wait long for the results to come in and were overjoyed to see we'd achieved 1<sup>st</sup> in T2 class with a time of 20m04s only 5 seconds ahead of 2<sup>nd</sup> in class. Andrew Graham and George Edmundson in the red Puma who were leading the class at lunch went on to be overall winners of the rally with a time of 18m03s.

The result also provides a good tally of points for the NESCREO Targa championship where Quentin leads the driving table and myself leading the Navigator table now by 80 points from second place.

***Tom Howe : Garstang & Preston MC : Citroen C2 GT Navigator***

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The Highways Agency found over 200 dead crows on the M4 near Bridgend recently, and there was concern that they may have died from Avian Flu.

A Pathologist examined the remains of all the crows, and, to everyone's relief, confirmed the problem was NOT Avian Flu. The cause of death appeared to be from vehicular impacts. However, during analysis it was noted that varying colours of paints appeared on the ...bird's beaks and claws. By analysing these paint residues it was found that 98% of the crows had been killed by impact with motorbikes, while only 2% were killed by cars.

The Agency then hired an Ornithological Behaviourist to determine if there was a cause for the disproportionate percentages of motorbike kills versus car kills.

The Ornithological Behaviourist quickly concluded that when crows eat road kill, they always have a look-out crow to warn of danger.

They discovered that while all the lookout crows could shout "Cah", not a single one could shout "bike"

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There must be a lot of female hormones in beer.

When I've had a few drinks I can't drive a car properly and I start behaving illogically too

# Chelmsford M.C. East Anglia Classic Rally 19<sup>th</sup> June



*Photo Courtesy of Andy Marston  
[mandh\\_photography@live.co.uk](mailto:mandh_photography@live.co.uk)*

Right back at the start of the year dad (Simon Frost) and I, talked about which events we were going to do, like most of the rallying community I am sure. I'd initially said no to this one on the basis it was too far. After missing out on rounds 3 and 4 of the HRCR championship it was time to forget long journeys and get back into it. Especially when the regulations said, "bring extra tyres you'll probably wear them out on the tests", bonus!

I was fortunate to grab a lift down with Chris Warren and Nick Pullan since the Volvo had stayed south after The Hughes rally and needed a quick restoration (grease and polish). I was quick to question Nick on the key's to rallying success, being the father of multi-rally winning Andy. Nick wasn't giving much away although we both spotted some sneaky wording in the regs that made us watch out (needlessly) for level crossings.

Leaving straight from the start and we went into a pre-plot regularity, managing to clean the first section I got a bit cocky and forgot to note the mileage at the next speed change. 9seconds dropped and muttered apologies about not sitting in the car for a while! 2 more regularities and a few cleans and small drops until I looked up from the map and we were at a T junction with Rob Henchoz pointing left. I shouted left turn and we turned into a farmyard. Hmmm, how about handbrake turn?!?

Quick smart 3 point turn and we were back on the way stuck behind some cyclists and 16seconds dropped. Amazing how many small roads they find in Essex. But this rally was about the tests and we went into RAF Wethersfield not sure what to expect. Extremely grippy tarmac and really long tests was what we got, 7 of them, the longest being 4 minutes for us and the car was very hot rolling out to the next regularity before lunch where we did multitudes of map crossing and tricky speed changes on hard to read roads, dropping 7s over quite a few miles, very pleased.

Lunch was quite eventful as the car in front, (no, not a Toyota), another Volvo 122s had snapped a clutch cable. Quick thought and a local bike dealer saw a rudimentary fix applied which didn't just last the rally, but the drive home. Almost as incredible was sitting waiting for my timecard out to be signed (car 15) I spotted car 1's timecard on the table. 30s before I was due out, car 1 appeared grabbed the timecard and roared off down the road, dropping 1.34 at the first control would be considered a success. We passed through for 2, 3 and a zero, another clean! Perhaps I can navigate?!

Back to Wethersfield and another 6 tests, similar to the morning but tightened up and some run backwards, but the final test, over 3 pages and 6 minutes was epic, both of us having to draw breath after. It was so epic, I forgot to start the trip meter on the final section of plot and bash. Many many words were said and air turned blue. I turned to myself and remonstrated loudly, but all you can do is laugh? 17seconds early at the control was not a bad result and just as well we realised only a mile down the road. Luck!

Results at the finish saw another win for Matt Warren, this time ably assisted by Ryan Pickering of a minute clear from Darrell Staniforth and Les McGuffog in the rapid mini. We ended up 8<sup>th</sup> overall in one of the older cars in the event and 2<sup>nd</sup> in the expert class, generating a good haul of points for the HRCR championship. This event was strongly weighted towards the tests and the Volvo had coped admirably against the newer cars, with a good regularity result propping us up the results. (in fact there were 7 volvos out of 43 entry, proving quite popular in historic rallying now).

If you haven't considered historic rallying, now is the time to give it a go, good events, wonderful tests and a wide assortment of great cars to watch.

*Niall Frost : Malton MC*





# NESCRO

North of England & Scottish Classic Rally Organisers



## 2016 Events Calendar

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

### 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](mailto:info@riponmotorsportclub.co.uk)

[www.riponmotorsportclub.co.uk](http://www.riponmotorsportclub.co.uk)

### 6th & 7th August

#### The Border Raiders

Club Triumph

Simple Printed Navigation

Martin Randle : 07961-278265

Email : [raidertr7@gmail.com](mailto:raidertr7@gmail.com)

[www.club.triumph.org.uk](http://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](mailto:ian555@uwclub.net)

[www.spadeadammotorclub.co.uk](http://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](mailto:group2fps@btinternet.com)

### 18th September

C (Classic), E & N

#### Doonhamer Classic

South of Scotland Car Club

Tests & simple Navigation

Ian Crosbie : 07740-949240

Email : [iancrosbie@hotmail.com](mailto:iancrosbie@hotmail.com)

[www.socc.co.uk](http://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](mailto:graeme.@gtforrester.freemove.co.uk)

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)

**NEW**

### Sat 22nd October Stocktonian Targa Rally

25 miles of tests on some cracking roads around Catterick on. Entry fee £120. Longest test subject to approval is 2.3 miles all but two others are over a mile long.

[www.stocktonmotorclub.co.uk](http://www.stocktonmotorclub.co.uk)

### 19th & 20th Nov

C (Targa & Classic), E & N

#### The Caledonian 200 (Classic & Targa Road Rally)

CCHMSC

Road Rally

Jim Paterson : 01968-672644

Email : [Jimpaterson@btinternet.com](mailto:Jimpaterson@btinternet.com)

[www.caledonianmsc.com](http://www.caledonianmsc.com)

**[www.nescro.co.uk](http://www.nescro.co.uk)**

# NESCRO CLASSIC CHALLENGE

Pos	Driver	Total
1	John Bertram	290.0
2	David Marsden	258.3
3	Dave Short	174.2
4	Jim Hendry	170.0
5	Stephen Byrne	164.5
6	Ben Blanchard	158.3
7	Ray Jude	146.4
8	Gavin Thomson	136.6
9	Ian Dixon	113.3
10	John Ruddock	103.3
11	Ross Butterworth	101.7
12	John Haygarth	98.9
13	Richard Goodacre	95.7
14	Andy Lane	90.0
15	James Griffiths	87.8
16	Martin Ibbotson	85.0
17	Ron Kendall	81.9
18	Douglas Humphrey	81.4
19	Joseph Hardy	81.1
20	Sally Ann Hewitt	80.0

Pos	Navigator	Total
1	Andrew Fish	290.0
2	Mike Garstang	258.3
3	Roy Heath	174.2
4	David Byrne	164.5
5	Bob Hargreaves	158.3
6	Ben Jude	146.4
7	Dave Lauder	136.6
8	Ali Procter	106.7
9	Roger Burkill	103.3
10	Nicky Staniforth	98.9
11	Peter Birtles	95.7
12	Graham Couser	93.3
13	Richard Crozier	90.0
14	Scott Wiffen	87.8
15	Richard Gilbert	85.0
16	Maurice Miller	83.3
17	Chris Loudon	81.4
18	Doreen Sunter	81.1
=19	Mark Lewis	80.0
=19	Jim Morrison	80.0



# NESCRO TARGA CHALLENGE

Pos	Driver	Total
1	Quentin James	268.9
2	Craig Wallace	189.7
3	Joe Harwood	188.1
4	Ryan Hay	150.0
5	Grainger Robertson	145.0
6	Drew McClean	115.3
7	Andrew Graham	102.9
8	Chris Hunter	100.7
9	Martyn Lloyd	97.5
10	Stuart Newby	90.0
11	Geoffery Bateman	89.2
12	Stephen Short	88.9
13	Stephen Palmer	86.7
14	Sam Collis	85.0
15	Graeme Galloway	83.7
16	Graham Malthouse	78.4
17	Sandy Horne Jnr	76.7
18	Simon Jennings	75.7
19	Joe Mallinson	74.3
20	Jeff Malthouse	73.2

Pos	Navigator	Total
1	Tom Howe	268.9
2	Clifford Auld	189.7
3	Niall Thomson	150.0
4	Karina McLean	115.3
5	George Edminson	102.9
6	Fiona Tyson	100.7
7	David Lumdsden	99.5
8	Rob Lloyd	97.5
9	Russell Walker	90.0
10	Margaret Bateman	89.2
11	John Turnbull	88.9
12	Jai Wall	88.6
13	Jack Palmer	86.7
=14	David Robertson	85.0
=14	Gary Evans	85.0
16	Owen Malthouse	83.7
17	Dianne Malthouse	78.4
18	Kirst Horne	76.7
19	Gordon Dundee	75.7
20	Reg Mallinson	74.3



*Photos Courtesy of Tony North*

**Results Updated following the Lake District Classic**

**NB : Only the first 20 places in the Classic Challenge & in the Targa Challenge are shown above**





# THE TRIALS OF THE 1000 MILE TRIAL

The slow, growling noise of low revving engines echoing round the Northumbrian countryside is a sure sign that yet another vintage motoring event is in the vicinity, the latest incarnation being the 1000 Mile Trial which this year ran over 5 days, the route taking participants from Edinburgh to Wybridge in Surrey via overnight halts in Hexham, Sheffield, Oxford and Goodwood, providing of course, that car and crew lasted that long !. Although most events seem remarkably well supported, remarkable considering the huge cost, this latest offering didn't seem to float too many enthusiasts' boat and the entry didn't manage to reach the 50 mark which was disappointing, particularly for the large numbers of enthusiasts who turn out to spectate.

Although these type of events are extremely well received by the public, the local RLO in Northumberland/ Durham insists that they are organised to the same stringent regulations governing night road rallies, so the route has to be PR'd, no mean feat as the events tend to follow a linear route and visit quite a number of villages. The particular section I was tasked with covering for this event ran from Kielder to Barnard Castle, a distance of some 90 miles, it took 4 extremely long days to accomplish the feat, not least because as soon as you mention vintage cars to people they start waxing nostalgic about one that Grandad or Great Uncle Henry used to own and you can be stuck, reluctantly listening, for ages. Predictably, no objections were received so it wasn't necessary for the organisers to make any route amendments and all was set for the cars' arrival.

The 1000 Mile Trial, being for pre-war vintage cars, consists of more regularities than tests and this was a feature of the opening day as the cars ran through the Scottish Borders, arriving at the day's final regularity near Bellingham where the biggest complaint from competitors was of having been assaulted by the hordes of midges which are a well known hazard in the Kielder Forest area !. As this regularity ran over moorland and round the well known (To road rally enthusiasts) Warkburn loop, extra marshals had been drafted in to act as "Sheep Wardens". Although a lot of competitors treat these events as a "Jolly", there are several who are deadly serious and it is noticeable that several drivers are recruiting the top road rally navigators to steer them round. Equally, the cars' original and basic instruments are being supplemented by some pretty sophisticated trip meters and GPS equipment, evidently an app is now available that will give you elapsed time to 100<sup>th</sup> of a second !

*Continued on page 70*







**Continued from Page 69**

These rallies always feature a great variety of cars, 17 on this event, from the 10 huge Bentleys, almost the size of a bus, to diminutive little Austin 7 two seater jobs where the crew are shoe horned into an impossibly small space, lots of open topped devices so it was fortunate that the weather was dry. Most competitors enter into the spirit of the event and dress the part which leads to some interesting outfits, perhaps the most eye catching being the lady navigator who clocked in at our control wearing a fur stole and a three row string of pearls, a sight you might never catch on a night event !. All were in good humour and went on their way, leaving behind only the sweet aroma of Castrol R wafting in the air and the odd pool of oil on the tarmac.

With the crews all safely through the regularity, it was a swift dash across Tynedale to Slaley Hall to set up the tests for the following morning, two of them using the tracks that cross that venues golf course complex. Unfortunately, my "Man with the Cones" hadn't left sufficient so it was necessary to go on a scouting trip to source some replacements, fortunately the hotel's coach park provided the answer although there are probably now buses parking where they shouldn't !. A (Very ) early morning start saw some bleary eyed marshals in situ for the start of day two, the equally bleary eyed competitors being faced with the two tests immediately after the re-start. This big pre-war cars aren't really built for pirouetting round cones, they wallow and lean over like a boat in a rough sea but they all seemed to enjoy the experience, with the possible exception of those who got lost and the big 4.3 litre Alvis which broke a halfshaft coming in to the finish of test two, there was a crack like a rifle shot as it let go and it proved terminal for that particular crew. Also, the cute little Austin 7 of the equally cute Whyte sisters left all of it's coolant on the stop line due to a failing gasket, although the back up team tried a repair job in the hotel car park they were to retire on the following road section while the little blue Bugatti that the Majno's had bought all the way from Italy was also to retire with a sheared Magneto drive and, while Jayne Wignall/ Kevin Savage were going great guns in her Sunbeam Sports, husband Paul was to retire when his Alvis Silver Eagle succumbed to electrical gremlins.

So, an interesting and pleasant couple of days enjoying a different and very sociable type of motor sport, one which very definitely doesn't annoy the general public given the numbers of people who were out spectating. The next long distance event scheduled to visit the area is the well known "Le Jog" in December, the annual slog from Lands End to John O'Groats which normally attracts a good entry of enthusiasts ( Given the normal severe weather some might call them masochists ) who seem happy to enjoy 1000 miles in a heaterless car in the depths of winter. Mind you, I'll probably be standing out at some exposed, equally heater less, location clocking them in so we're all probably mad ! Great fun though.

**Ed Graham : Hexham & DMC**





# ***Inside the Industry with Paul Gilligan***

## **Cheap New Car Motoring**

I've been asked to consider this month whether it is cheaper just to buy a bargain basement new car, run it for a few years and expect to more or less throw it away as worthless, or purchase a more mainstream model, run it for the same period but sell it for a worthwhile sum of money. Well of course everyone's circumstances are different, so there is no one right answer, but there are a few general points worth making.

The first is that unless you cover an absolutely phenomenal annual mileage the biggest cost you'll face is depreciation. A £10000 new car will see at least 50% of its value eroded within 3 years, more likely 60% or more. So there's a cost of £2000 a year. Fuel at 10000 miles a year is likely to cost £1200-£1500 a year, servicing and tyres much less during the warranty period.

So the first objective should be to reduce the depreciation cost. Different cars depreciate at very different rates, whilst most use about the same amount of fuel. So concentrate on depreciation. It's pretty simple to see roughly what your car will be worth in 3 years time so long as it's not a model new to the market. Just look at what 3 year old ones are selling for just now and deduct for the dealer's margin. You'll see some very wide variations between cars with similar new prices.

Of course one of the biggest savings you can make is by paying a lot less than the retail new price to start with. Firstly there is simply the discount you can negotiate. Or you can get more discount perhaps if you take the manufacturer's finance package. Maybe 3 years servicing will be thrown in, or a bundle of extras at a bargain price, free insurance and so on. Again not all suit everyone, free insurance can be very valuable to younger drivers for example. You can buy a pre registered car with delivery miles at well below new price (see below) or an ex rental car just a few months old with a few thousand miles recorded at maybe 30-40% below new price. All of these tactics can make an enormous difference to the depreciation cost you'll suffer over the next few years.

Bargain basement cars tend to be sold at more or less retail price. Dacia is perhaps the best example, you'll get pretty well no discount. So what counts is the amount of money you part with, not the list price. And not all cheap cars depreciate slowly, take a look at MG.

If the plan is to keep the car for 5 years or more then the length of warranty offered is key. Modern cars are very reliable, but technically complex and can be very expensive to fix. 3 years is the normal used car warranty, but Renault give you 4, Hyundai, Mitsubishi, Subaru and Toyota 5, Kia a whopping 7 years. So if you want to buy a cheap car, keep it for 7 years and be prepared to throw it away at the end buy a Kia Picanto for under £9000, maybe less. However be aware you can buy a low miles year old Fiesta for not much more, no comparison.

Because it's not all about money. I'd like to think that most people reading this actually ENJOY driving. And many would say 7 years in a Kia Picanto is a bit like a prison sentence? So perhaps the best advice I can give is to find a car you actually like to drive, then perhaps use some of the hints above.

## **Pre Registered Bargains**

Just to give some examples of the savings available here, in more expensive cars there are some stunning offers. How about a £97000 BMW M6 Coupe, RRP £97000 for under £72000, a £73000 640 M Sport Coupe for £47500? My favourite at the moment is an Audi A8 Saloon, retail £61500. This was pre registered last September so on a 65 plate, still delivery miles, drive away for £37950, almost 40% off!

## **How Not To Treat The Customer**

A friend of mine was recently in London where his wife was shopping. He became bored with this so suggested as they were in Bond Street he would pop round the corner to the Bentley showroom and she could meet him there. Now he's a man who likes, and can afford, nice cars, but dresses pretty casually and has an accent from around 300 miles North of Bond St. When he arrived at the showroom he tried the door, which was locked. He pressed the bell and after some discussion was admitted. Having made their instant judgement of this visitor the sales staff studiously ignored him while he inspected the various expensive cars on display.

After a while his wife returned and was eventually allowed in. She quickly weighed up the situation and asked him loudly what he'd been doing. "Just looking at these nice cars" he said. Even more loudly she replied "You don't want ANOTHER Bentley surely!" He tells me the salesman's face was a picture to remember! Then they left.

## **MG Goes SUV**

MG has announced it will soon drop the MG6 from its range and replace it with the GS SUV designed to compete with Nissan Qashqai and so on. Last year 548 MG6 cars were registered in the UK, so given that a lot of those would be demonstrators, staff cars and many went into rental companies, hardly a sales success. And they are VERY cheap on the used market. It remains to be seen if the new SUV does any better.

***Continued on Page 71***

## Skoda Tops Reliability Survey

The highly respected JD Power survey was recently published after over 13000 UK new car buyers were interviewed. The purpose was to measure how many problems customers experienced in the first 3 years of ownership. Skoda registered 66 faults per 100 cars, next best Suzuki on 79, Kia 80, Vauxhall 90 and VW and Peugeot 92. Average was 114 faults per 100 cars, with the worst performers being Land Rover on 197, Dacia 174, Audi 170, BMW 156 and Mercedes 154. Of course expensive cars tend to have much more complex equipment fitted, which partly at least excuses the German manufacturers, but not Dacia!

## 47% Of UK Motorists “Hate” Their Car

A survey just published by Kia shows that almost half of British drivers feel genuine hatred towards their car, with around 10% admitting to having lost their temper and physically attacked the car in Basil Fawlty fashion! Kia blame all this on amazingly few customers taking a test drive. 20% of new car buyers regret their purchase within 7 miles of collecting it. Although surprised by these findings I'm constantly amazed by how few customers do actually test drive before buying. Regret at leisure as they say.

## Fiat Chrysler Accused

No not another emissions scandal! In the US Fiat Chrysler are being investigated by the Government over its reporting of quarterly and annual results. FC report their revenues based on shipments to their dealers rather than sales to end users. Nothing wrong with that I'd say, if the car has been invoiced to the dealer it's a sale? However one dealer has accused FC of regularly falsely reporting the sales. He claims to have been offered \$20000 bonus for falsely reporting the sale of 40 new vehicles, and that FC would regularly report sales at the end of one month and then cancel them the next. Only to repeat the process at the end of that month.

Makes pre registration look almost honest.

## Accidents Put The Brakes On Driverless Cars

The first fatality involving a Tesla driver killed while the car was in driverless or “Autopilot” mode occurred in Florida recently. His car hit a truck that had pulled out at a right angle across the road. The trailer was white and it's thought that the car's sensors mistook the trailer for bright sunlight. Tragic.

In a age when Health & safety is all powerful even one fatal accident must slow this development. Perhaps a little less hurry will be a good thing. In developing any new technology there are difficulties. Flying was dangerous 100 years ago, and many people were nervous about automatic pilots when they were introduced. Tesla's Boss remains confident and says he believes human beings will eventually be banned from driving as they will be so much more dangerous than the car driving itself.

I hope that's wrong, and I remain convinced driverless will come, if a little more slowly than had been thought.

## Diesel Driver Under Attack

A few short years ago we were told that diesel cars produced fewer emissions than petrol, and were encouraged to buy them. Now those same experts have decided this advice was wrong, and in fact older diesel cars can produce as much as 20 times the emissions per mile as petrols.

So the new London mayor has announced a “Toxicity Charge” of £10 per day to be applied to any car or van made before 2005 entering central London. This will be on top of the Congestion Charge currently £11.50. Then in 2019 that fee (or whatever its been increased to by then) will be applied to any pre 2015 diesel cars and the area of the charging zone will be made ten times bigger. Also the current no congestion charge at weekends and during the night will be abolished. Other major UK cities are being encouraged to follow suit.

So be careful what government advice you follow. Diesel cars will undoubtedly depreciate more heavily as a result, so drivers get hit in the pocket twice over.

*Paul Gilligan*

[pg@gvcontracts.co.uk](mailto:pg@gvcontracts.co.uk)



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Absolutely disgusting behaviour I saw on a beach earlier.

I was on the seafront and saw a man and a woman having an almighty argument in front of loads of kids. Suddenly the woman smacked the guy in the head and it all kicked off. There was a massive brawl and someone called the police. This poor copper turned up on his own and took his baton to the man. The guy managed to snatch it off him and began assaulting the copper AND his wife!

Then out of nowhere a crocodile crept up and stole all the sausages !!



# MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT

## RALLY FUTURE

### RALLYFUTURE: WHERE ARE WE NOW?

- Number of Safety Delegates trained – 12
- Number of events they've covered – 43
- Number of Safety Car Training sessions held – 10
- Number of licensed Safety Car delegates – 95
- Number of people who have completed the online marshals' training – 3661
- What percentage of those were new registered marshals – 42.7%
- Number of accredited media – 88
- Number of Rally Forums held – 7
- Locations – Exeter, Carlisle, Warwick, Thurrock, Chesterfield, Ballynahinch NI, Llandrindod Wells
- RallyFuture Facebook fans – 765

### ABERDEEN TO HOST NEXT FORUM

The next RallyFuture forum takes place in Aberdeen on 11 August, in conjunction with the Scottish Association of Car Clubs (SACC).

The event will be held at the Aberdeen Altens Hotel, at 7pm for a 7.30pm start. Guests will include Rallies Committee Chairman Andrew Kellitt, Safety Delegates Nicky Moffitt and Sue Sanders, and MSA Officers. Please contact Peter Weall at the SACC for further information.

The last forum was organised by the Association of Eastern Motor Clubs and held in Thurrock, Essex, on 13 July. There was a strong turnout and a lively debate on various aspects of safety and the sport's future.



### BRITS ABROAD SCORE RALLY SUCCESSES

British rally star Chris Ingram is leading the ERC Junior Rally Championship after a second place finish on last month's Ypres Rally.

Meanwhile Welshman and fellow Team UK member Osi-an Pryce (23) finished second in round two of the Drive DMACK Fiesta Trophy on last month's Rally Portugal. Pryce leads the championship and has claimed two 2017 WRC2 prize drives as the highest scoring driver from the opening two rounds.

### SANDERS NAMED IN AUTOCAR'S GREAT BRITISH WOMEN

Autocar magazine has named Sue Sanders, the MSA's International Training Manager, as one of the 100 most inspirational women in the British car industry.

Autocar said: 'In her role at the Motor Sports Association, which works on behalf of world motorsport body the Federation Internationale de l'Automobile (FIA), Sanders co-ordinates safety training for government motorsport bodies around world. The position, which she has now held for six years, is the culmination of a career spent in organisational roles within motorsport, including event safety co-ordinator for Wales Rally GB and head of health, safety and security for the Race of Champions.

'Sanders is also a director of a business training company and a member of the FIA's Women and Motor Sport Commission, set up in 2009.'

Susie Wolff, who has partnered with the MSA to launch the Dare To Be Different campaign, was also featured.

For the full list, visit [www.autocar.co.uk/greatbritishwomen](http://www.autocar.co.uk/greatbritishwomen)





# WALES Rally GB

**27-30 October**

## Marshals Newsletter

### PLANNING AND PICKING YOUR LOCATION

**There are fewer than 120 days until the World Rally Championship action starts from Parc Eirias in Colwyn Bay. Preparations have changed up a gear in the past few weeks as we move towards the biggest rally in the UK.**

There are safety plans to be drawn up and checked, meetings with Safety Advisory Groups to be attended, road closures applied for, marshals recruited, broadband lines and radio networks to be set up, the list goes on.

Then there is all the equipment that needs to be ordered, packaged and delivered to the correct location. For 2016 there are 19 different venues to be planned, coordinated and implemented for the whole rally route. They all need stakes, tape, crowd barriers, safety notices, shelters, arrows, boards, branding and the most important element – volunteer marshals.

We have now opened the marshals registration pages on the website at <http://www.walesrallygb.com/marshals/index.php>. From here you can request your role, as well as the location you wish to marshal on from recce through to the finish of the event. This is not just for the special stages but all the venues the rally visits.

**Information is also available below on how to undertake your MSA marshals on-line accreditation which we would encourage everyone to have completed prior to this year's event (it is mandatory from 2017).**

**You can also register directly through RST [www.rallystageteam.co.uk](http://www.rallystageteam.co.uk) (our database provider) who have updated their software to make it easier to register.**

## 2016 DAYINSURE WALES RALLY GB

**Rally Guide 1** has just been published, confirming that the 2016 Dayinsure Wales Rally GB will offer 336 kilometres (208 miles) of competitive stage distance, making it the longest route since the event moved north. This is 12kms longer than the recent WRC Rally Italia Sardegna.

The 22 Special Stages include many of the established classic tests plus some exciting new additions and revisions. The route presents a new home for Saturday's family-friendly RallyFest which, after three years at Chirk Castle, moves to nearby Cholmondeley Castle.

There are location changes, too, as the Ceremonial Start returns to Parc Eirias in Colwyn Bay and the Ceremonial Finish will see the winners crowned on Mostyn Street in Llandudno on Sunday afternoon.

Meanwhile, a visit to Chester on Friday evening will rekindle memories of past Rally GBs, as the cars pass under the famous clock on Eastgate Street in the heart of the city in front of huge crowds.





# WALES RALLY GB NEWS

## CONWY COUNTY CONFIRMS BACKING FOR 2016 WORLD RALLY CHAMPIONSHIP EVENT

- **Renewal of official 'Host County' status for Dayinsure Wales Rally GB**
- **Conwy's many attractions to be showcased to global TV audiences**
- **Ceremonial Start in Colwyn Bay, Ceremonial Finish in Llandudno**
- **Rally reaches climax in County's stunning Alwen and Brenig Forests**

The organisers of the Dayinsure Wales Rally GB are delighted to announce that Conwy County Borough Council has extended its highly successful support for the UK's prestigious round of the FIA World Rally Championship. Conwy Council has been a strong supporter of Wales Rally GB since 2010 and in recent years has significantly increased its commitment to become the official 'Host County'. It is an award-winning partnership that has now been extended for the 2016 WRC event, which will be staged in the legendary forests of north and mid Wales between 27 -30 October.

The proactive County once again features prominently in the recently announced route for the Dayinsure Wales Rally GB. Thursday evening's theatrical Ceremonial Start will be hosted at the Parc Eirias Stadium, Colwyn Bay with the jubilant victors being crowned just along the coast on Mostyn Street in central Llandudno on Sunday afternoon. Both these official ceremonies offer free public admission, ensuring huge crowds keen to experience the presence of the high-profile World Championship stars and cars.

The rally's two concluding speed tests also put the spotlight on more of Conwy County's many attractions. Sunday morning's Alwen and Brenig Forest timed sections are both set high on the moors — the latter is the event's Power Stage, with live television audiences around the world not only following the action but also savouring the spectacular scenery as the cars compete alongside the Llyn Brenig reservoir.

"We enjoy huge support throughout the year from Conwy Council," said Ben Taylor, Wales Rally GB Managing Director. "As the official 'Host County' the area hosts the spectacular Start and Finish ceremonies, as well as competitive action in the forests on Sunday morning, bringing thousands of visitors to the region. But the amazing backing that Conwy offers from the councillors, the executive and the fantastic events team, makes a vital contribution to the success of the whole event."

Conwy County Borough Council's Cabinet Member for Tourism, Marketing & Leisure, Councillor Graham Rees said: "It has been a pleasure working with Wales Rally GB organisers over the last few years. Events are very important to us and we're looking forward to welcoming another major championship to the area. For every £1 we spend on events, we have a return on investment of £32 making them crucial to our economy in supporting our many small businesses, specifically those within the tourism industry which remains our economic driver."

Advance tickets for all the competitive sections – including both Alwen and Brenig special stages which are run twice each on Sunday morning – are already on sale. Adult day tickets are priced at just £25\*, offering significant savings on admission purchased on the gate. Moreover, with this year's Dayinsure Wales Rally GB falling over the half-term break, all accompanied children aged 15 and under will enjoy free admission. Full information on all ticket offers and comprehensive details of October's rally route can be found on the official [www.walesrallygb.com](http://www.walesrallygb.com) website.

### WRCGB:-

Stages now completely

**FULL**

with radio crews are:-

**Shakedown**

**FRIDAY**

Sweetlamb

**SATURDAY**

Pantperthog

Gartheiniog

Aberhirnant

Cholmondley

**ALL THE SUNDAY**

**STAGES**

Alwen

Clocaenog

Brenig

# RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 6 June 2016 that affect regulations in the MSA Yearbook

## Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

## Explanation of format

Regulation changes are shown as **red** additions or struck-through deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below

## (B) Nomenclature and Definitions

### Date of implementation:

**1 January 2017**

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

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

## (C) Judicial

### Date of implementation:

**Immediate**

## 2.3 Time or Position Penalty

(G.5.3). **Time penalty means a penalty expressed in minutes and/or seconds.** The Clerk of the Course, or the Stewards of the Meeting, may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not):

- (a) Of up to 10 seconds, if a race is not more than 30 miles.
- (b) Of up to one minute if a race of more than 30 miles
- (c) In an Endurance Race ((Q)6.2) a time, position or lap penalty may be imposed. The penalty may be increased to one minute for each completed racing hour, (for example a 2 hour race may impose a penalty of up to two minutes). The penalty may be imposed after the race has finished.

**2.3.2** At kart races a competitor, who after a hearing convened by the Clerk of the Course, is deemed to have gained an unfair advantage or has disadvantaged another competitor by the manner of his driving will be penalised by **a time penalty of 10 seconds, or a Position Penalty of 5 places, or 1 lap, in the results of that race or timed qualifying.** This penalty does **not** preclude further action under 1.1.5. if deemed necessary after the hearing.

**2.3.4** At kart races a competitor with the front fairing not affixed precisely in accordance with U17.5.5 when he arrives in Parc Ferme will be penalised with a 10 second penalty in the results of that **Race or, if during timed qualifying, deletion of their fastest lap time.** This will be imposed automatically by the Clerk of the Course upon receipt of the statement received from the Judge of Fact and is not eligible for appeal. This penalty does not preclude further action under 1.1.5 if deemed necessary. The mechanical failure flag will not be shown to a driver whose front fairing is no longer in the correct position.

**Reason: Clarification. To align the regulations with the MSA's mandatory karting penalties, where a 10-second time penalty has been agreed for gaining an unfair advantage and penalties introduced for out of position front fairings during timed qualifying and for repositioning front fairings. Also to incorporate the FIA ISC (Art. 12.3.2) definition of a time penalty. These proposals are fully endorsed by Kart Committee.**

## (H) Competitors: Licences

### Date of implementation:

**1 January 2018 Speed Licences**

***Speed – How to Upgrade a Licence Non-Race National 'B' to Speed National 'A'***

**16.2.1.** Either Obtain Clerk of the Course's signatures on the Upgrade Card at **six** Clubman or National 'B' Race, Hill Climbs or Sprints. **Signatures must have been obtained at a minimum of two different venues.** (One of the **six** signatures required may be replaced by a signature from an MSA Recognised Hillclimb and Sprint School



confirming **successful** completion of the school course) OR Obtain the Clerk of the Course's signatures on the Upgrade Card at six Clubman or National 'B' Rallycross events.  
Speed National 'A' to Speed National 'A' (OPEN) or Speed International 'R' 1

**6.2.2.** A competitor who can provide proof of having held a National 'A' Speed licence prior to 31.12.02 may upgrade it to a Speed National 'A' (OPEN) or International 'R' Speed licence on payment of the appropriate fee as detailed in Appendix 1, OR obtain Clerk of the Course's signatures on the Upgrade Card at **six** Clubman, National 'B' or National 'A' Race, Hillclimbs or Sprints. **Signatures must have been obtained at a minimum of three different venues. (If not already used to replace a signature, as provided for in 16.2.1. one of the six signatures required may be replaced by a signature from an MSA Recognised Hillclimb and Sprint School confirming successful completion of the school course).**

**Reason: To impose a higher level of licence qualification in consideration of higher powered vehicles.**

**(Q) Circuit Racing**

**Date of implementation:**  
**1 January 2017**

**9.1.2.** Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, with the exception of single seaters as detailed in 9.1.1 above, must be the holder of a Race National 'A' licence, as a minimum.

**Reason: To regulate for a heightened licence requirement for these higher powered vehicles.**

**(R) Rallying**

**Date of implementation:**  
**1 January 2017**

**6.1.3.** On Special Stage Rallies the organisers will specify in the SRs how competitors must display their allocated competition number as follows:  
a) In accordance with J.4 or,  
b) Front door panels must measure 67cm long by 17cm high including a 1cm white surround. This panel shall comprise of a 15cm x 15cm competition number box which shall always be at the front of the panel. When the number is greater than 99, the box width may be increased. Numerals may be reflective yellow (PMS 803) of height 14cm and stroke width 2cm on a matt black background. In addition to the above 2 x numbers for each rear side window which shall be 20cm high with a stroke width of at least 25mm, **a minimum**

**separation not less than 25mm and coloured** yellow or orange and which may be reflective. These numbers shall be in place at the top of the rear side windows.

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

**R10 Special Tests**  
~~**Not permitted where Road Rallies include Standard Sections Timed to the second.**~~

**Reason: See (B) Nomenclature and Definitions above. Types of Control or Check Passage Control**

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

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

**Medical and Safety Cover**  
**Servicing and Organised Assistance**

**R38.1.7. Competitors may only refuel in areas, not being road sections, specifically designated by the organisers or by using commercially available pump fuel dispensed directly from pumps at filling stations on the rally route.**

**Reason: To restrict refuelling to areas designated by the organisers, to stop the practice of road side refuelling, and to avoid the unnecessary carriage and movement of fuel.**

**Date of implementation:**  
**Immediate**

**Chart 32.2 - Penalties**

(a) Not <b>reporting or re-reporting OTL</b> at a Control; Multi-Venue Stage Rallies Or Single Venue Stage Rallies (inc Rally Timed Trials)	Retired 30 minutes <b>per stage or MTC/TC</b>
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**40.1.** To be classified as a finisher, a Competitor must report to all controls listed in the Road Book **except as provided for in 32.2 (a) where two thirds of the stages must have been completed** and report to the final control within the maximum lateness specified, with the car in which they started.

**Reason: The change for 2016 to permit competitors on Single Venue Stage Rallies to miss a Control has been well received but has also highlighted the need for the above clarifications.**

**41.2.1.** Fire extinguishers must be available in any area defined as a Service Area and any area in which competing cars are assembled awaiting their attempt at a stages, **and at Stage Stop lines.**

**Reason:** This brings the requirements for Single Venue rallies in line with the existing regulation (R 37) for all other stage rallies.

## **(S) Sprints, Hill Climbs and Drag Racing**

**Date of implementation:**  
**1 January 2018**

**7.1.5.1.** Any Driver competing in a Racing or Sports Libre car of more than 1100cc, or equivalent forced induction, with the exception of a pre'1994 Formula Ford 1600 in compliance with the period Ford regulations, must hold a Speed National A or Race National A Licence (H.16.1.1), unless the car is currently licensed for use on the public highway and competes in the event in a road-legal condition.

**Reason:** To impose a higher level of licence qualification in consideration of higher powered vehicles.

## **(U) Karting**

**Date of implementation:**  
**Immediate**

**17.5.5. Where the CIK-homologated detachable front fairing mounting kit (17.1.6) is mandatory, it must at all times be fitted and maintained in the correct position, in accordance with Drawing 17.5.** It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag.

**Reason: Clarification.**

**To align the regulations with the MSA's mandatory karting penalties, where a 10-second time penalty has been agreed or gaining an unfair advantage and penalties introduced for out of position front fairings during timed qualifying and for repositioning front fairings. Also to incorporate the FIA ISC (Art. 12.3.2) definition of a time penalty. These proposals are fully endorsed by Kart Committee.**

## **Regulations for consultation**

To have your say on the latest proposed rule changes affecting UK motor sports, visit [www.msauk.org/regulations](http://www.msauk.org/regulations)

## **In the Points at Croft**

It was a weekend of mixed fortunes at Croft Circuit for Fortec Motorsport driver Frank Bird in round five of the MSA F4 British Championship, the highlight being he registered his first point of the season.



The Penrith-born 16-year-old was hoping for a change of luck after suffering more than his fair share of bad luck in the opening rounds and arrived at the North Yorkshire track full of confidence following a recent good test there. However, things didn't quite go to plan in qualifying for the Be Wiser, Hager and Frank Bird Poultry-backed driver who ended up in 16th place going into the first race of the weekend held in glorious conditions on Saturday. From the start, Frank got stuck in and was lapping on pace with the leaders whereby he was up inside the top 15 in the early stages and looking good. A couple of drivers crashed out in front meaning a safety car intervention by which time he was inside the top ten and a concerted effort in the latter stages saw him claim a brilliant 10th place at the flag and with it, his first points of the season. No sooner had the team finished celebrating than the second race came about in front of one of Croft's biggest BTCC Sunday crowds in years. Starting from the middle of the grid, Frank was confident as the pack headed down to Clervaux on the opening lap only for him to suffer contact with another two drivers, which resulted in a first lap retirement. Undeterred, Frank vowed to battle back in the final race, by which time heavy rain had arrived and with a lack of experience in the wet weather, Frank drove a steady and safe race to bring the car home in 15th place. The series now goes into a summer break before the next round at Snetterton in Norfolk on 30/31 July whereby Frank will be looking to add to his points tally. Frank Bird: "Qualifying didn't go to plan really, our pace looked good on Friday and then we had a few technical issues which held us back a lot. In race one, I felt really good and made my way from 16th up to ninth. I had a strong battle all the way through but lost a position on the last lap to finish 10th. But it was a really good race and to finally get my first top ten of the season and my first points felt great so credit to all of the team for all their hard work! In race two, I started 10th but had some contact on the first corner, which caused heavy damage and forced me to retire. For race three, I started 16th, but we had lots of heavy rain before the race. I had a slow start but the pace was looking really good towards the end of the race which was a great improvement for me in the wet weather. I was starting to catch up with the pack in front but time ran out and finished 15th. Overall it was a good weekend so onwards to Snetterton now."



# **73<sup>rd</sup> Rally Poland** 30.06-3.07.2016 MIKOŁAJKI **73 Rajd Polski**



The start was delayed after fans refused to comply with organisers' requests to move from dangerous viewing positions. It was briefly halted after a handful of cars for similar reasons before continuing to its conclusion with no further hold-ups.

Mikkelsen, who was second after the opening night's curtain-raising test in Mikolajki, was fourth in the short blast through Chmielowo before scoring a comfortable win in the following Wieliczki in his Volkswagen Polo R. It gave him a 3.6sec advantage over Ott Tänak, who won Chmielowo in a Ford Fiesta RS to put his DMACK team into the lead of a WRC event for the first time.

Hayden Paddon topped the rankings in SS2 and fourth in the following test left the Kiwi in third place in his Hyundai i20, four-tenths of a second behind Tänak. Sébastien Ogier was a further 0.4sec back in fourth, the Frenchman pleasantly surprised by the amount of grip from his position as road opener. The top six was completed by Jari-Matti Latvala and Thierry Neuville, Sardinia winner Neuville another to express concern about the conditions. Dani Sordo dropped a handful of seconds after sliding wide in a fast SS2 corner in his i20, Henning Solberg struggled with an intercom system that only worked intermittently and Craig Breen complained of understeer in his DS 3.

Mikkelsen was second fastest in both the Swietajno and Stare Juchy tests to return to service in Mikolajki with a 2.6sec advantage in his Volkswagen Polo R. Victory for Paddon in Stare Juchy allowed the Kiwi to climb to second in his Hyundai i20, 3.4sec clear of Tänak, who claimed his first stage win of the rally in the previous test. Mikkelsen was disappointed with his performance in the final test of the loop. Paddon was hampered by understeer and promised there was more to come when the stages are repeated. Tänak struggled for grip on the dry and sandy roads in the second part of Stare Juchy but the Estonian was delighted to live up to pre-event predictions for a strong performance.

Sébastien Ogier was fourth in a Polo R. The Frenchman was 9.3sec off the lead but no doubt disappointed that the rain forecast for this morning had not materialised to ease the challenge posed by starting first on the sandy tracks. Thierry Neuville was concerned about the front left damper on his i20, but the Belgian was fifth ahead of an out-of-sorts Jari-Matti Latvala. The Finn struggled to find a good feeling in his Polo R and lost several seconds with a front right puncture in Swietajno.

Stéphane Lefebvre was 0.1sec behind Latvala in seventh, despite overshooting a junction in his DS 3. Team-mate Craig Breen was eighth with M-Sport duo Eric Camilli and Mads Østberg completing the leaderboard. Østberg struggled for pace all morning and went off the road in Stare Juchy when pushing too hard.

Ott Tänak topped the timesheets in deteriorating road conditions through the repeat of the short Chmielowo and the following Wieliczki tests to relegate Hayden Paddon from second and move to within 0.3sec of leader Andreas Mikkelsen.

Mikkelsen was frustrated with the handling of his Volkswagen Polo R and was only fifth in both tests. The soft, sandy roads were heavily rutted having already been driven in the morning and Paddon was another to struggle as he slipped 3.9sec behind Tänak. The Kiwi was second in SS6 and seventh in the next test in his Hyundai i20.



*Continued on Page 80*



## WRC : Rally Poland Continued from Page 79

Sébastien Ogier remained in contention in fourth in his Polo R, the Frenchman's prayers for rain in vain as the expected thunderstorms failed to materialise and clear skies sent the thermometer up to 27°C. Stéphane Lefebvre climbed to sixth in SS6 but promptly fell back to eighth as Jari-Matti Latvala regained the position. An inspired Craig Breen was third fastest to also demote the Frenchman and just 3.1sec cover the trio.

It is exactly 12 months since the Estonian last led a WRC round here and the first time that a driver using DMACK tyres has topped the standings in a championship round. Tänak, driving a Ford Fiesta RS, headed Mikkelsen's Volkswagen Polo R by 4.2sec after 10 speed tests covering 121.92km. Paddon was a further 6.0sec behind in a Hyundai i20. Tänak relegated Thierry Neuville, who led after last night's curtain-raising test, in this morning's opening special stage. Mikkelsen then moved ahead for five stages before three consecutive wins enabled Tänak to regain the initiative. He ended the day with five victories.

Mikkelsen was never able to push his advantage above 3.6sec. When the soft roads became heavily rutted this afternoon as they were driven for a second time, he was unhappy with his car's handling and admitted he could do no more to fend off Tänak.

Andreas Mikkelsen was Tanak's closest challenger

Paddon won three stages although the Kiwi was never comfortable with his car. He changed the set-up this afternoon to try to improve the balance, but the ride-height was too low for the deep ruts. Championship leader Sébastien Ogier was fourth, 16.3sec off the lead in his Polo R. The Frenchman hoped the forecast thunderstorms would arrive to offset the disadvantage of opening the roads in loose conditions, but the day stayed dry with temperatures rising to 27°C. Thierry Neuville was fifth, despite dropping two wheels into a field, with a dispirited Jari-Matti Latvala completing the top six. The Finn never found a rhythm, ending 2.8sec ahead of Stéphane Lefebvre with DS 3 team-mate Craig Breen a further 1.7sec behind after the trio traded places all day. Eric Camilli and Mads Østberg completed the leaderboard in Fiesta RS cars. Østberg was disappointed with his pace after a strong showing earlier this month in Italy and lost a handful of seconds after going off the road. Henning Solberg suffered intercom problems all day while Dani Sordo's run of four consecutive fourth place finishes is in jeopardy after ending 11th.

Tänak opted for DMACK's hard compound tyres on his Ford Fiesta RS and the choice paid dividends as he sped to quickest time through the loose roads of the Goldap stage, in the far north of Poland. He was fastest by 4.2sec from Hayden Paddon with Andreas Mikkelsen 6.7sec adrift in third, increasing his overnight lead from 4.2sec to 10.9sec.

The roads were more technical than those encountered further south and thick gravel on the surface offered an advantage to those drivers lower down the start order. Mikkelsen was third in the running order, five places higher than Tänak, and the Norwegian was realistic about the problems it posed. Paddon closed to within 3.5sec of Mikkelsen, the New Zealander boosted by a better handling Hyundai i20.

Road opener Sébastien Ogier suffered most in the loose conditions. The Frenchman was ninth in his Volkswagen Polo R and dropped behind Thierry Neuville to fifth in the standings. Neuville felt his pace notes were too slow for the lightning quick roads. After winning the opening Goldap, Tänak topped the times in the longer Stanczyki and Babki tests to reach the mid-leg tyre change zone with an 18.0sec lead in his Ford Fiesta RS.

Mikkelsen was second and third in the two tests to head Paddon by 6.9sec, but the Norwegian's frustrations with the loose surface were obvious. Third and fifth fastest ensured Paddon kept the pressure on but it was quite ragged from the New Zealander.

*Continued on Page 81*





## WRC : Rally Poland Continued from Page 80

Thierry Neuville broke his Hyundai i20's gear lever which fell into the footwell. The Belgian was fourth while Jari-Matti Latvala climbed to fifth despite overshooting a junction and stalling his Polo's engine. However, the Finn was happier with his speed. In contrast, team-mate Sébastien Ogier described the morning as 'a disaster'. Enduring the worst of the loose sandy conditions, he dropped to sixth 0.2sec behind Latvala and 3.8sec ahead of Stéphane Lefebvre, who was second fastest in Babki. Closest challenger Andreas Mikkelsen regained 2.4sec from the Estonian through the opening Baranowo test and a further 0.3sec in the short Sady test that followed. It left the gap between the duo at 18.6sec with just a repeat of the two stages remaining.

Heavy overnight rain left standing water in places and the grip on the sandy roads was poor in some sections but better than expected in others. Mikkelsen had a clean run in his Volkswagen Polo R. Hayden Paddon was fifth in both stages in his Hyundai i20, the New Zealander believing the set-up was far from ideal.

Paddon's deficit to Mikkelsen rose to 12.9sec and he had 20.0sec in hand over team-mate Thierry Neuville, who lost time when he missed a chicane that caused problems for several drivers. Dani Sordo slammed into the bales there and finished with coolant leaking from the front of his i20. In worse trouble was Stéphane Lefebvre who spun wildly and the rear of his DS 3 smashed into a tree. The impact broke the rear suspension and he dropped five minutes as he limped to the finish.

Tänak's Ford Fiesta RS suffered a puncture in the penultimate rain-soaked speed test, wiping out his near-20sec lead and allowing Mikkelsen to claim a second career success. He became the sixth different winner in the last six rounds of a hugely unpredictable season.

He commiserated with the Estonian, having been on the receiving end of a similar situation when he spun out of the lead in Sweden in 2015 in the final test.

Lefebvre was lucky to continue after crashing in SS19. Tänak had excelled on the sandy but lightning fast roads since Friday afternoon and was inconsolable at the finish. Hayden Paddon completed the podium in a Hyundai i20, 2.3sec behind Tänak, to end a run of accidents in the previous two rounds. However, the New Zealander almost relaxed too much in the final stage, allowing team-mate Thierry Neuville to close to within 0.8sec. Jari-Matti Latvala finished fifth, a further 4.5sec back in a Volkswagen Polo R. Team-mate Sébastien Ogier was sixth, the championship leader admitting conditions were so bad that simply surviving the final day was his sole aim. Craig Breen was seventh in a DS 3, moving up after team-mate Stéphane Lefebvre smashed his car's rear left suspension after spinning into a tree. The Frenchman eventually finished ninth. Mads Østberg overhauled both Lefebvre and team-mate Eric Camilli, who limped through the final stage with damaged suspension on his Fiesta RS after going off the road in the previous test. Camilli took 10th. Dani Sordo retired after firstly slamming his i20 in chicane bales and then damaging his rear suspension against a tree.

Poland marked the midpoint of the 14-round campaign and the second half begins with Neste Rally Finland which is based in Jyväskylä on 28 - 31 July.



We are about ready to throw open the virtual doors to JustMotorsportAds.com - but before we open we really need to get some genuine adverts for cars or parts for sale. We don't want to launch with a blank site, so I am really hoping you can help and get some genuine ads posted - and in the process let me know of any errors you may find :)

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**Just Motorsport Ads.**

At a wedding ceremony the minister asked if anyone had anything to say concerning the union of the bride and groom. If there was then it was their time to stand up and speak, or forever hold their peace.

The moment of utter silence was broken by a young beautiful woman carrying a child. She stood up and started walking slowly towards the pastor.

Everything quickly turned to chaos.

The bride threw the bouquet and burst out crying.

Then slowly the groom's mother fainted.

The Groom and Best Man started giving each other looks and wondering how best to help save the situation.

The minister asked the woman, "Can you tell us, why you came forward? What do you have to say?"

There was absolute silence in the church.

The woman replied, "We can't hear at the back."



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# KRIS MEEKE WINS NESTE RALLY FINLAND

## Craig Breen takes 3rd

*Meeke became the first British driver to win the Finnish classic and only the sixth non-Nordic victor in the rally's 65-year history. He led for almost every kilometre of the gravel encounter in a Citroën DS 3.*

*He shattered the hopes of Jari-Matti Latvala, bidding for his third consecutive victory in the FIA World Rally Championship's fastest round, who finished 29.1sec behind in a Volkswagen Polo R. Ireland's Craig Breen claimed a maiden podium, a further 1min 12.2sec back, in another DS 3.*

*Thierry Neuville won the final live TV Power Stage to claim three bonus points in a Hyundai i20. Team-mate Hayden Paddon took two points for second while Latvala secured the final point*

**FRIDAY :** On a rally where Nordic drivers normally hold sway, Kris Meeke won four speed tests to lead by 18.1sec in Citroën's DS 3 from local hero Jari-Matti Latvala, who was chasing his third consecutive victory on home ground.

It was a disappointing day for FIA World Rally Championship leader Sébastien Ogier. The Frenchman was third until he slid his Volkswagen Polo R into a ditch three stages from the end and dropped 16 minutes.

Meeke, returning to action for the first time since winning in Portugal in May, took the lead in the opening test. He took advantage of drying conditions which hindered the early starters on the gravel-strewn roads this morning to build an 18.8sec lead at the midpoint. He added two more stage victories to his earlier double. Latvala would have been closer but for a mistake when he ran wide in a downhill bend and hit a bank. The impact punctured his Polo R's rear left tyre and he limped to the finish losing 15sec. Thierry Neuville, Andreas Mikkelsen and Craig Breen traded places all day in what turned out to be a fight for third after Ogier's error. Mikkelsen held the initiative until a visit to a ditch in the penultimate stage allowed Neuville ahead.

The Belgian struggled with the handling of his Hyundai i20 on the loose roads early on but ended 1.1sec ahead of Mikkelsen's Polo R. Breen was fifth in another DS 3, despite overshooting a junction, with Hayden Paddon sixth after similar set-up problems to team-mate Neuville.

Mads Østberg was seventh in a Ford Fiesta RS ahead of the similar car of Ott Tänak. Tänak was just 0.7sec behind Meeke until his steering broke after a heavy landing and he plunged to 10th. He fought back to seventh before a puncture cost more time. The Estonian's consolation came with three stage wins.

Eric Camilli was ninth with WRC 2 leader Esapekka Lappi completing the top 10. Kevin Abbring survived despite broken suspension but Yazeed Al Rajhi and Marcos Ligato both went out after rolling.

**SATURDAY :** Kris Meeke was fastest through the rollercoaster first stage *Ouninpohja*, regarded as the sport's biggest test of bravery and commitment, by a remarkable 13.4sec in his Citroën DS 3 to take his lead over Jari-Matti Latvala to more than 30sec for the first time. Meeke's performance deflated local hero Latvala and he followed up with second fastest time in the following Päijälä to head the Volkswagen Polo R driver by 34.7sec.

*Continued on Page 83*





## Neste Rally Finland

### Continued from Page 82

There was plenty of loose gravel on the roads in the dry conditions and while that favoured Meeke's lower start position, it proved a handicap to early starter Latvala. Andreas Mikkelsen suffered most on the slippery gravel. Seventh in Ouninpohja and 10th in Päijälä sent the Norwegian tumbling from third overall to sixth in his Volkswagen Polo R. He opened the road in Päijälä after brake problems delayed Sébastien Ogier and went off the road briefly 800 metres after the start.

To prove his performance was no fluke, Meeke won the repeat pass through the test in the afternoon as he further increased his lead. Latvala is Meeke's closest. Latvala had a troublefree day to head Craig Breen by 64.4sec, the Irishman climbing from fifth in a DS 3 and on the verge of a maiden WRC podium. Five drivers entertained the huge crowds in a thrilling battle for fourth. Ott Tänak headed the quintet in a remarkably topsy-turvy day. He banished memories of Fridays problems to rocket from eighth to fifth, only for a puncture to put him back where he started. However, a determined afternoon enabled the Estonian to regain fourth in his Ford Fiesta RS. He finished 4.4sec ahead of Thierry Neuville, the Belgian still not totally satisfied with the handling of his Hyundai i20. Team-mate Hayden Paddon was 2.7sec further back, the Kiwi happier with his car's balance but at a loss to understand his lack of pace.

Mads Østberg shared a stage win en route to seventh in his Fiesta RS, 2.4sec behind Paddon. Andreas Mikkelsen was the big loser, sliding from third to eighth in his Polo R as he struggled for traction on the loose gravel from first in the running order. WRC 2 leader Esapekka Lappi and Teemu Suninen completed the leaderboard. Championship leader Sébastien Ogier won two stages and shared a fastest time with Østberg after brake problems delayed him, while Lorenzo Bertelli and Eric Camilli both retired after rolling heavily.

**SUNDAY** : Kris Meeke's 29.1sec victory over Jari-Matti Latvala shattered the Finn's hopes of a third consecutive success on home ground and established a new speed record. Meeke's 126.60kph average smashed Latvala's performance on the same rally 12 months ago by 1.2kph.

Thirty-seven-year-old Meeke became the first British driver to win the Finnish classic and only the sixth non-Nordic victor in its 65-year history. He led for almost every kilometre of the four-day gravel encounter in a Citroën DS 3. To seal a remarkable day for the Abu Dhabi Total team, which is tackling a part-time WRC programme this season, Ireland's Craig Breen scored a maiden podium in third. He finished 1min 41.3sec behind Meeke, having claimed his first stage win on the Sunday morning. After establishing a solid lead on Friday, Meeke stamped his authority on this eighth round of the season with a stunning display in the legendary Ouninpohja stage on Saturday morning. He distanced Latvala by more than 13sec in the rollercoaster 33km test and could afford to measure his pace to the Jyväskylä finish.

Breen, a former WRC junior champion, netted a podium in only his fourth event in a headline World Rally Car. The 26-year-old could not hold back the tears as he crossed the finish of the final stage. *"It's the best day of my life,"* he said.

Thierry Neuville held off Hyundai i20 team-mate Hayden Paddon to take fourth by 2.3sec, both drivers unhappy with their car's handling throughout the rally. Mads Østberg completed the top six in a Ford Fiesta RS. Andreas Mikkelsen finished seventh in a Polo R, the Norwegian haemorrhaging time yesterday as he opened the roads in slippery conditions and conceding more seconds after going off the road. WRC 2 winner Esapekka Lappi was eighth with Kevin Abbring and Teemu Suninen completing the top 10.

Ott Tänak's hopes of grabbing third from Breen ended when he crashed into a ditch on Sunday morning Sébastien Ogier retained the championship lead despite failing to score after sliding into a ditch.





# Lewis Hamilton wins Austrian Grand Prix after Nico Rosberg collision

**Lewis Hamilton collided with Mercedes team-mate Nico Rosberg on the last lap before passing him to win a thrilling Austrian Grand Prix.**

The German turned into a corner late as Hamilton tried to pass around the outside and damaged his front wing, finishing fourth. Rosberg was given a 10-second penalty and two licence penalty points by stewards for causing a collision.

It reduces Hamilton's deficit to Rosberg to 11 points in the title race. World champion Hamilton was on the outside and alongside heading into Turn Two but his German team-mate held him out wide, delaying his turn-in, and they collided as Hamilton tried to turn in.

He was pushed off the track but the collision had damaged Rosberg's front wing, which sparked along the track as Hamilton passed the German, who then lost further places to Red Bull's Max Verstappen and Ferrari's Kimi Raikkonen. Hamilton told his engineer over team radio: "I was on the outside - it wasn't me who crashed."

After having to endure a round of booing from the mainly German-Austrian crowd, Hamilton added on the podium: "He made a mistake into Turn One and I had an opportunity to go around the outside in Turn Two. I left a lot of room on the inside and I guess he locked up and crashed into me."

Rosberg - who was also given a reprimand for driving with a damaged car - had a different view, but BBC F1 analyst Allan McNish said any blame for the collision was in Rosberg's court.

Mercedes said Rosberg had had a brake-by-wire failure - which affects the rear axle - at the end of the penultimate lap. But team boss Toto Wolff still described the collision as "brainless" initially, without saying who he felt was at fault.

The win will be a relief to Hamilton, who might have thought pit errors and questionable strategy could cost him the world champion will also want to know how he ended up behind Rosberg in the first place, having started from pole and led the first 21 laps of the race as the second Mercedes fought up from sixth.

Hamilton took a brilliant pole position in the damp conditions on Saturday, beating Rosberg by more than half a second and was looking good for a win with his team-mate demoted to sixth on the grid because of a gearbox penalty. Hamilton led comfortably in the early stages of the race as Rosberg fought past Force India's Nico Hulkenberg and McLaren's Jenson Button to be running third behind Hamilton and Ferrari's Kimi Raikkonen by lap 10.

His engineer then decided to bring him in for his first pit stop, fitting the most durable soft tyres, while Hamilton stayed out on the more fragile ultra-softs at the front.

Although Hamilton was easily able to stay clear of Raikkonen, this enabled Rosberg to close on Hamilton so he was 21 seconds behind - and in fourth place behind Raikkonen and his team-mate Sebastian Vettel - when Hamilton made his first stop on lap 21. That should have been just enough to ensure Hamilton retained the lead, but he was delayed in the pits by a problem with his left rear wheel and he rejoined behind Rosberg.

After a mid-race safety car, it at first appeared as if Rosberg might be on a two-stop strategy and Hamilton only one - and Mercedes said that was indeed the initial plan. But Mercedes realised the one-stop would not work for Hamilton so in the end both stopped for tyres within a lap of each other, Hamilton first on lap 54. Hamilton was fitted with used soft tyres, while Rosberg was on new super-softs, a set of which the world champion did not have.

Hamilton questioned the decision but was told by Bonnington he felt they were the best available tyres. He was proved right, leading to the dramatic climax.

The safety car was triggered by Vettel's right rear tyre exploding on the pit straight on lap 27 - within the predicted life of the tyre at the start of the race. Vettel was leading ahead of Rosberg at the time and will be furious about another lost opportunity in a season of them for Ferrari.

"Out of nowhere the tyre decided to blow up," said Vettel, who was the last driver to suffer a tyre failure during the race with a 200mph blow-out at the Belgian Grand Prix last year.

Behind Rosberg at the finish was Red Bull's Daniel Ricciardo and McLaren's Jenson Button, who drove a strong race to convert his remarkable third place on the grid to a strong points finish.

After holding on to second place for seven laps, Button spent much of his race in a hectic midfield battle and will be well pleased to have ended up at the head of it.





# Lewis Hamilton wins fourth British Grand Prix of his career

**Lewis Hamilton took a dominant victory in a hectic British Grand Prix to cut teammate Nico Rosberg's championship lead to four points.**

Hamilton led every lap of a race that started under the safety car in wet conditions but dried, to take his fourth career win at Silverstone.

Rosberg in the other Mercedes was left to battle back to second past the Red Bull of the impressive Max Verstappen.

Rosberg had a late scare with a gearbox problem that could yet cost him second.

Hamilton has now won four British Grands Prix - the same as Nigel Mansell, winning here in 1987. Source: Forix

With five laps to go, Rosberg hit a problem which required him to reset systems in the car and then avoid seventh gear - shifting straight from sixth to eighth.

He hung on in second place but may yet lose it as the team are under investigation for the detail of the help they gave him over the radio, which may have transgressed limitations on the amount of help drivers can be given by teams.

Rosberg said: "It was a very critical problem because I was stuck in seventh gear and about to stop on track." He said he was confident what he had been told was within the rules.

Hamilton's win sent the 135,000 fans packed into the famous old track into paroxysms of joy as they cheered Hamilton's progress to the flag on the last lap.

The world champion went over to celebrate with the fans at Club corner after parking his car up at the end of the race before soaking up their cheers on the podium.

It was an intoxicating race, with action throughout the field, featuring wheel-to-wheel racing and a number of spins and off-track moments as drivers struggled on the tricky track surface.

Hamilton drove impressively throughout on a track made treacherous by a heavy downpour about 15 minutes before the start.

The sun had come out before the race got under way, but the track was drenched and it was five laps before race director Charlie Whiting felt the conditions were safe enough to let the drivers off the leash.

This triggered a series of pit stops on successive laps as drivers swapped 'extreme' wet tyres for intermediates.

Hamilton pulled out three seconds on Rosberg in the first half-lap after the start as a bunch of midfield drivers pitted immediately and he, Rosberg and Verstappen then pitted after two laps.

*Continued on Page 86*



## British GP Continued from Page 85

The Dutchman closed on Rosberg, catching him by lap 15, and he passed him with a superb move around the outside of the daunting Becketts swerves on lap 16.

Verstappen held on to second despite making his pit stop for dry-weather 'slick' tyres a lap later than the Mercedes drivers, rejoining about five seconds ahead of Rosberg on lap 18.

Both Hamilton and Verstappen were among a series of drivers who fell prey to a wet patch on the entry to the fast Abbey corner but were able to continue without damage to their positions.

Rosberg inched closer and closer to Verstappen until he was on his tail by lap 30, with 22 still to go.

But it took the German another eight laps to get close enough on the exit of the Becketts swerves to close up on Hangar Straight and sweep past the Red Bull around the outside of the fast Stowe corner.

Verstappen may yet recover the place, depending on what the stewards decide.

Daniel Ricciardo made it a three-four for Red Bull but he was out-driven by another starring performance from Verstappen, while Ferrari's Kimi Raikkonen had a wild race, losing control at Abbey three times but still managing to pass Force India's Sergio Perez for fifth place in the closing stages.

The Finn's team-mate Sebastian Vettel, who also spun at Abbey, was 10th, after being hit with a five-second penalty for forcing Williams' Felipe Massa off the track while overtaking him.

Jenson Button finished 12th for McLaren, one place ahead of team-mate Fernando Alonso, who was challenging Massa for ninth when he became one of many to fall victim to Abbey.



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## Silverstone Extras

- Reigning world champion Lewis Hamilton secured his third straight Silverstone win, crossing the line 6.9 seconds clear of Nico Rosberg with Red Bull's Max Verstappen taking his second successive podium in third after splitting the Mercedes duo for much of the race.
- Hamilton's fourth win of the season was his 47th career victory and his fourth triumph in Great Britain, drawing him level with Nigel Mansell for wins on home soil. Only Alain Prost has won more times at Silverstone than Hamilton, and only Prost and Jim Clark have won more times in Britain as a whole.
- No direct congratulations for Hamilton from team-mate and rival Nico Rosberg on his Twitter feed though - he saves those for the Silverstone crowd and for Portugal's Euro 2016 victory over France.
- But the Mercedes team posted a series of tweets, including one that attempts to emphasise respect from Rosberg for the man who has reduced his lead in the championship to a single point.
- Formula One's stringent in-car radio rules came under more fire after Nico Rosberg was penalised in the British Grand Prix. The Appeal has now been dropped
- Lewis Hamilton said his win at Silverstone was so easy he turned down his engine for the last 15 laps.
- Red Bull's Daniel Ricciardo said he was caught out by the timing of the Virtual Safety Car after finishing fourth at what he called a "boring" British Grand Prix.
- Felipe Massa missed out on points at Silverstone by just over seven seconds and described it as "a disappointing race", adding: "When the tyres were working the pace was OK, even with the medium tyre. But once that dropped it was tricky."





## Lewis Hamilton wins to take lead in drivers' championship

**The world champion controlled the race from the moment he passed Mercedes team-mate Nico Rosberg at the start and is now six points ahead of the German.**

Red Bull's Daniel Ricciardo briefly threatened the leaders at mid-distance but his challenge faded. The Australian's team-mate Max Verstappen was fifth with Vettel's Ferrari team-mate Kimi Raikkonen finishing close behind.

Raikkonen, who drove well from 14th on the grid, collided with Verstappen's Red Bull in a lively fight in the closing laps but was unable to pass the Dutchman. McLaren's Fernando Alonso took seventh but it was a difficult afternoon for the Spaniard's team-mate.

Jenson Button qualified one place behind Alonso in eighth but dropped to last with hydraulic problems early on, giving him what he described as "the race from hell". Button was running 20th when the team told him to stop with seven laps to go - the only retirement of the race.

Ten races remain in a record 21-race season. The next round is the German Grand Prix at Hockenheim next week-end.

The biggest threat to Mercedes' control of a largely soporific race was at the start, when Ricciardo and Verstappen benefited from the slipstream of the silver cars and the two Red Bulls threatened the Mercedes into the first corner. Ricciardo was alongside Hamilton on the outside as they went around Turn One but had to drop back on the exit. Rosberg then passed Ricciardo around the outside of Turn Two to slot into position behind Hamilton.

The top three held position through the first pit stops, after which Ricciardo had slipped eight seconds behind Rosberg. But Hamilton complained he was "struggling for pace" as Rosberg lapped just a second behind him, and Ricciardo homed in to within three seconds of the Mercedes pair after 30 laps.

Hamilton was warned to up the pace, or Mercedes would bring Rosberg in first at the final stops - a clear warning that his victory was under threat. Hamilton responded by increasing his pace by a second on the next lap. And when Ricciardo made an early final pit stop on lap 33, the true pace advantage of the Mercedes became clear. The threat was that Ricciardo could use his fresh tyres to close the gap on the Mercedes and be ahead when they made their final pit stops a few laps later. Instead, Hamilton and Rosberg were able to lap as fast as and often faster than the Red Bull despite tyres that were 20 laps older. From that point on, the race was clearly over.

There were, though, a couple of nervous moments for Hamilton. He was held up by Haas' Esteban Gutierrez on lap 52 of 70 - for which the world champion gave the Mexican a middle-finger salute as he finally passed - and Rosberg closed to within half a second.

And a mistake from Hamilton at Turn 12 in the last 10 laps after a momentary lapse of concentration again put Rosberg on his tail. But each time Hamilton was able to extend his advantage at will and he eased to his fifth win of the year.

Ricciardo and Verstappen started together on the second row ahead of Vettel and maintained those positions through the first stint. But the four-time champion was able to get ahead by making his first pit stop two laps earlier than Verstappen, whose race was further damaged by emerging behind Raikkonen who was yet to stop. It was perhaps a strategic error by Red Bull to leave Verstappen out so long, and the battle was rejoined late in the race as Raikkonen emerged after his second pit stop right behind the Dutchman.

Ferrari started Raikkonen on the soft tyre and then used two sets of super-softs, rather than the super-soft/soft/soft strategy of those in the top 10.

On faster tyres, Raikkonen challenged Verstappen, only to run into the back of him when misjudging an overtaking manoeuvre on lap 57 and damage his front wing.

Despite losing aerodynamic downforce, Raikkonen came back again at Verstappen but the Red Bull was able to hold off the Ferrari - youth trumping experience again in a repeat of their battles at the Spanish and Austrian Grands Prix already this year.



REUTERS



# Lewis Hamilton dominated the German Grand Prix to move into a 19-point lead in the championship over Mercedes team-mate Nico Rosberg.

*Hamilton shot into the lead at the start from second on the grid as Rosberg slipped to fourth, where he finished after a difficult afternoon. Rosberg was penalised for forcing Red Bull's Max Verstappen off the track. The German finished behind Red Bull's Daniel Ricciardo and Verstappen after being unable to make up the lost time.*

It was the icing on the cake for a perfect afternoon for Hamilton, who has put a stranglehold on the championship after a remarkable recovery from a difficult start to the season.

In seven races, Hamilton has turned his season around, moving from a 43-point deficit to Rosberg after five races to his current advantage of just six points short of a entire win.

Hamilton knows he will have to take a grid penalty for using more than the permitted number of engine parts at one of the first two races after the summer break, starting with the Belgian Grand Prix at the end of August.

And he targeted a result like this to try to ensure that when he does have to start from the back, he will not leave that race with another big deficit to Rosberg. This victory was determined by the start. Rosberg, who had taken a superb pole position under highly pressured circumstances on Saturday, bogged down off the line. Hamilton shot into the lead, and Rosberg exited the first corner behind both Red Bulls as well, with Verstappen slotting into second ahead of Ricciardo. Despite the Mercedes' inherent pace advantage, Rosberg was unable to pass either Red Bull before the second pit stops just before the 30-lap mark.

The key moment for Rosberg's attempt to recover ground on Hamilton came after that stop. Mercedes tried the 'under-cut' on Verstappen, getting an advantage by stopping a lap earlier, and when the Red Bull emerged from its stop at the start of lap 29, Rosberg was right behind Verstappen. Rosberg dived late for the inside into Turn Six, as Verstappen moved to the right to defend in the braking zone - a manoeuvre which he has made something of a trademark, to the anger of the other drivers, who feel it breaks a gentleman's agreement between them about a dangerous tactic.

In response, Rosberg went straight on deep into the corner, and emerged ahead. But Verstappen complained on the radio he had been "forced off the track", the stewards looked into it and penalised Rosberg five seconds. Rosberg, who passed Ricciardo into second when the Australian made his second stop on lap 33, had to serve that at his third and final pit stop on lap 44, dropping back to fourth again. He emerged 5.4 seconds behind Verstappen but could make no progress towards the Red Bulls and had to settle for a disappointing fourth.

Rosberg now has a four-week break to ponder how his season has fallen apart, and his best chance yet of winning the title appears to have already as good as evaporated. Ferrari had an underwhelming first race following the departure of technical director James Allison, with Sebastian Vettel and Kimi Raikkonen an anonymous fifth and sixth, ahead of the Force India of Kimi Raikkonen.

Behind Force India's Nico Hulkenberg, McLaren's Jenson Button passed Williams' Valtteri Bottas for eighth place on the penultimate lap, just after team-mate Fernando Alonso had lost out to Force India's Sergio Perez for the final point after a mix-up with Verstappen as the Red Bull lapped the McLaren and then slowed down.

Alonso backed out of an attempt to unlap himself, and Perez took advantage of the McLaren's wearing tyres to slip by after Alonso locked up on the entry to Turn Six.







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3. Rockingham	3/4 <sup>th</sup>	December	2016
4. Brands Hatch	21 <sup>st</sup>	January	2017
5. Snetterton	19 <sup>th</sup>	February	2017
6. Donington	5 <sup>th</sup>	March	2017
7. Anglesey	19 <sup>th</sup>	March	2017
8. Cadwell Park	9 <sup>th</sup>	April	2017

## Wigton Motor Club Cumbria Classic and Motorsport Show August 21st

The **Cumbria Classic and Motorsport Show** on August 21st is now in its 28<sup>th</sup> year and is the largest show of its type in the region. Held each year in the beautiful parklands at Dalemain near Penrith, it attracts thousands of visitors each year. The Show is part of the Cumbria Classic Weekend with the **Rose and Thistle Tour** on the Saturday. This year the organising **Wigton Motor Club** are hoping to increase the number of trade stands with more food, craft and arts outlets as well as vintage stalls. Application forms can be obtained from the website ([www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)) or by ringing David Agnew on 01946 841455. Hundreds of car entries have already been received and it is expected there will once again be a large turn out of interesting cars.

Entries close on August 7<sup>th</sup>  
**[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)**

**Clitheroe  
& District  
Motor Club**



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## TAYBRIDGE CLITHERONIAN ROAD RALLY 24/25th September

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- ANWCC Road Rally
- ANCC Road Rally
- HRCR Premier Rally
- ANEMMC Road Rally
- SD34MSG League

169 miles on Maps 97, 98, 102 & 103

**Regs Out soon**

**[www.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)**



# PENDRAGON STAGES RALLY

## 11<sup>th</sup> September

This year's rally will take place on 11th September 2016 entirely on the excellent Warcop Ranges, near Appleby. The format will be similar to last year so Competitors can look forward to 70 challenging stage miles with only 15 road miles over 8 Stages.

We are pleased to retain the support of Various Regional Championships and therefore entries are certain to be snapped up quickly. With only 90 available it is advisable to get your entry in straight away.

If you are successful in obtaining an entry, we thank you for your commitment and wish you a safe and enjoyable event. If you don't get an entry, then how about contacting our Chief Marshal and volunteering for some free entertainment we all wish everyone a good day's Sport.

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



## ADGESPEED

### The Adgespeed Stages.

**The Three Sisters, Wigan  
Sunday 9th. October 2016.**

Welcome to Wigan & District Motor Club and our sponsor Adgespeed Rally Car Preparation of Irlam, many thanks to Adrian Spencer of ADGESPEED for sponsoring the rally.

We welcome The Threshfield Garage, Ravenoil ANCC Stage Rally Championship 2016 contenders.

This is the final round of, The 6R4.com Three Sisters Rally Challenge 2016.

**The event will be a round of seven regional championships so be sure to get your entry in early to avoid any disappointment.**

- 1.The A.N.W.C.C. Stage Rally Championship 2016.
- 2.The A.N.W.C.C. All-rounders Championship 2016.
- 3.The A.N.W.C.C. Ladies Rally Championship 2016.
- 4.The Threshfield Garage, Ravenoil ANCC Stage Rally Championship 2016.
- 5.The 6R4.com Three Sisters Rally Challenge 2016.
- 6.The SD34MSG Interclub League 2016 (Supported by Gazzard Accounts).
- 7.The SD34MSG Stage Rally Championship 2016. (Supported by Gazzard Accounts)

The organising team wish all competitors a good day's motor sport.

**Regs :**

**[www.wiganmotorclub.org.uk/](http://www.wiganmotorclub.org.uk/)  
& [www.sd34msg.org.uk](http://www.sd34msg.org.uk)**

### Tarmac Rally Test Day

An Impressive 2 mile tarmac track with a link to create a 4 mile stage. It incorporates many features including an up hill hairpin, blind crest and 2 jumps. This is an opportunity to shake down your car and crew, for your next rally for only £200 per car. Full safety cover is provided and public liability insurance.

This test is run by an MSA National A Clerk of course to MSA standards for your safety under private insurance. Multiple drivers can use same Car, Co Drivers are free so you could give a sponsor or your team a day out.

Limited to 20 cars £100 deposit secures your place,  
Contact Chris Woodcock on 07973830695 or Email: [chris.woodcock99@gmail.com](mailto:chris.woodcock99@gmail.com) to book.

**August 20th, 2016, 9am to 6 p.m.**

**At:- Mid Wales Activity**  
Dolebillion, Pontrhdyfendigaid, Ystrad Meurig  
Ceredigion SY25 6BJ



### Paddy Hopkirk MBE:

A huge congratulations to Paddy Hopkirk who received his MBE on the 12<sup>th</sup> of July for services to motor-ing and young people. Paddy has gone on to say that although surprised, he is "very honoured, flattered and thrilled" by the honour.





# Cumbria Classic and Motorsport Show

## August 21<sup>st</sup>

Entries are now pouring in for the biggest show in the region!

Held each year at Dalemain near Ullswater the show attracted over 700 cars last year!

New this year is a class for "Super Cars" and also one for younger owners of classics. Wigton Motor Club feels that it is important to bring new younger enthusiasts to the hobby.

Chairman Peter Garforth said, "The club is delighted to introduce the new Young Guns class at the Cumbria Classic Show. Classic car ownership is becoming more attractive to young people with cheap limited mileage insurance policies available as well as the cars being more individual and significantly easier to fix than modern cars."

Entry forms for vehicles, clubs and trade stands can be found at

[www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)



### **TYNESIDE STAGES RALLY**

Sponsored by Retro Motorsport

**7th August 2016**

Organised by Alnwick & District Motor Club and Berwick & District Motor Club

#### **CALLING ALL MARSHALS AND RADIO CREWS**

Marshals of all disciplines are invited to the Otterburn Ranges.

For timing, in-stage etc. please contact Nev Simmons - [Neville.Simmons@live.co.uk](mailto:Neville.Simmons@live.co.uk) / 07889 141828.

Radio Marshals contact Lindsay Burnip - [p0shbirdincontrol@btinternet.com](mailto:p0shbirdincontrol@btinternet.com) / 07727 098450.



**Brian Taylor**

[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)

Email : [b.taylor60@aol.co.uk](mailto:b.taylor60@aol.co.uk)

Brian Taylor goes to Stage Rallies, Spints, Hill Climbs and AutoSolos. All around the SD34MSG patch. The photos he takes can be viewed at his website (above) any money that you give him for those photos goes direct to Charity. There is no fixed price. You pay what you can afford to donate

# Pendle District Motor Club & Garstang & Preston Motor Club

## Heroes Stages Rally

*In association with Millennium Coupling Company and Century Autosport*

### **Weeton Barracks**

## **25th September 2016**

We will once again be running a slick event giving you the competitor value for money. Subject to RACMSA approval of the stage routes we will put on an event of approximately 60 miles on mixed surfaces. This event qualifies for the 2016 ANWCC Stage Rally Championship, Allrounders & Ladies Championships as well as the 2016 SD34 MSG Stage Rally, Individual & League Championships,

For further information please look at the ANWCC and SD34MSG websites.

[www.anwcc.org](http://www.anwcc.org)

[www.sd34msg.org.uk](http://www.sd34msg.org.uk)

In order to allow a crew to have as much sport as possible for their money, any crew having retired from the event by virtue of having exceeded the maximum permitted lateness, (BUT NOT HAVING BEEN EXCLUDED), will be able to rejoin the event subject to the rules specified under the heading TROPHY RALLY. May we thank all the people who have given their help and advice so far and all our advertisers for their contributions and particularly the championship sponsors/supporters.

**We look forward to seeing you all in September and would welcome anyone who is unable to compete to contact the Chief Marshal and volunteer your services on the day.**

**Chief Marshal Mrs Julie Raynor**  
(07870 493027)

email - [heroesmarshal@btinternet.com](mailto:heroesmarshal@btinternet.com)



# Ilkley and District Motor Club Colman Tyres Rally

27 / 28<sup>th</sup> August

Entries are now open for Ilkley and District Motor Club's, Colman Tyres Rally 2016.

You will be able to find the Regs and enter the event via **Rallies.info on the link below;**

**[www.ilkleymotorclub.org.uk/colmannew/home.php](http://www.ilkleymotorclub.org.uk/colmannew/home.php)**

**We are delighted that the event will be a round of the following championships;**

- ANCC
- ANWCC
- SD34
- HRCR premier
- KLMC

Last years event seemed to go down reasonably well, so we will be keeping roughly the same formula but building on it with some interesting sections on Military land. We have a new start and finish venue, but just to keep it familiar its another Rugby club in the same town, Otley, West Yorkshire.

**There will be roughly 25 miles of Whites, so underbody protection would be wise.**

**Maps 98 99 and 104 will be needed.**

The navigation will follow the same format as last year you should be able to plot about 90% of it whilst either stood still or driving steadily in Neutrals. There will be one section of PnB and as last year many of the NAM's and RC's will be located on handouts given out at the start of the sections.

We will be running under a Navigation permit again, but this year Cars must also comply with Road Rally rules.

Hope to see you all in Otley on the 27th.

## MARSHALS Wanted

**Chief Marshal**

**Jez Turner**

**07510 307937 or email**

**[colmanmarshal@ilkleymotorclub.org.uk](mailto:colmanmarshal@ilkleymotorclub.org.uk)**



**David Dudley  
Motor Sport  
Photography**

**Email :**

**[diddudley2003@yahoo.com](mailto:diddudley2003@yahoo.com)**

# Spadeadam Motor Club Blue Streak

**Targa & Historic Rally**  
**14th of August**

Spadeadam Motor Club are running the Blue Streak Targa & Historic Challenge Rally on the 14th of August. Based in North Cumbria, with 16 timed tests and 90 miles of road sections.

The route will take you through some of the finest countryside that North Cumbria has to offer and the tests are designed with competitor enjoyment in mind. We will not be using some of the rougher venues we used last year, and the surfaces will comprise of concrete, tarmac, gravel and maybe a little grass & mud.

We will be using the Golden Fleece at Rulehome as our start, lunch halt & finish. (86/491 599)

**Regulations are online and entries are open.**

**[http://www.spadeadammotorclub.co.uk/the ... rally-2016](http://www.spadeadammotorclub.co.uk/the...rally-2016)**

*Chris Ellison Photography*

07572 - 449625

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

**[www.facebook.com/pages/Chris-Ellison-Photo/551030501674309](https://www.facebook.com/pages/Chris-Ellison-Photo/551030501674309)**



# 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](http://www.2300club.org)**



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## Wallasey Motor Club

### Accident Advice Solicitors & Loss Insurance Brokers

## Promenade Stages

### Friday 2nd & Saturday 3rd September

Wallasey Motor Club are pleased to announce the 36th running of the Promenade Stages Rally on Friday 2nd & Saturday 3rd September 2016 sponsored by Accident Advice Solicitors & Loss Insurance Brokers.

The event will consist of 12 stages covering approx. 44 miles on the closed tarmac public roads of New Brighton Promenade, Wallasey for an entry fee of £265 optionally split over 2 payments.

Once again, we will be running 2 stages on the Friday night, one in the light and the second under flood-lights followed by a further ten stages on Saturday.

Scrutineering & signing-on will be on Friday afternoon. The entry for this event has traditionally filled up quickly so we recommend submitting your entry as soon as possible so that you won't be disappointed.

**Regulations will be available on the event web site and online entries will open at 20:00 on Friday 1st July**

## MARSHALS

If you are not planning on competing but would still like to be involved in the event, marshals are required for both Friday & Saturday –

please contact the

**Chief Marshal**

for details:

**[LorraineTaylor60@yahoo.co.uk](mailto:LorraineTaylor60@yahoo.co.uk)**

We look forward to seeing you in September.

**[www.wallaseymc.com](http://www.wallaseymc.com)**



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[www.geminicommutations.org.uk](http://www.geminicommutations.org.uk)

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Gwynedd. LL61 6YL  
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e-mail: [dunclitz@hotmail.com](mailto:dunclitz@hotmail.com)



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EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)

Sheffield & Hallamshire Motor Club  
**Centenary Stages**  
Twyford Woods  
**Sunday 21st August 2016**

Although I've retired from stage commanding, I'm still Clerk of the Course on our clubs single venues. Please have a read of the email below from our Chief Marshal.

Sheffield & Hallamshire Motor Club are running the Centenary Stages at Twyford Woods on Sunday 21st August I am still looking for Marshals and Radio Marshals and particularly people with timekeeping experience.

There is a strict NO SPECTATOR policy on this site. We have yet to firm up the signing on location for marshals. The intention is that we will use the lorry park or similar near the A1, location will be advised nearer the date. We intend to use passes which will be issued at sign on to get into the venue. These will be shown at the gate, hopefully keeping spectators out of the venue. Time: 6:30-7:45 for signing on, with all marshals in position by 8:00.

Likely finish time: Should not be later than 5pm. It is intended to start first car at 08:30 with up to 60 cars.

Regards,

**Trev Leathley, Chief Marshal**  
**Centenary Rally 2016**  
01482 862377 or 07980 476122



# ADGESPEED

Unit 14, Thames Trading Centre,  
Woodrow Way, Irlam,  
Manchester. M44 6BP

Telephone  
Unit - 0161 777 9949  
Mobile - 07960 964069  
Fax - 0161 777 9948  
E-Mail  
[sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)



## “August” Hill Climb Scammonden

**SATURDAY  
13th August 2016**

Round of the following Championships:

- The 2016 Liverpool Motor club Championship
- The 2016 Longton Motor Club Northern Speed Championship
- Nottinghamshire Sports Car Club 2016 speed Championship
- The ANWCC Speed/Hillclimb/Sprint Championship.
- SD 34 MSG Sprint & Hillclimb Championship.

The entries secretary to whom all entries and completed labels must be sent is

Rodney Brereton, 2 Parkside, Sough, Barnoldswick, Lancashire, BB18 6TA (01282 843297 not after 9:00pm PLEASE)

**Regs :**  
**[sd34msg.org.uk](http://sd34msg.org.uk)**



Lancashire Automobile Club Ltd

## Classic Tour dates 2016

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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](http://www.heroevents.eu)

Kirkby Lonsdale Motor Club Ltd

## DEVILS OWN RALLY

Saturday 8<sup>th</sup> October 2016

In association with [motorsportmugs.co.uk](http://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](mailto:m.taylor@talk21.com)



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# Acknowledgements

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

Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Les Fragle	Individual
Tracy Smith	None Race / None Rally

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

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

Terry Martin,	Steve Entwistle,
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Adrian Spencer (Adgespeed)  
Lucy Owen-Moczadlo (Jucy Photography)  
Andrew Shepherd [www.rally-images.co.uk](http://www.rally-images.co.uk)  
Paul Gilligan 'Inside the Industry'  
Paul Commons : Paul Commons Motor Sport  
Duncan Littler Speed Sports Photography  
Arron + Stuart + Lynn Newby of TEGSport,  
Steve & Hazel Johnson - Go Motorsport

and last but not least, Chairman / Secretary/  
League Compiler / Individual Championship  
Compiler (& my complaints manager) Les Fragle  
& if I have left you out,  
Sorry and PLEASE tell me

## SD34MSG Wednesday 21st September

8-00pm,

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

# ANCC



## Monday 24th October

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout

June 26 of the M62

[www.ancc.co.uk](http://www.ancc.co.uk)



# ANWCC

Association of North Western Car Clubs

## Monday August 8th

8.00pm

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

[www.anwcc.org](http://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 September edition  
is Monday the 29<sup>th</sup> August  
which is due out on  
Wednesday 31<sup>st</sup> of August**

PLEASE Email Reports etc. to  
Maurice Ellison at :

[sd34news@gmail.com](mailto: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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