

September spotlight 2016



St Wilfreds Classic Rally

Photo Courtesy of Tony North

www.sd34msg.org.uk

Volume 7 : Issue 9 : September 2016 : Maurice Ellison

Chairman's Chat

(Written before the Belgium GP) When is a track limit not a track limit – what's going on here with F1 ?? How about we try it in football – if the ball doesn't go off the edge of the grass it's not a throw in – ridiculous. If they can't decide what a white line is then why not just build a wall on the kerbs as on the street circuits and that will stop the cheating. Looks like Lewis will have to make up plenty of places to get on the podium this weekend given his engine parts grid penalty.

The Olympics have been and gone and I thought what about having rallying included but given that Froome and Thomas managed to crash off a push bike during the road race then perhaps it's not such a good idea !!

Best regards,

Les Fragle,

Chairman/Secretary,

SD(34) Motor Sport Group

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SD34MSG : Member Clubs & Contacts

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Bolton-le-Moors MC

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Website : coming soon



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Warrington & DMC

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

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

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

WANTED YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,
Birthdays, Anniversaries. Club Nights
Send to : Maurice Ellison
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

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



Lancashire Automobile Club Ltd

Classic Tour date 2016

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

23/25TH SEPTEMBER
HIGHLAND 3 DAY
A CLASSIC MARATHON
AROUND SCOTLAND

CONTACT CHRIS LEE
CHRISLEE1275@AOL.COM

Liverpool Motor Club



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

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

www.liverpoolmotorclub.com

Marshals

are required for the following
events at Aintree in 2016

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

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



'What's On' at CDMC

September

Tuesday 6th September
Chris Ingram



Chris Ingram

2011

British Junior F1000 Champion age 16

2012

MSA UK Young Driver of the Year
Renault Sport R2 UK Trophy winner.
Factory prize drive on Rallye Du Var

2013

1st R2 – WRC Debut – Wales Rally GB
John Easson Young Rally Driver Award

2014

Signed with Peugeot UK becoming the youngest
manufacture backed UK rally driver since Richard
Burns
1st in class – WRC Wales Rally GB with the
Peugeot UK 208
Colin McRae Award – ERC Ireland driving Renault
Twingo R2.

2015

1st ERC Victory
Rally Azores, 1st Junior, 1st 2 wheel drive car &
Colin McRae 'Flat Out' Trophy winner
Fastest driver – World Rallycross Shootout
Currently ranked the #1 Rally driver in England
(Autosport Rankings)

2016

Signs with Opel Motorsport – German factory
team for an International rally campaign

Tuesday 13th September
Committee Night

Tuesday 20th September
Ian (Speedy) Harrison
Dave Scaife &
Alan Ridehalgh

Tuesday 27th September
Clitheronian Rally
*Competing, Marshalling, Organiser ?
Come & tell us how it all went on the night*

**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

SCATTER RALLY Dates 2016

1. Tuesday 4th October

Maps 102 & 103

CoC Maurice Ellison

7:30 for 8:00 : Start Waddington Club

Entries being accepted at Club Nights

2. Tuesday 15th November

CoC Tony Vart

More Details next Month

3. Tuesday 6th December

CoC Chris Woodcock

More Details nearer the date

2017

4. Tuesday 17th January

CoC Matt Broadbent

More Details nearer the date

5. Tuesday 21st February

CoC Paul Buckel

More Details nearer the date

6. Tuesday 21st March

CoC Terry Martin

More Details nearer the date

*Keep checking the Website
& CDMC Facebook page for Details*
www.cdmconline.com

CHRISTMAS PARTY
Tuesday 20th December



Tuesday 2nd August : 'Winstanley Garage' BBQ + Bring Your Car Night



The 'Show us Your Car' & BBQ meeting at Winstanley Garage went down rather well despite the weather. 48+ members enjoyed the Burgers, Beer & chat about the cars etc. All that was missing was some sunshine

Tuesday 16th August Crown Green Bowling

Only Road Rallyers would think of doing this.
Crown Green Bowling in the dark.
Doubt that it will catch on. Still a great laugh though.
Just trying to see where the Jack was, was a little difficult.



Tuesday 23rd August : Phil Boland

Another great night with our guest speaker Phil Boland. Phil started competing as a driver on road rallies. His last event as a driver was 46yrs ago on the Hall Trophy Rally. Decided to move into the silly seat and would take any ride going just to gain experience. Luck played its part and following Roger Clark & Tony Mason winning the RAC rally Mr. Mason now wanted to be paid to co-drive so Phil contacted Tonys old driver Peter Clark and offered his services. He co-drove for Peter up until 1982.

He then got into managing teams but still co-drove. He had helped a young guy in a Talbot Sunbeam who seemed to be a little talented and then he asked Peter Clark if the bloke could drive his RS 1800 and that young chap was Henri Toivonen, who he then co-drove for. He was really entertaining and gave us a real insight into top level rallying and the memorable F2 days. His description of Toivonen pedalling downhill (& taking 32 secs out of Malcolm Wilson) was particularly good!
CDMC are really lucky to get speakers of this calibre on a regular basis!



Tuesday 30th August : Keith Thomas

Yet another great guest speaker at CDMC.
Keith Thomas gave us all an insight into his life in motor-sport which started as a club driver in the sixties, progressing to internationals in the early 70's including winning his class in the RAC Rally of 75 and then in the late 70's as the occasional co-driver for a young Malcolm Wilson. Together they won the 1979 York National in the Total Mk2 with last week's guest, Phil Boland, at 5th overall ! It is fair to say that Keith rated Malcolm as both a driver and a businessman! Nowadays Keith clearly enjoys hillclimbing his Buckler MkV...a fifties based special. A 'proper' character is Mr Thomas....

K.Wilson (Malcolms Dad) / K.Thomas RAC '75

M.Wilson/ K.Thomas RS1800 '79 Castrol



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

Newton-le-Willows Town Show

*Warrington & DMC
Put on an
AutoSolo & Car Show*



Newton-le-Willows Town Show

Many thanks to all for braving the sun and putting the effort in to make it a memorable Newton-le-Willows Town Show which I would say was the best one yet. It's the Club Members that made it happen and lots of positive feedback from the public competitors

Tatton Park 'Passion for Power'

What a fantastic result for our first stand alone stand at Tatton Park 'Passion for Power'.

As a club we got 1st Highly Commended Club, Phil Tate got Best Nissan, John & Carol Butterfield received 2nd Highly Commended Car and Steven Ellison got the Best Rally Car. Massive thanks to everyone

TATTON PARK

PASSION for POWER Weekend
Warrington & DMC
Win a couple of 1sts & More





July and August have been busy months for Preston Motorsport Club, with a number of fundraising events for St. Catherine's Hospice

– a charity that provide palliative care for those affected by serious illnesses. As well as a charity autosolo on Saturday 24th July, six of our members also braved *Total Warrior* – a gruelling 10km obstacle course set in the Lake District. As well as running through muddy fells, the course was littered with the most challenging of obstacles including river crossings, swimming through an ice bath, and jumping fire. Despite little training for the event, **Grant Smith, Louis Baines, Craig Shooter, Danny Cookson, Richard Cooper and Josh Robinson** all managed to finish in one piece, and raise a staggering £2,500 for St. Catherine's in the process – well done lads!



PMC member, **Richard Cooper**, hosted a virtual reality racing night for the club. A good attendance saw some real competition heating up as members took to the wheel around the *Circuit de Spa-Francorchamps*, all from the comfort of our bi-weekly meeting spot at The Poachers in Bamber Bridge.

Other PMC members have been enjoying competing in other club's scatter rallies, with varying success. All are very appreciative of the time and effort it takes to host such events, for the benefit of the sport. These vital stepping-stones help build confidence and make it possible for newcomers to tackle a full night event, as many of our members have.

September sees members looking forward to both the Wallasey Promenade Stages and the Heroes Stages at Weet-on. Jack Derbyshire and Jack Ives will be representing the club taking part in these events and, as always, there will be a good turnout of members offering their marshalling services.

September also marks the return of the Clitheronian. Six crews from PMC are out on the rally, including James Swallow, who is hoping to repeat the success he had in the Morecambe Rally. Any club members who would like to volunteer as marshals for the event should contact club Chairman, Kris Coombes. As a club, we are hoping to provide as much help and support as we can to ensure that the event continues to be a success.

Our next club autosolo will be held on Sunday 18th September at Trax in Preston. Five places will be made available early to ensure that newcomers have a fair chance of taking part in the event. If you would like to take part, simply visit our website (www.prestonmotorsport.club) to sign-up for your membership and then complete your autosolo entry. The rest of the places will be made available on the club website from 8pm on 30th August. Places for the last autosolo were filled within 16 minutes with three reserves, so be ready with your entry!

Wedding bells have also been ringing within the club, with **Kris and Kim Coombes** tying the knot in June with a festival-inspired wedding, and **Rob and Emma Grimshaw** sealing the deal in a cave ceremony in the Lake District in July. Congratulations guys!



Up coming club nights at PMC

30th August – Navigational teaching night.

13th September – Go Karting at Team Karting Rochdale.

27th September – Clitheronian Road Rally Forum at The Poachers

11th October – Quiz Night and Mull planning at The Poachers

2016 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2016 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.) The event organisers must supply a complete set of results and entry list **with clubs entered under** to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

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

2016 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below;

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

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

CLASSES

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

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

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

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

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

2016 SD34MSG Inter-Club League

Division A

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	622	1	1
Bolton-le-Moors CC	551	2	2
Liverpool MC	405	3	3
U17MC-NW	383	4	4
Stockport061 MC	318	5	5
Garstang & Preston MC	278	6	7
Blackpool South Shore MC	273	7	8
Warrington & DMC	243	8	9

Division B

Division B		Position	
Club	Points	Div	O/A
Preston MC	293	1	6
Accrington MSC	209	2	10
Matlock MC	193	3	11
Wigan & DMC	137	4	13
Pendle & DMC	136	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	Steve Lewis	Y	52	CDMC
2	Ian Bruce	Y	44	S061MC
3	Steve Johnson	Y	43	U17MC
4	Steve Price	Y	41	BLMCC
5	Jack Darbyshire	Y	33	PMC
6	Maurice Ellison	Y	30	CDMC
7	David Goodlad	Y	28	BLMCC
8	Mark Livesely	Y	15	PMC
9	Kris Coombes	Y	14	PMC
10	Louis Baines	Y	13	PMC
11	James Swallow	Y	11	PMC
12	Gav Irvine	Y	9	G&PMC
13	Matthew Harwood	Y	8	G&PMC
14	Daniel Cookson	Y	7	PMC
15	Colin Baines	Y	6	PMC

Not Yet Qualified

16	James Williams	52	U17MC
17	Pauline Merrills	49	S061MC
18	Nigel Fox	47	LivMC
19	Andy Williams	45	U17MC
20	Phil Clegg	36	AMSC
21	Alec Tunbridge	34	BLMCC
22	Brandon Smith	30	CDMC
23	Gary Evans	29	MMC
24	Andy Larton	28	LivMC
= 25	Scott McMahon	27	U17MC
= 25	Ashley Young	27	MMC
= 25	Robert Holt	27	Liv MC
28	Tony Harrison	26	CDMC
= 29	John Leckie	25	MMC
= 29	Jonathon Webb	25	HDMC
= 29	Chris McMahon	25	U17MC
= 29	Duncan Woodcock	25	LivMC
= 33	Michael omliTnson	23	PDMC
= 33	Mark Warburton	23	CDMC
35	Lauren Cook	21	U17MC
= 36	Dave Riley	20	BSSMC
= 36	Garry Ross	20	A&PMMC
38	Richard Hunter	19	MMC
39	Roger Barfield	18	U17MC

Last Updated 26th August 2016



MOTOR SPORT GROUP

Last Updated 26th August 2016

Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	John Leckie	58	E	MMC	7
2	Mark Standen	42	E	G&PMC	5
= 3	Tony Harrison	40	E	CDMC	5
= 3	James Taylor	40	E	CDMC	6
5	Richard Hunter	39	E	MMC	4
6	Mark Warburton	37	S	CDMC	5
= 7	Ayrton Harrison	18	E	CDMC	3
= 7	Martin Lloyd	18	E	S061MC	2
9	Jonathon Hoggarth	17	S	CDMC	2
10	Paul Buckel	16	E	CDMC	2
11	James Swallow	16	N	PMC	2
12	Ian Swallow	13	N	PMC	2
13	Josh Townley	12	N	CDMC	2
= 14	Alex Brown	9	N	PMC	1
= 14	Robert Grimshaw	9	N	PMC	1
= 16	Mike Figg	8	S	CDMC	1
= 16	Louis Baines	8	S	PMC	1
18	Paul Gray	7	S	CDMC	1
19	Joe Mallinson	5	N	APMCC	1
20	Matthew Harwood	3	N	G&PMC	1
21	Daniel Cookson	2	N	PMC	1
22	Colin Baines	1	N	PMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	66	E	MMC	7
1	Sion Matthews	60	E	MMC	7
3	Jonathon Webb	44	S	HDMC	6
4	Ian Graham	40	E	CDMC	6
5	Paul Taylor	36	E	CDMC	5
6	Ashley Young	30	N	MMC	5
7	Maurice Ellison	27	E	CDMC	5
= 8	Kris Coombes	17	S	PMC	2
= 8	Simon Frost	17	S	CDMC	2
= 8	Steve Butler	17	E	CDMC	2
11	Tony Vart	13	N	CDMC	2
12	Nick Townley	12	N	CDMC	2
13	Rob Lloyd	10	E	CDMC	1
= 14	Stephen Frost	9	E	G&PMC	1
= 14	Ian Farnworth	9	S	G&PMC	1
16	Craig Shooter	7	N	PMC	1
17	Alan Barnes	6	E	PMC	1
18	Gav Irvine	2	N	PMC	1
19	Terry May	1	N	PMC	1

Last updated 17th Aug (after Morecambe) 7 Rounds to Count

U18 Championship

O/A	Competitor	pts	Club
1	James Williams	50	U17MC
2	Kameron Anderson	36	U17MC
3	Josh Townley	25	CDMC

Last Updated 27th August (after Colman Tyres Rally)

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

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
= 3	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	Steve Lewis	61.57		CDMC
2	Andy Williams	61.44	All	U17MC
3	James Williams	59.53	All	U17MC
4	Phil Clegg	59.20	D	AMSC
5	Daniel Barker	55.54	C	AMSC
6	Steve Johnson	50.03	A/F	U17MC
7	Scott MacMahon	49.92	A	U17MC
8	Chris MacMahon	49.63	A	U17MC
9	Alec Tunbridge	41.12	D	BLMCC
10	Roger Barfield	39.92	B	U17MC
11	Garry Sherriff	38.87	A	PMC
12	Steve Price	29.39	A	BLMCC
= 13	Lauren Crook	20.00	All	U17MC
= 13	David Goodlad	20.00	A	BLMCC
15	Gary Ross	12.62	A	A&PMCC
16	Stephen Kennell	10.81	B	CDMC
17	Joe Mallinson	10.30	C	A&PMCC
18	Hazel Johnson	9.66	A	U17MC
19	Ian Swallow	9.55		PMC

Last Updated 27th August
(following Round 8 : Darwen Services 17th July)

Sprint & Hillclimb Championship

O/A	Competitor	pts	Class	Club
1	Nigel Fox	43.51	2	LivMC
2	Robert Holt	39.91	2	LivMC
3	Andy Larton	31.46	3	LivMC
4	M.Tomlinson	28.83	5	P&DMC
5	S.Price	20.04	1	BLMCC
6	Duncan Woodcock	19.46	1	LivMC
7	Nigel Trundle	19.27	1	G&PMC
8	Dave Goodlad	10.11	1	BLMCC
9	S.Lewis	9.95	1	CDMC

Last updated 23rd August
Following Scammonden Dam Hill Climb

MARSHALS CHAMPIONSHIP

Last updated : August 29th 2016

Accrington MSC

Stephen Smith	136	Tracey Smith	136
Dave Barratt	40	Steve Johnson	40
<i>Total Club Marshalling Points : 362</i>			

Bolton-le-Moors MC

Total Club Marshalling Points : 34

Clitheroe & DMC

Maurice Ellison	94	Steve Butler	52
Heidi Woodcock	40	Chris Woodcock	40
Jez Turner	40	Dan Sedgewick	30
Steve Lewis	20	Matt Broadbent	20
Matt Flynn	20	Paul Flynn	20
<i>Total Club Marshalling Points : 440</i>			

CSMA (NW)

Graham Maxwell	30	Michael Conboy	20
<i>Total Club Marshalling Points : 70.</i>			

Garstang & Preston MC

Les Frangel	50	Jason Bleakley	20
Margaret Duckworth	20	Karen Whittam	20
David Nolan	20	Matthew Harwood	20
Gave Irvine	20	Andy Jones	20
Ian Richmond	20	Andrew Richmond	20
<i>Total Club Marshalling Points : 350</i>			

Hexham & DMC

Georgiana Webb	50
<i>Total Club Marshalling Points : 50</i>	

Lancashire A.C.

Total Club Marshalling Points : 20

Liverpool MC

Bill Gray	84	David Hunt	80
Andy Fell	62	John Harden	62
Sean Robertson	52	Kevin Jessop	30
Geoff Main	20		
<i>Total Club Marshalling Points : 614</i>			

Pendle & DMC

Les Eltringham	50	Peter Wright	42
Peter Schofield	32	Alan Shaw	40
Toby Fisher	20		
<i>Total Club Marshalling Points : 316</i>			

Top 5 in Championship shown in RED

The above Marshals Championship Table was getting a little cluttered with Marshals who had only done the one event and had therefor not qualified. So to simplify things I have taken those who have yet to qualify out of the above results. Those who have scored points but not yet qualified are still recorded on the master Championship document held by Alan Shaw (Marshals Championship Co-ordinator). When these marshals Qualify they will be added to the above Listings

Preston MC

Danny Cookson	30	Ryan Sweeting	20
Alex Brown	20	David Moss	20
Louis Baines	20	Kris Coombes	20
Ryan Sweeting	20	Sam Coombes	20
Joshua Robinson	20		
<i>Total Club Marshalling Points : 450</i>			

Stockport 061MC

Mark Wilkinson	72	Ian Mather	64
Lindsay Mather	64	Ken Wilkinson	52
Sarah-Jane Wilkinson	40	Andy Chambers	30
Ian Bruce	30	Andy Elliott	20
Rick Ekin	20	Andy Turner	20
Anthony Miles	20	Keith Miles	20
<i>Total Club Marshalling Points : 632</i>			

U17Club NW

Jim Livesey	54
<i>Total Club Marshalling Points : 342</i>	

Warrington & DMC

Dee Burns	20	Joanne McCormack	20
Anne MackCormack	20		
<i>Total Club Marshalling Points : 104</i>			

The following Clubs have all scored 0 points
That does not mean that their members have not Marshalled on events just that their members have not claimed Marshalling points

Blackpool South Shore MC

2300

Motorsport North West

Mull Car Club

Lightning MSC

Highmoor MC

Matlock MC

Knowldale MC

Airedale & Pennine MCC

Manx AS

To claim Marshalling Points :

Email Alan Shaw

(Marshalling Championship Compiler)

shawalan.555@btinternet.com

**Stating which event you
marshalled on**

(& dont leave it months before claiming)

SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
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 & Clubmans PCA	DW Stadium
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
24/25 Sep	Clitheronian Rally	Clitheroe & DMC
19/20 Nov	Dansport Rally	Matlock MC

SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
2/3rd Sep	Promenade Stages	Wallasey MC
25thSep	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
11/12Nov	Poker Stars	Manx AS
26th Nov	Hall Trophy Rally	Clitheroe & DMC

SD34MSG Sprint & Hillclimb C/ship 2016

Date	Event	Organising Club
3rd Sep	Autumn Aintree Sprint	Liverpool MC

SD34MSG None Race/Rally Championship

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

RAFFLE : £1/ ticket



I have a genuine Paul M Ellender, "Rallyistpublications" Signed cartoon drawing of the Gemini Oils Ford Sierra Rally car driven by Jimmy McCrae with Ian Grindrod navigating.

Not only is this an A3 size cartoon drawing but it is also original and personally signed by Jimmy and Ian. This was donated by my daughter Lyndsay and we are going to donate it and you could be in with a chance of winning it. If you personally, or as a motor club, would like to donate any amount you wish but will be equivalent to £1 per donation ticket I will issue you with the appropriate amount of donation ticket numbers.

If it is on behalf of a motor club then obviously if you won it you could donate it, raffle it or auction it again as you wish. The winning ticket would be drawn in public probably at the November SD34Motor Sport Group committee meeting.

You can obtain your tickets by one of the following methods

a) Sending a cheque to myself and made out to Alan Shaw. Address - 31 Appleby Drive, Barrowford, Nelson, BB96EX. Ensure you enclose your name and e-mail address or home address for ticket return/number notification.

b) At <https://www.justgiving.com/fundraising/Bill-Honeywell-542in2016>. If you donate via this method the minimum donation is £2 but if anyone is a tax payer then please indicate this and it will be worth another 20% to the fund. Please also put a comment "Rally Print" in the box and then email me at fivefortytwoin2016@gmail.com with your name and address and how much you have donated. Once your donation is confirmed I will issue the donation ticket numbers to you PLEASE

If I can give you the numbers by e-mail then it will obviously reduce costs of mailing back.

I will then donate all the money you donate so that we can claim tax back.

ALAN SHAW

Ilkley & DMC COLMAN TYRES RALLY

Well, the Coleman tyres rally 2016, what can be said? This rally had a bit of everything for the road rally competitor. Classic Yorkshire roads, a mega test on Catterick military ranges, monsoon like rain and some pea souper fog!!!

After our 7th o/a on the Morcambe rally myself and my navigator Jonathon Webb where looking to gain a few more points in the sd34 championship and cement our place as this years semi expert champions.

The rally started and finished at the rugby club in Otley. This was a new venue for the club and looked to be well received by all competitors with decent parking and a nice club house for signing on.

After a quick noise check it was off down the road to see scrutineer at the headquarters of the long term sponsors of the event Coleman tyres. No dramas here so back to the start venue to sign on and get set for the long night ahead.

Andy and his team had worked hard to organize the rally and secure the tests at Catterick camp and Jez had a full posse of marshals in place for the event which is a result on any road event these days. Everything was looking great until the rain started to appear! Now my little 205 pug has been known to take a instant dislike to any form of the damp stuff so this was not a welcome sight for us at all. So out with the Wd40, a good spray round and hope that Andy had not laid any deep fords on for us!

The first half went well for us up until Catterick camp. Plenty of fog and rain about on some quick lanes, we had a few top 3/4 times, the car was going well and Jono was doing great on the navigation. Caught our minute man on the second section and he very kindly moved over and let us past (car 22, Saab 96). A bit further on in very thick fog, came across Danny Cowell after he had put his car off, he managed to regain the road but retired later on.

Then came Catterick, What a place!! really great tests, fast and smooth in places, tight and twisty in others.

The real trouble was finding your way about. We where sat at the start control on count down, when i suddenly saw Matt Flynn and another car coming back towards the control and slotting down a track to the left. Now seeing as we had seen 3 cars leave the control and non of them was Matt, this was rather puzzling!

As it turned out, many crews struggled with these tests from a navigation point of view. We where given a marked map which in our eyes was not very descriptive and told to follow arrows which where few and far between. We got in there and where soon lost on very similar looking roads. We went down this road and that but was really struggling with it but by luck or fate managed to get to the end of it. Trouble was we where very nearly OTL!! we had lost about 12 minutes and it was only as we left the test we found out that the organizers had extended lateness. Pheww! It really was like the wacky races in there, cars coming one way or the other, going down another road and coming back, it was very confusing.

But we fared better than some, came across the escort of no1 seeds Hunter/Evans who had gone off into a ditch. They where towed free by the father and daughter crew of the Pedleys but went no further.

No2 seeds Hemingway/Collis looked firmly buried sideways into some greenery. Both sets of crew where ok and after the tests had finished, Hunter/Evans very sportingly helped recover the proton of Hemingway/Collis back to the start venue.

At the petrol halt quite a few crews where missing, notably No3 crew Harrison/Taylor who had clutch problems and many more had gone OTL. There was a lot of crews talking about calling it a night due to various problems but the half way results showed us in 10th o/a so we felt optimistic about having a good run in to the finish.

This is however the place my navigator lost the will to live! he was given a hand out to plot and was really struggling to understand the format of it, at one point he said to me " I think we are out of this mate". He was obviously feeling stressed but just at the point of throwing the towel in, he received a helping hand from Andrew Fish who showed him how it all went together. Thank you Andrew, we owe you one.

So into the second half and back into Catterick for 2 more tests. These went better than the previous 3 but we where glad to get out of there and back into the lanes. The remaining sections seemed to go OK but we had definitely dropped of the boil so plodded round at a steady pace. For the first time in the night we missed a couple of code boards but decided not to go looking for them against rally traffic as the conditions where still very bad.

Good run in to the finish and it looked like the the rally had taken its toll on the field with only 17 finishers out 33 starters.

It had been a great night for o/a winners Hepworth/Tullie in the works spec Zafira!! Great teamwork and experience had proved that it can be done on a budget. top result lads.

As for us we ended up 9th o/a which we had to be happy with considering the dramas we had gone through and picked up some handy points for the championship. We now lie 3rd o/a in the table just behind Mark Standen who also had a decent night taking his proton to 4th o/a with Ian Canavan in the hot seat.

Breakfast (very good) was dealt out and results made final fairly quickly. It had been a testing event for everyone but no more so than the marshals. These lads and lasses where out all night in atrocious conditions to allow us to enjoy our spdefinitely!! ort. No amount of praise is ever enough for these heroes of the night! Thank you from everyone. Thanks to everyone involved in the event, Twas a good but tough event, will we be back next year? probably/ maybe/

Mark Warburton (Clitheroe & DMC)/ Jonathon Webb (Hexham & DMC). Car 23.

COLMAN TYRES RALLY

A Classic Colman

There had been a lot of speculation around the second running of the newly revived Colman tyres, in particular what Military land we would be using and although it was fairly obvious it would be Catterick, what form it would take was a different matter. Last years event had received a great deal of praise and what we did before retiring halfway through the first half was very good. After catastrophic engine failure on the Beaver Stan had hoped to get it rebuilt in time for the Colman but a phone call 8 days before the event didn't hail good news so I was left looking for a driver. James Taylor had seen my appeal on Facebook and told Geoff Goodwin to get in touch with me. I had navigated for Geoff once before on the 061 back in 2013 when his navigator let him down on the day of the event. My navigating on that particular event was questionable to say the least but I knew he was a very capable and safe driver who certainly didn't hang about down the whites so I was happy for him to pilot me round on the Colman.

At the Otley start it was a suitably wet night with fog very obvious on higher ground, classic Colman weather I'm told. It was an early start with the first car away just after 9pm for a 40 minute run out to Blubberhouses where we faced a 1 minute regularity over and old section of the A59 that was fittingly named "Brow Hopper". Despite a slight overshoot at the hairpin left onto the old road we dropped just 36s before heading down the road to a layby to plot the first half. The organisers have adopted a unique style for giving crews the route. We had just under an hour to plot the first half but rather than the usual pages of grid references the handouts were in various styles more akin to a plot and bash event so some navigational skill was needed. In addition to this at numerous points on route we were given small handouts at the start of competitive sections allowing us to plot NAM's for that section.

I plotted the first half with no major problems despite having an older map which didn't feature the red diamonds the very first section referred to (note to self, don't be such a cheapskate) and we headed back to the end of the "Brow Hopper" to start the first section. It wasn't long into the section that we encountered the first of the fog and in places we were reduced to a crawl. The route headed north from 104 and onto 99 taking in some familiar 12 car and Ryemoor roads north of Pateley Bridge and towards Kirkby Malzeard taking in several good whites. Despite the fog in the early sections we didn't seem to be losing to much time, just odd seconds and we were able to catch Andy Beaumont on numerous occasions although this was in part due to his snow tyres (and the fact it was a borrowed car) forcing him to take the whites more cautiously than us. After a long run up to Leyburn we went up Harkside Moor and down Preston Moor with the fog making things very tricky although we were able to find all the NAM's but dropped three minutes.

From here it was onto the crux of the event, Catterick. We faced three sections using a mix of tarmac, gravel and in places mud and in order to find our way round we had been issued with marked military maps that are 1:20,000 in scale and show all the roads, albeit some of them in blue. With so many roads the maps weren't particularly easy to read parked up so at speed over rough ground it was going to be even harder. We decided to play things safe, push on where it was fast and open but where there were tricky slots and lots of junctions in quick succession we would take it steady so we didn't miss any boards. Into the first section we picked up the first few NAM's in part with the help of some strategically placed arrows but in all the maps were easier to follow than I suspected. After a few miles we came across Richard Hunter's Escort with the back end in a ditch and having overshoot the slot right where they were it was easy to see how they'd got there. Out of the first section we were straight into the second but having misinterpreted where the start was we immediately missed the first slot and in doubling back came across the Zafira of Graham Hepworth and Iain Tullie who had done exactly the same as us and we spent the rest of the section in hot pursuit of the flying people carrier. Midway through the section we saw the ominous sight of a warning triangle on the approach to a 90R and then saw Richard Hemingway and Sam Collis buried in the trees having gone off sideways. The third section was the shortest of the three and used mainly narrow forest roads with some tricky slots between tree's. Once off the ranges we nipped into Catterick for fuel, I plotted the second half with the exception of one plot and bash section, then had a few minutes to chat with other crews and take in the numerous tales of woe. The second half started with repeated runs of the latter two Catterick sections and with more confidence of where we were going we were able to better our times by 2:35 and 00:18 respectively.

Off the ranges we headed south traversing Cowgill white then down to Masham, West Tanfield and Studley Royal with just 27s dropped over four selectives. Over Brimham rocks we dropped 1:23 after dicing with a Taxi that got in front of us when we pulled into a NAM. The next three selectives were London Road Book plot and bash and with no trouble plotting we managed to clean all three. The final section down to Farnley saw us drop 1:13 due mainly to having to traverse a NAM across two water logged grass fields that we only just managed to get over before we headed for a very welcome breakfast back at the Rugby Club.

All in all it had been an excellent event and one that I think will be talked about for a long time. The route utilised some fantastic roads with a good mix of fast (or not so fast in the fog) moorland roads and tight lanes, the whites weren't car breakers but slowed crews down enough to drop time, the plot and bash handouts were quick and simple but kept the navigators on their toes and as for Catterick what a place! I dread to think how much time was spent planning Catterick but what they provided was superb. The maps weren't the best ever but gave enough detail to find our way round if you played it cautiously in certain places to make sure the driver didn't get ahead on the road of where you were on the map and the arrows provided a reassuring confirmation you were on the right road from time to time. Obviously a bit less fog and a dry night would have made it even better but some things the organisers really can't help. A big congratulations has to go to Graham and Iain on the win, proving that with the right crew even the most unlikely car can be competitive and perhaps best of all they created a real talking point around road rallying, providing some much needed positive publicity and I suspect a lot of people will be questioning how much they're spending on their road rally cars.

Thanks of course go to Ian, Andy and everyone at Ilkley & District MC for putting on a truly faultless event, Jez and his loyal band of marshals for standing out in truly awful conditions on a night where I was dreading just opening the window, but my biggest thanks go to Geoff Goodwin. Despite only pairing up the week of the event and a 12 month sabbatical from rallying he pedalled the Coupe like a pro, pushing where we could, playing things safe in the fog and taking a measured approach round Catterick so we didn't get lost or fall foul of any of the notorious ditches and other than a squeaking fan belt and a slightly sticky window the car didn't miss a beat however much water we threw at it. 2nd overall and 1st Experts was a very satisfying result and hopefully I redeemed myself after my previous outing with Geoff.

Sam Spencer 2nd O/A Malton MC



Fake seat belts are seriously dangerous.

Please check yours. If when buying your harness for your road, race, track day or rally car the deal seemed too good to be true then you may be in danger.

Change them ASAP! Be safe.

Please watch this programme on BBC iplayer and spread the word amongst friends, clubs, forums etc:

<http://www.bbc.co.uk/.../b07t.../fake-britain-series-7-episode-2>

Entries open for MSA Club & Volunteer of the Year

Entries are open for the 2016 JLT MSA Club and Volunteer of the Year Awards, which will be presented during the Night of Champions ceremony at the Royal Automobile Club in London on 28 January.

Each category winner will receive a prize cheque and a commemorative MSA trophy. The best overall entry will be declared the MSA Volunteer of the Year and will receive the JLT silver pewter salver at the MSA's annual prize-giving ceremony.

Clubs can nominate themselves for the JLT MSA Club of the Year award. The top three will receive cash prizes and commemorative trophies, with the winning club being invited to collect its award in London.

Nomination forms are available at msauk.org/awards and the deadline for submissions is **31 October**.

Club and volunteers seeking more information can contact their local Regional Development Officer via www.gomotorsport.net/contact.

A Tale of Three Rallies

1. The Beaver

2. The Morecambe

3. The Colman Tyres

(or should that be one and two thirds?)

Three starts, one finish. That's the tale of our last three rallies, starting with the Beaver.

The Beaver

Can't really remember much about this rally. Then again, we didn't do an awful lot of it. It was shaping up to be a good event and all was going reasonably well. We were in optimistic form after a creditable 3rd overall on the GPMC Memorial and the car was belting down the long straights like a good-un. Unfortunately, it was a long straight that was meant to be our undoing. About a quarter the way through the rally we arrived at a control with an ominous knocking noise emanating from the engine. Setting off from the control, Paul was pessimistic about the engine's chances of survival. It wasn't long before his pessimism turned to realism as the knocking got worse and we decided to bail out before catastrophic engine failure stranded us the middle of nowhere. We cut to petrol, where Paul learned from a fellow Proton enthusiast that the 1800 engine doesn't like prolonged periods of high revs, which causes oil starvation to vital bits of the engine. The journey home was largely silent, save for the mechanical Armageddon that was unfolding under the bonnet. Just a mile short of Ferrybridge services the engine finally threw its hand in with the most gut-wrenching clattering of engine parts I have ever had the misfortune to witness. We limped to the services where an hour later the service crew, a very nice chap on contract with the RAC, took us the rest of the way home.

Paul now had three weeks to remove the deceased 1800 engine and replace it with the 1600 out of the old rally car. Easy-peasy for a man of Mr Buckel's skill and work ethic. Needless to say, once fitted the "new" engine fired up first time and ran sweet as a nut.

The Morecambe

Next up, The Morecambe Road Rally. A good old-fashioned straight-forward pre-plot road rally, with a couple of off road tests for variety and a selection of whites to test your car preparation. Despite comments from last year's event, our host, Danny Cowell, seemed determined to include Leck white again this year. It was barely passable last year and caused one or two cars a bit of damage, including ours. Thankfully, it was deemed completely impassable this year and was scrubbed from the route. Even so, there were plenty of whites left for our, erm, enjoyment.

The first off-road test took us through Quernmore Park, which proved to be the start of our downfall as far as this event was concerned. Provided with a printed map of the route and indicators of where the code boards were, all seemed fairly straightforward. Well, perhaps not for all of us and certainly not me. The location of two of the boards was rather simply described as "round tree". The instruction was lost on both occupants of the car, given that there were many trees and seemingly no clues as to which trees we were meant to go around. I shouted "is it that one?" as we went hurtling past them all, arriving quickly at the finish control. 2 Boards missed and so 2 fails. Not a good start.

We soldiered on until Wray white, which was to be our last competitive part of the night. A loop took us through a field and then back down the final part of the white which was almost impassable and only Paul's skill and knobbly tyres got us through it. According to the route instructions, there were meant to be two passage checks in that section. Unfortunately we only saw one. At that point, with now three fails, we decided to call it a night and bailed out. That was the end of our Morecambe Rally. At least we got a nice run down Lythe Fell on the way home.

Continued on Page 20

The Colman Tyres Rally

A short break now until the Colman Tyres. It's second running in the modern era and last year's was a well run and thoroughly enjoyable rally, so we were looking forward to this. It didn't disappoint. The amount of organisational effort that went into this year's event must have been phenomenal. Hats off to Ian, Andy and the rest of the team. Everything was spot on. Paperwork, marshals, timings, everything. Pity nothing could be done about the fog, which, combined with the testing Catterick Ranges, nearly put us OTL.

The event started with a short test over the "Brow Hopper" just east of Blubberhouses, at the end of which Paul had to apologise to the marshal at the finish control. I could see the control and thought Paul could too, however we didn't appear to be slowing down and all I could think about was losing time because timing was on presentation of the time card, and the poor marshal was pressed up against the side of his car as we sailed past, all four wheels locked up. Tut, tut Mr B. Citing distraction by the traffic on the approaching A road, an apologetic Paul reversed back into the control and thankfully we appeared to get the time we passed the marshal, rather than when I eventually managed to hand him the time card.

After the first test was an hour spent in a layby plotting up the first half of the rally. All was fairly straightforward with plot and bash style instructions and done in plenty of time. The format was that whilst we had the route plotted, the locations of the many NAMS were not given to us until the start of the relevant section, so there was still work to do. Safe to say it was going to be a busy night in the left hand seat.

As our event got underway, all was going quite well, apart from the fog slowing us down quite a bit. The first half consisted of a good mix of tarmac and whites with a good few droppers and some great roads. The end of the first half took us through the much anticipated tests on Catterick Ranges. There were five in total, three before petrol and two after. Even though we were provided with excellent maps in 1:25,000 scale and much of the tests were arrowed, navigating through the ranges in the dark and the fog proved quite a challenge. It might have been less of a challenge had the lens of my poti not fallen out! The really worrying thing is that I didn't notice until I picked the thing up again at Petrol and my hand went straight through it!

We didn't appear to be alone in finding the tests a challenge, seeing a couple of stranded cars and playing our part in a spot of Whacky Races with cars were going in all directions when the helpful arrows seemed to have bugged off for a tea break. Close to OTL at the end, we were informed that lateness had been extended to 45 minutes, which would have been a godsend to several crews. To add insult to injury a missed board cost us another 5 minute penalty.

The second half started with the final two tests in the Ranges, which seemed a little easier second time around. On paper, the second half seemed a little less challenging, with most sections being timed to the minute and fewer whites. It was, however, not to be the case. As the night wore on, I think we must have both been feeling the effects of tiredness, not helped by the bad weather of intermittent heavy fog and heavy showers, the latter creating a lot of standing water making life especially tricky. About half way down the second time card, Paul was sounding like he needed his breakfast more than more rain and fog, asking at the end of each section how much more of the rally there was to do, my only reply being "quite a lot".

We seemed to be doing okay up to now with the first half results showing us 8th overall, albeit without counting the missed board in Catterick. All that was about to change. Exiting a NAM at Blubberhouses in completely the wrong direction cost us 11 minutes and the mood in the car changed, much to the amusement of Tony Vart, marshalling the next control. His polite enquiry of "how's it going, lads?" was met with an argument about whose fault it was that we ended up driving round in circles for ages. Things didn't improve on the next section when I misread an approach instruction on the one and only plot and bash section of the night and we almost ended up entering a control WD, costing us another 3 minutes returning to the correct route. I think by that time we had both given up and the situation was not helped by the fact that I didn't seem to have the diagrams for the final two NAMS, so was hoping simply knowing their locations would help. We stumbled across the first one with the help of another competitor who overshot the entrance and stopped, causing us to look into a field and see an arrow. It was a large NAM through two fields and the only instruction I could give was "follow the arrows". When Paul asked "where do I go?" the answer was "how should I know, I've no diagram for this bit. Follow the tyre tracks". Since we entered the NAM in front of the competitor that pointed us the way, they were no help in finding the next NAM, which we missed entirely. Earlier in the night we had missed another board by simply not seeing it. Still no idea where it was. In the final reckoning it was 73 minutes dropped, including three missed passage checks, which left us 13th overall and second master. A disappointing result, but despite the odd hiccup, we thoroughly enjoyed the event and will be back again next year to get a clean white woolly hat. White? What were you thinking, lads?

As always, a massive thank you to the heroic marshals who braved some horrendous weather for us and thanks also to Ian, Andy and the team for putting on a superb event. Well done one and all. See you next year.

Steve Butler Clitheroe & DMC
sending Paul mostly in the right direction.

Solway Car Club



Used Car Parts SOLWAY COAST STAGES RALLY

7th August

Sliding Round the Solway

It had been over 18 months since the Firenza had seen action other than being dragged all the way to Killarney and back for the ill fated Killarney Historic last November so it was good to be back alongside Gareth Frank for the Solway Coast rally. The event is based entirely on the Dundernann ranges but due to short road sections the event is able to run on pacenotes. On offer were 45 competitive miles over 8 stages utilising the roads of the military ranges so there was a mix of tarmac, concrete and short sections of gravel with a variety of fast open stretches and tight technical sections often in amongst the trees. The ranges are split into an East and West side with a stage run each then repeated and later reversed. Gareth's Firenza is built to the correct Historic Grp 1 spec and we were even running on historic spec 70 profile tyres, needless to say even with the 2.3 engine it was never going to be the most competitive beast but we were there mainly to test recent suspension and brake modifications and to allow Gareth to get used to the car (this was only his third event in it). The opening stage was on the shorter and tighter eastern half of the camp and after a difficult start with Gareth trying to remember how to drive the car and take in pacenotes we reached the end having started to get into a rhythm but with seriously smoking brakes. Luckily between the stages they cooled down and once into the longer, faster stage we really started to get into it with Gareth actually speeding up on the two gravel sections where I suspect most people slowed down.

Back at service all we had to do was try and sort the brake bias as despite various modifications there still didn't seem to be enough braking from the back end although the handbrake was working well. Stages 3 and 4 were a re run of the first two and we managed to take good chunks of time out of both stage times and on the artificially tightened sections where bales had been used to make a series of 90's Gareth was able to slide the car between them rather than wrestle as much with the heavy steering. I had also been able to make a few alterations to the notes (there was no pre event DVD) so I could tell him with confidence where to push. After the lunch break stage 5 was a third run of the short eastern camp stage to allow time for the western camp stage to be reversed. The final loop was two reversed runs of the western camp followed by a reversed run over the eastern camp. With the dynamics of the stages now altered I was trying hard to remember where the faster sections were whilst also making quick alterations to the notes for the second run. On stage 6 we were caught by a rapid Nova that was on his run of stage 7 and set off 30s behind us but thankfully we were able to go wide at a hairpin and let him past without either of us losing any major time, although we did nearly pass him again when he out braked himself on a slippery hairpin right.

We completed the final stages with no drama's but it was clear that Gareth was working hard with the heavy steering and the kick back he was getting from some of the corners where cuts had been taken and ruts had appeared. All in all it was an excellent day. The event ran well with no major hold ups and for the entry fee of a single venue we got a proper days rallying on some technical and demanding roads so it's easy to see why it filled so quickly. More importantly the car ran well and the changes made to the brakes and suspension have improved it significantly. The next time it will be used in anger is in Killarney for the Historic in November.



Sam Spencer : Malton MC



EVANS EASES TO EPYNT GLORY AS BARRETT CONSOLIDATES TITLE LEAD

Melvyn Evans and Patrick Walsh recorded a dominant Harry Flatters Historic Rally victory whilst 4th overall was enough for Paul Barrett and Dai Roberts to consolidate their position at the head of the BHRC title race.

The Harry Flatters Rally represented the first taste of Asphalt for the BHRC regulars with the 44 car historic entry facing over 73 stage miles across the very technical military roads of Epynt. And whilst the likes of Nick Elliott and Matthew Robinson had elected to miss the Welsh tarmac round, entries at the sharp end from Epynt regulars, Melvyn Evans and Guy Woodcock, added some additional spice to an already impressive list.

The 2015 event had seen a fabulous battle for victory between Jason Pritchard and Melvyn Evans, with the 2015 BHRC champion mastering the wet conditions to get the better of his rival on that occasion. And after stage 1 it appeared that the rapid Welsh duo would again feature heavily at the top of the time sheets in 2016 with Evans this time the right side of a six second margin.

But just as anticipation of another epic duel began to build, Pritchard and co-driver Clarke soon found themselves condemned to their third BHRC non finish in a row courtesy of a stage 2 engine failure. There is now no room for another retirement if the unlucky North Road Garage sponsored Escort crew are to maintain their championship crown.

Evans, with Patrick Walsh alongside, meanwhile had built a 28 second lead by the end of stage 2 and from then on in was never really challenged as he and Walsh eased away from their opposition over the remaining three stages to claim a comfortable 1 minute and 9 second victory over leading BHRC crew Neil Williams and Peter James.

Second was an excellent result for Williams and James who grabbed the position from the unfortunate Pritchard on stage 2 whilst holding off an early challenge from Rob Smith and Alun Cook. In fact the un-fancied F2 Spec MK2 Escort crew were never outside the top three stages times as they went on to claim a well deserved but rather lonely runner up spot and maximum BHRC points.



Harry Flatters Rally Continued from Page 23

Lying third after stage 2, Smith's strong early showing ended on the very next stage; a rather large off on the approach to the German village allowing Guy Woodcock and Richard Crozier to slip into the final podium position with Simon Tysoe, Paul Barrett, Terry Brown and Barry Jones covered by just 6 seconds in the battle for fourth.

Much like Williams, Woodcock was now all on his own in third, 34 seconds behind second overall but 29 seconds in front of Tysoe in 4th. And 4th and 5th fastest times through the final two stages was enough for he and Richard Crozier to not only claim the final podium position but also wrap up maximum RAC Asphalt points on what was the third round of the new for 2016 championship.

In the close battle for 4th, Second quickest time overall on stage 4 would promote Barrett and Dai Roberts, in the leading Pinto engined machine, firmly into the hotly contested position. The Northern Irish / Welsh duo ending the day as second BHRC registered crew home after managing to hold on through the final stage, leaving Barrett to sit comfortably at the top of the BHRC title race. 2016 champions? It is now a serious possibility.

Barry Jones and Iwan Griffiths meanwhile were six seconds quicker than Simon Tysoe and Paul Morris on stage 4, tying the MK1 Escort crew on total time as they headed into the final stage. Unbelievably the duo would set the exact same time on stage 5 with Jones missing out on fifth courtesy of the stage 1 tie breaker. Thus leaving Tysoe and Morris to round off another strong drive with a top 5 finish to nicely compliment another maximum category 2 points haul.

Elsewhere in category 2, an electrical problem had ended the challenge early for regular front runners Stanley Orr and Guy Weaver. This left the way clear for Wayne Bonser and Rich Aston to take class C3 honours from the similar MK1 machines of Ian Drummond and Jon Ford. Class C2 meanwhile was claimed by the Hillman Avenger of Steven Powell and Jamie Hawkins

14th overall was another top result for class D2 winners Chris Skill and Tom Jordan. The East Midlands crew finishing within 5 minutes of the eventual winners which given Evan's calibre, as one of the quickest men on Welsh tarmac, is no mean feat!

Further back, Ford Cortina GT crew, Bob and Dale Gibbons, were again the pick of the category 1 field, bringing their class B3 machine home in 19th position overall to claim category honours by over 6 minutes from the class winning B1 Morris Mini of Ken Pryce and Don James.

Elsewhere, Paul Mankin and Desmond Bell finished 23rd overall and first in class B5 whilst Bob Seager and Simon Hannam claimed class B2 top spot in their MG Midget.

Whilst a little short on historic entries, it had been a good day on the Epynt ranges. It is a shame that Pritchard was forced into early retirement as a close fight to the end between two of the quickest tarmac shod Escort pilots in the country would have been just what the doctor ordered. However, the ever improving weather made for a pleasurable afternoon in one of the most scenic areas of Wales. More of the same please for both the Red Dragon in a few weeks time and most importantly for my first ever trip to the Manx in mid September. I genuinely cannot wait!

RESULTS

1. Melvyn Evans / Patrick Walsh	Ford Escort (D5)	1.04:57
2. Neil Williams / Peter James	Ford Escort (F2)	+ 1:09
3. Guy Woodcock / Richard Crozier	Ford Escort (D5)	+ 1:49
4. Paul Barrett / Dai Roberts	Ford Escort (D3)	+ 2:13
5. Simon Tysoe / Paul Morris	Ford Escort (C5)	+ 2:27
6. Barry Jones / Iwan Griffiths	Ford Escort (D5)	+ 2:27
7. Daniel Jones / Gerwyn Barry	Ford Escort (D5)	+ 2:55
8. Roger Moran / Ashley Trimble	Ford Escort (D5)	+ 2:57
9. Rudi Lancaster / Kenny Owen	Ford Escort (D5)	+ 2:58
10. Roger Matthews / Tom Marrott	Ford Escort (C5)	+ 3:30



Report & Images Paul Commons
www.paulcommonsmotorsport.com

TYNESIDE STAGES RALLY

So Moz asked me to do another article, "its been a while" he said.

Most recently I was asked to be a Stage Commander on the Tyneside Stages on Otterburn. A rallying friend of mine, Neville Simmons, rang with the request. Well it would be my first time Stage commanding and at a location I have never been before. Nev said, "Don't worry about that, you know more than most, if I didn't think you were up to it I wouldn't be asking, you'll be fine!"

So Saturday saw the journey up and a chance to meet with the Clerk of the Course and have a chance to look at the stage before the event on the Sunday. For those who are unaware, Otterburn is an Army camp up in Northumberland. Bit like Warcop at the side of the A66 at Penrith, but bigger. First impressions were it was very fast, which was to be demonstrated as the Bogie was beaten by a few.

The Stage commander's role differs on different events, for some events it includes recruiting a team to Marshal the stage, to stage set up and strip, signing people on, as well as stage operation. The role however is basically to operate the stage and be the person on the ground that makes quick decisions as to the safety of the stage, keeping rally HQ up to date with any issues.

It's one of those jobs where listening to the radio, either directly or indirectly keeps you in touch with things unfolding. Knee jerk reactions aren't usually well received and spending a couple of mins finding out facts usually is the key to a successful event. You have always to be on the side of caution, however. On events like Otterburn where everything is compact, issues can be quickly attended to and stages reset for action, but in forests sending in the cavalry after stopping the stage, usually means loss of that stage for any remaining competitors.

So the stage was set up by set up teams, and Marshals were signed on by the Chief Marshal, Nev, on the morning. I had stages 3 and 6 "Dudlees" to run (the same stage twice) at close to 7.5 miles, the longest on the event, as well as 9 and 11 "Davysiel" (a different stage twice) a just over 4 miles, later on in the day.

Stage 3 was manned and ready to go by 8 am. I had Dave Brodie, an experienced stage commander, as my start radio. He would keep a watchful eye on my rookie status, whether I wanted him to or not. Thanks Dave, for the assistance. I also had Dee, Al and Chris as my start team, as well as a rookie arrival crew nearby. Rescue and recovery in place and the first course cars arrived. So after about an hour, permission was granted to start the stage and we were live.

The stage ran like a dream, we did have issues with the times given at the arrival control, but this was down to the crew on the previous stage, who were not entering the seconds for the stage times on the time cards. Also the crews were taking longer than the allotted 6 minutes to reach us. This was due to the delays being encountered at the stop line of the previous stage also. But with a word with control we were able to sort and have any time penalties withdrawn. My timing knowledge helped to calm the fears of the nervous crews.

A short delay and reset and we were ready for stage 6, we had 00 car (spectator safety) enter the stage and breakdown, so we awaited recovery from a spare unit so we could get it out of the way. So a slight delay and then 0 car in and we were off again. Again no issues.

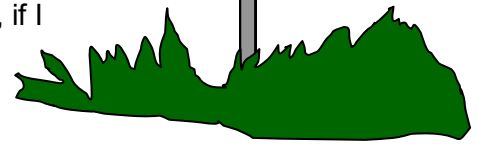
The afternoon saw stages 9 and 11, same start crew, but no Dave now, he was on my stop line. I had to stop stage 11 due to a farmer deciding to drive his tractor onto the stage. Luckily it was reported in by a radio marshal who spotted him, before any issues. Just goes to show what can happen. We were able to get a resolution of the issue and get up and running again. Delay of about 15 minutes. Car 57 decided its bodywork needed rearranging, so they took to the vegetation and rolled the car. Reports were crew OK via the Rallitrak radio, so another stoppage was averted and only pockets were hurt.

Rallitrak, for those of you not familiar is a radio based system, where each crew has a radio within the car. The radio is programmed with the car number. If an incident occurs, either the crew or the Marshals can operate the radio to send one of 2 messages. Either OK or SOS, this is displayed on the radio operators set with the car number. Radio communication can be then carried out in the normal way between the stricken crew and assistance teams.

Rallitrak is of great benefit to rally organisers. It enables 2 things, either a speedy dispatch of assistance, or the ability to keep the stage running and not delay proceedings because you know crews are OK. Just imagine me stood on the start line, car missing, we know it's between post X and Y, but that has taken us 10 minutes to find out already. How long more do you wait before you send vehicles to look. Posts can be miles or yards apart. Finding vehicles on foot on a live stage can eat up several minutes. Even dispatching vehicles can take upwards of 15 minutes on stages up to 9 miles long. A real godsend, but unfortunately not mandatory.

So all in all a good day, a new venue and a new role.

Marshalling Post
With
Gareth Adams



Berwick & DMC + Alnwick & DMC Tyneside Stages Rally

7th August

Cole cleans up!

Damian Cole/Paul Morris emerged victorious from the fourth round of the MSA Asphalt Rally Championship, the Tyneside Stages, in their Fiesta WRC which, after twelve stages on the Otterburn Military Ranges, came home 22s to the good over the Impreza WRC of Steve Simpson/Patrick Walsh. The win consolidates Cole & Morris' lead of their respective Championship categories but, at the same time, they've been unable to shake off the attentions of Simpson/Walsh – after four rounds, both crews have two maximums to their credit!

Unfortunately, although the overall result would not have changed, the event was blighted by several stages being 'cleaned' by a number of crews – a great shame after all the hard work put in by the organisers, Alnwick & District and Berwick & District Motor Clubs, who had already been faced with restrictions to their preferred route.

Outgoing MSA Asphalt Champion Co-driver Jack Morton was 4th, sitting alongside Thomas Preston in his Skoda Fabia R5, while David Tinn had an excellent run in his Proton Satria Neo to take third-place points in the Drivers' table. Having missed the trip to Ireland for the ALMC Stages, Richard Clews returned to the series and brought his Impreza home in 8th place which, in turn, moved him up to 3rd in the table, while the Slingers, Richard & Ben, also claimed a Top Ten finish in their Lancer EVO9.

Mark Borthwick took his ex-Simon Mauger Escort MkII (a past Tyneside Stages winner!) to maximum points in the Millington Rear-Wheel Drive Challenge, ahead of Geoff Glover/Keith Barker whose Astra RWD still leads the category.

Manxman Stu Bainborough was experiencing Otterburn for the first time, bringing his Lancer EVO6 home just ahead of the EVO9 of Oliver Hopkins who, following the demise of David & Mathew White's Impreza, took maximum Group N points to lead the category with three events remaining.

Following the expensive noises emanating from under their Fiesta's bonnet which put them out of the ALMC Stages, William Hill/Richard Crozier returned to take a class win on the Tyneside Stages, and maximum points in the AB Motorsport Front-Wheel Drive Challenge which they now lead. Richard & Pat Egger (Nova) are next, with Paul Clackett/David Millard's Suzuki Swift S1600 also in close attendance.

Making their first appearance of the season in their ex-Kev Monaghan Corsa S1600, Tom Middlemiss/Richard Stewart were Hill/Crozier's nearest rivals on the day. Clackett/Millard were 3rd and Richard Milbank/Lee Bezuidenhout (Corsa) next. Milbank also returned home to Essex with top marks in the 1400cc category, although Bezuidenhout's attempts to join him were thwarted by Val Thompson who was guiding Andrew Egger's Nova round the Ranges to a class win on the event.

Ian & Mags Kelly (Nissan Micra) and David & Mathew Smalley (Vauxhall Corsa) are neck-and-neck in the race for Class B9 honours and, although they already have three maximums on the board, Milbank/Bezuidenhout are far from safe!.....



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Tyneside Stages Rally

Continued from Page 26

Apart from David & Mathew White's non-finish, Tim Seipel was the only other Asphalt Championship driver to return home pointless. He has been experiencing clutch mechanism problems with his MG ZR and what he thought would be a cure proved to be the exact opposite. Consequently, the head-scratching continues as Tim contemplates his next move....

David Hardie/John McCulloch had placed an entry on the Tyneside Stages but their participation was conditional on their Impreza's safe passage through the previous day's Solway Coast Rally. Unfortunately, manifold problems and a broken differential saw to it that they didn't finish one and didn't start the other!....

The Tyneside Stages was also the second asphalt round of the 'mixed-surface' BTRDA Rally Challenge. Steve Simpson/Patrick Walsh were the main beneficiaries, followed by Thomas Preston/Jack Morton but, with two rounds still to go (the all-asphalt Mewla and the North York Moors-based Trackrod) it's Stephen Petch (Fiesta R5+) who holds a narrow lead in the Drivers' table from Preston. Meanwhile Richard Crozier, who has scored on all five events so far, is top Co-driver with Morton as his nearest rival. Currently, any one of the top five drivers and four co-drivers could, theoretically, end the season as Champion!

Andrew Haill



Monday 8th August Meeting Highlights



The August meeting was attended by Jonathan Day (MSA Development Director) and Sue Sanders (Dayinsure Wales Rally GB Event Safety Co-Ordinator).

MSA are having a meeting with Rally 4 Wales so that the final proposal document can have all the facts in it, Jonathan reported that MSA are working behind the scenes.

Bob took the recent proposal from MG Car Club on private track day events not being run under MSA – Kate Adamson (MSA Safety Director) has taken this on-board as there may be insurance implications.

R32.2.a has been amended to 30 minutes per stage, but also need to complete two-thirds of stages through the day – this is for single venue stage rallies only, to allow competitors to return to the event later in the day.

4500 marshals have now been through online accreditation scheme and 1600 of these are new to MSA.

There will hopefully be a Rally Future seminar in the North West around WRGB time.

Club of the Year & Volunteer of the Year – nominations will open in September.

MSA is undergoing a strategic review – and senior management will be presenting to the board in November.

Tracking systems for rallies – the decision has been made and a progress group has been created to look at contractual agreements – ideally looking for it to be in place by mid-2017.

Trying to call Mid-Points – Intermediates instead.

If anyone wants to look at championship regulation changes, please email anwcc@talktalk.net before the end of October.

Next Meeting – Monday 14th November
20.00 at TOFT Cricket Club, nr Knutsford
Rob Jones (MSA Chief Executive) will be in attendance.

Champion's drive by Elfyn Evans on Ulster Rally



MSA BRITISH
RALLY
CHAMPIONSHIP

Elfyn Evans and co-driver Craig Parry won the John Mulholland Motors Ulster Rally this weekend (19/20 August) and with it claimed the 2016 MSA British Rally Championship title.

The DMACK British Rally Team crew continued their impressive success rate, making it four wins from six in Britain's premier rallying series in their Ford Fiesta R5. Ulsterman Jonathan Greer, in a Citroen DS3 R5, equalled his season best with a smooth and controlled drive to second, whilst Scottish driver David Bogie took the final step on the podium in his Skoda Fabia R5 – making it three manufacturers in the top three.

The legendary Ulster Rally got underway at lunchtime on Friday 19 August in front of a large crowd in the heart of Derry/Londonderry city centre. From there, crews took on 48.62 competitive miles on the first day before a mammoth 85.24 miles on the second, totalling 133.86 miles through the challenging lanes of Northern Ireland. Heavy rain on both days made for greasy and demanding conditions, which created difficult tyre choices, as teams attempted to predict the conditions for every stage of the event – hoping for the smallest of advantages over their rivals.

Evans enjoyed an opening day battle with series returnee Keith Cronin and non-registered Alistair Fisher. The World Championship star struggled with tyre choice on the first day but still got the best out of his DMACK-shod Fiesta to chalk up a 4.5 second lead over a hard charging Cronin overnight. On the final day the Dolgellau-based driver showed his class as he eked out a 1:07.6 second lead over Fisher at the finish, to take the 2016 Ulster Rally spoils and with it the 2016 MSA British Rally Championship title.

The Ulster Rally also marked a special anniversary in the Evans household as Elfyn's success comes twenty years on since father Gwyndaf won the same title on the Ulster Rally back in 1996. Elfyn becomes the 38th different name on the BRC trophy after a dominant season, picking up four wins along with a third place on the Pirelli Carlisle – the Circuit of Ireland providing the only blot on his copy book as a mechanical retirement forced him out of the event lead.

Ulsterman Greer piloted his Pirelli-backed Citroen DS3 R5 to a fine second this weekend, equalling his season best, which he achieved on the Circuit of Ireland back in April. Greer had a trouble free run to capitalise on his 'Joker' nomination, doubling his points to put him in hunt for the runners up spot going into the season finale. Bogie started quietly in sixth overall but some inspired tyre choice on Friday evening put him on the cusp of the rostrum heading into the overnight halt. With Cronin's demise on Saturday lunchtime, the Scottish driver pounced in his striking Skoda Fabia R5, to take his first podium since the Circuit of Ireland. Multiple BRC Champion Cronin made a welcome return to the series after missing the previous few rounds. The Irishman came back with a bang as he fought tooth and nail with Evans until the lunchtime service on Saturday.

Continued on Page 29



Ulster Rally

Continued from Page 28

Gearbox and differential gremlins had worked their way into the Citroen DS3 R5, however, and disaster struck when the three-time champion could not select a gear when leaving the service area. After swift and frantic work by the DGM Motorsport crew, the team managed to get back on the road again, but lost two much time with penalties after leaving service late. Eventually the Citroen driver hung on and finished a respectable fourth overall in the BRC section.

The Ulster Rally saw Irish drivers come to the fore with their local Tarmac knowledge paying dividends on the bumpy and challenging asphalt. Sam Moffett and Desi Henry were both hoping to be in the podium hunt but retirements on the second day put paid to their weekends. Marty McCormack, in his Kumho-shod Skoda Fabia S2000, was the first naturally aspirated machine home in fifth, while Circuit of Ireland winner Josh Moffett had a troublesome event but still managed to secure a top six finish.

Rhys Yates has been improving as the season has unfolded and the Michelin-supported Fiesta R5 driver took a fine seventh place at the Derry/Londonderry finish. Tom Cave had a disappointing event by his usually high standards. Transmission failure on the first day saw his Fiesta R5 running in two-wheel-drive configuration for most of the stages. A spirited drive on the final day brought the young Welshman back into the points come the end of the event with eighth.

BRC2 Champion Matt Edwards wrapped up the title on the previous event and decided to step up to the BRC1 category for the final two rallies. Edwards set some promising times for his first run on Tarmac in the Fiesta R5 and took home two championship points with a promising ninth place in the BRC. Tarmac-ace Alex Laffey took his first outright points on the Ulster, improving on every stage to round out the top ten BRC runners.

In the DMACK Junior British Rally Championship, Vauxhall ADAM R2 driver Robert Duggan has been the man to beat all season long and the Ulster Rally was to be no exception. Duggan had waited all season to play his 'Joker' to double his points and he timed his decision to perfection. With Gerard Conway sat alongside, the Irish pair didn't put a foot wrong as they led from start to finish, taking their fourth victory this season and with it the Junior BRC laurels. The pair, like Evans and Parry, have an unassailable lead in the series heading into the final round on the Isle of Man.

Behind Duggan there was an initial fight between Norwegian Sindre Furuseth and local driver Adam Bustard. The pair traded times until an inspired Furuseth, in his Renault Twingo R2, found his form to edge clear of the Ulsterman by the end of the first day. Bustard has had a troubled week as he sustained heavy damage on a local gravel rally the previous weekend. Burning the midnight oil, an inspired drive by Bustard saw the Ford Fiesta R2T driver claim his third podium position in 2016 – making it three marques of cars in the top three and highlighting the competitiveness of the series.

MH Motorsport stablemates Will Graham and Nabila Tejpar both banked solid points to move them up the order in the Junior BRC standings with a fine fourth and fifth respectively.

Although not registered for BRC3, Belfast-based Will Corry made his debut in the striking Toyota GT86 CS-R3 on the Ulster Rally, entertaining the thousands of spectators lining the stages with its sideways antics. A respectable run by Corry in the Japanese machine allowed co-driver Brynmor Pierce to take co-driver points and for Toyota to pick up manufacturers' points.

With BRC4 championship leader Tony Simpson absent in Northern Ireland, round six of the BRC was to see incredible pace from two Irish young-guns. Callum Devine in an Opel ADAM R2 led from start to finish in the category in his Kumho-backed machine. Devine's pace put him an outstanding 17th overall while Marty Gallagher also impressed in his Peugeot 208 R2, claiming a respectable 25th overall to move them closer to the summit of the BRC4 table.

Devine's win in the class makes him the fourth different winner in the BRC4 category.

National Rally Cup winner Robert Blomberg made it at hat-trick of victories, stamping his authority on the NRC standings. Initial event leader Donnie Macdonald retired on Saturday morning with turbo woes while second placed runner Lee Hastings retired with gearbox problems on the same stage. Blomberg, after a string of good results, has put himself into the pound seats ahead of the title decider on the Manx in September. The Swede was also the recipient of the SORT Oil Spirit of the Rally Award for running his Mitsubishi Mirage single handed throughout the event

The next round of the BRC is the season finale which will be held on the Isle of Man (15/17 September).

Round 6 – Ulster Rally

1) Elfyn Evans (GBR)/	Craig Parry (GBR)	Ford Fiesta R5	2:11:15.4
2) Jonathan Greer (GBR)/	Kirsty Riddick (GBR)	Citroen DS3 R5	+ 1:25.4
3) David Bogie (GBR)/	James O'Reilly (IRL)	Skoda Fabia R5 +	+ 2:00.4
4) Keith Cronin (IRL)/	Mikie Galvin (IRL)	Citroen DS3 R5	+ 2:07.4



Lynch seeks to maintain advantage at Lydden Hill

Wigan racer Tony Lynch will look to maintain his advantage in the Supernational Championship standings when the MSA British Rallycross Championship in association with ODYSSEY Batteries heads for Lydden Hill this weekend for the sixth round of the year.

Tony secured a podium finish when Lydden Hill hosted the second round of the campaign back in March, with his team having worked hard since then to make improvements to the KA, which the team is campaigning for the first time this season.

Westhoughton based Tony moved ten points clear in the title race last time out in Belgium, where he secured a dominant victory at the wheel of his Lucas Oil Team Geriatric Ford KA.

Bouyed by his success at Maasmechelen in round five, Tony will look to at least maintain his lead in what looks set to be one of the most competitive Supernational events of the year to date - with a number of front-running cars being added to the entry.

Despite the increased competition, Tony remains optimistic about his chances of further success and vowed to come out fighting as he looks to secure a second win of the year.

"The win in Belgium was fantastic and a huge boost to our confidence, and the aim this weekend is to consolidate the advantage we now have," he said. "It certainly won't be easy this weekend against a strong field but at the same time, it might work in our favour as if we can get to the front of the field, there are a number of people who could take points off those who we are battling for the title.

"A win would obviously be the perfect way to protect the championship lead but I've been around long enough to know that its points rather than wins that will be crucial at the end of the year.

"The car now is totally different to when we raced at Lydden earlier in the year and I'm excited to see how the changes we have made translate into on-track performance. I can't wait for the weekend to come around and I'm ready for the challenge."



A young doctor had moved out to a small community to replace a doctor who was retiring.

The older doctor suggested that the young one accompany him on his rounds, so the community could become familiar with the new doctor.

At the first house a woman complains, "I've been a little sick in my stomach." The older doctor says, "Well, you've probably been overdoing the fresh fruit. Why not cut back on the amount you've been eating and see if that does the trick?" As they left, the younger man said, "You didn't even examine that woman? How'd you come to the diagnosis so quickly?"

"I didn't have to. You noticed I dropped my stethoscope on the floor in there? When I bent over to pick it up, I noticed a half dozen banana peels in the waste bin. That was what probably was making her sick."

The younger doctor said "Pretty clever. If you don't mind, I think I'll try that at the next house."

Arriving at the next house, they spent several minutes talking with a younger woman. She said that she just didn't have the energy she once did and said, "I'm feeling terribly run down lately."

"You've probably been doing too much for the Church," the younger doctor told her. "Perhaps you should cut back a bit and see if that helps."

As they left, the elder doctor said, "I know that woman well. Your diagnosis is almost certainly correct, she's very active in the church, but how did you arrive at it?"

"I did what you did at the last house.

I dropped my stethoscope and when I bent down to retrieve it, I noticed the vicar under the bed."

Here are the top nine comments made by sports commentators during the Olympics that they would like to take back

1. Weightlifting commentator: "This is Gregoriava from Bulgaria. I saw her snatch this morning during her warm up and it was amazing."
2. Dressage commentator: "This is really a lovely horse and I speak from personal experience since I once mounted her mother."
3. Paul Hamm, Gymnast: "I owe a lot to my parents, especially my mother and father."
4. Boxing Analyst: "Sure there have been injuries, and even some deaths in boxing, but none of them really that serious."
5. Softball announcer: "If history repeats itself, I should think we can expect the same thing again."
6. Basketball analyst: "He dribbles a lot and the opposition doesn't like it.
In fact you can see it all over their faces."
7. At the rowing medal ceremony: "Ah, isn't that nice, the wife of the IOC president is hugging the cox of the British crew."
8. Soccer commentator: "Julian Dicks is everywhere. It's like they've got eleven Dicks on the field."
9. Tennis commentator: "One of the reasons Andy is playing so well is that, before the final round, his wife takes out his balls and kisses them . . .
Oh my God, what have I just said?"

Solway Car Club



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Used Car Parts SOLWAY COAST STAGES RALLY

7th August

Tommi Meadows kick-started his rally championship campaign as this weekend saw him take a respectable finish after having 5 months out of the car

The Clitheroe teenager made a return to the stages on the Solway Coast Junior Rally alongside co-driver Gareth Hooper. This is the only rally where the Scottish, Irish and English/Welsh junior championships come together, so a strong entry of 30 cars lined up for the start.

After having missed 2 rallies due to Tommi's exams, the pairing needed to get some points back on the scoreboard after falling behind. The crew started off with a good pace which saw them sitting comfortable inside the top 10 of the overall rally standings and 5th of the 'Kick Start' championship runners.

"We thought we might have been a bit too steady on the first stage," said Meadows, "You can't just come back into competition after a long time out and expect to be right in the mix. But the times have been good and we are happy with how the day is going so far".

The Solway Coast Rally is the most popular event on the junior calendar, as it comprises of narrow & fast roads where a pace-note system is used to navigate the sub-1000cc rally cars through the stages. However, the stages are also notorious for being extremely challenging and catching crews out. With mechanical dramas and off-road excursions hampering crews throughout the field, the Sagar Insurances-backed Nissan Micra continued to set times at the top end of the leaderboard, leading to a move up the leaderboard by the end of the day.

By the finish of the final stage, Meadows and Hooper had moved up to 5th in the overall in the overall rally standings, with 4th in the 'Kick Start' category. As well as this, the crew also came away as 1st of the Micra crews; a great achievement in itself as the Micras slightly lack power compared to the newer cars that dominate the top of the leaderboards.

Speaking after the rally, Tommi Meadows said "It's been a really good day. The car performed brilliantly and we made no major mistakes. This result is good for our championship campaign as it gives us some solid points which we can carry forward to the next rally at Caerwent. I'd like to give a big thanks to my co-driver Gareth Hooper who did a top job reading pacenotes for the first time!"

Thanks to the following for their invaluable support:

Proflex Shock Absorbers

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**formula 1000
RALLY CLUB**

Tommi Meadows : Clitheroe & DMC

Scammonden Dam Hill Climb

Saturday the 14th of August saw me making my way through the endless roadworks on the M62 towards Huddersfield for Pendle & DMCs Scammonden Dam Hill Climb. These roadworks (and the frustrating 50mph speed limit) seem to have been there forever. At 7am on a Saturday morning there was next to no traffic and certainly no work taking place yet still we have to creep along at a snails pace.

Get signed on and get allocated my marshalling point. My companion for the day is Charlie Woodward. Charlie and I go way back to the very early seventies when we were both novice navigators. I navigated for Dave Leach and Charlie navigated for Daves twin brother Graham.

When you are marshalling on a Hill Climb there is an awful lot of time between runs with not a right lot to do so we had a catch up. Charlie and I lost touch with each other when I moved up to Caton in 1980 and although we had met twice since then it was only very briefly so you can imagine there was a lot to catch up on.

There was a lot of 'Do you remember ?' and no I am not going to embarrass Charlie, me or the people we discussed but we had a right good laugh, and I dont want to be sued for slander either.

We put Motorsport to rights, then the world and eventually got round to Doctors, ailments, medication and who of our generation is still alive.

Every now and then our nattering was disturbed as some noisy cars drove past. Most annoying, didn't they know we were having a chinwag (the phrase 'Old Washer Women' springs to mind)

Eventually we were called into action when a car went off into the ARMCO on the bend after us. Took us a very long time to walk up the hill to the scene of the incident (we dont run anymore and certainly not up hill!) With only 3 wheels now on this car it took a fair time to recover.

Driver OK only battered pride and wallet but the delay meant that that was the end of competition for the day.

Good natter. What Hill Climb?

(See pages 51 & 52 for a proper report)



***A right pair of Geriatric Scallywags
marshalling on the Pendle & DMCs
Scammonden Dam Hill Climb
Charlie Woodward & Maurice Ellison***

Fire Training at Darwen Services Saturday 20th August

It was only after I had completed this course that I fully realised how much I had forgotten since I did my last Fire Training Course or maybe it was that things had progressed more than I had realised but it was well worth taking the time to do this refresher.

We started with a Powerpoint presentation covering the objectives and explaining causes of fire, Heat Sources, Fuels The Triangle of Fire Types of Extinguishers, Checks to make, various on-board systems, what to wear and teamwork to successfully extinguish a fire. The presentation also covered How to attack a fire and the safest ways to do so. This was all concluded with a question and answer session before moving outside to put into practice all we had learned.

Despite being told not to get close to the fire yours truly forgot all that when it came to my turn with the extinguishers.

Was most impressed with the Foam extinguishers when used after the Powder extinguishers. Our instructor then had trouble relighting the fire for the next team.

For a much better report see page 33





Fire Training

As summer ends, my brother Simon and I head across Lancashire to the M65 Services at Darwen / Blackburn for an afternoon of marshal fire training, both theory and practical. The event has been organised by Steve Johnson (Regional Development Officer 'Go Motorsport') and his club team with support from the MSA and sits alongside a Production Car Autotest in the services car park. In previous years the event has been organised as an evening event at Accrington Cricket Club, but the services are an accessible and fine alternative venue.

We sign on just after 1pm and are rewarded with a much appreciated meal voucher to spend on McDonald's finest cuisine, a welcome and warming treat as the rain intermittently pelts it down outside. Our booked class at 1:30 includes a couple of fire 'virgin's' alongside a couple of more experienced marshals including a colleague from Bulldog Recovery who has probably travelled the furthest from mid Wales for this rare opportunity for practical hands on fire training. Before being let loose on the fires we sit down to a short focussed practical session that includes the theory of fire, the use of extinguishers and very importantly personal safety. Interestingly we are all reminded that our primary role is to safely get the crew out of the rally car in the event of a fire and only then in effect see if we can extinguish the fire. No matter how many times you sit down to such training, there is always something fresh or an essential reminder to what you may have learnt before.

Theory over it is then time to done our waterproofs and head outside to meet our practical trainers from Pennine Fire & Safety (John and Harry) who have set up in the service yard at the rear of the main services. Four cut down drums of kerosene and a couple of gas powered fire trays provide the professional training rig. John is instructive in the use of the powder and foam extinguishers and how we should operate in pairs, powder to knock the fire down and then foam to cool and seal the surface of the fire to prevent re-ignition. Quite bizarrely in this age of 'health & safety' John is only allowed very limited use of the AFFF foam extinguishers in case the foam gets in the water course and instead the training foam extinguishers are filled with fairy liquid, so not only does it 'do dishes and is kind to your hands' it helps fire marshal training !. In turn the training rig is lit and in pairs we tackle the fires, with everyone given the opportunity to use both the powder and foam extinguishers. Although we are at the rear of the service station I hate to think what those in the adjacent McDonalds drive thru queue thought as the flaming drums and trays sent flames shooting up into the air, perhaps that's how they grill the burgers here in Lancashire !.

Training over John, generous as ever offers the trainees a free powder extinguisher from surplus equipment that is still charged and perfectly serviceable and would otherwise be disposed of as it comes to the end of it's 'commercial' but not useable life.

With training records signed and certificates issued it's time to head back over to Liverpool. Next its back into Wales and stage rallying at Trawsfynydd and the Gareth Hall Memorial Rally, let's hope I don't just yet need to apply this valuable fire training.

Ian Davies (Gemini 23)

A big thank you to the professional team from Pennine Fire & Safety Limited



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IGNITION

FESTIVAL OF MOTORING

SECC GLASGOW | 5 - 7 AUGUST 2016



Grass Roots Motor Sport

Ignition Festival of Motoring, SECC, Glasgow

What a great show with lots of action.

This show was very well received by those attending it. The public got close to cars in action. We did ask several of those attending the show, all said it was great and good value for money. At lunchtime on Saturday and Sunday, most food stalls queue had a minimum 20-30 persons waiting to be served! The venue was close to being full on the Saturday.

- (Estimated attendance but not confirmed - they could be way out).
- Friday 8,000 + Go Motorsport passenger rides 70
- Saturday 24,000 + Go Motorsport passenger rides 140
- Sunday 20,000+ Go Motorsport passenger rides 60 - High winds 3hrs +stopped.

Live event.

Scottish Sporting Car Club provided a great number, several in attendance all three days, signing passengers on for a free ride and ensuring they were all fastened in, safety first.

This was a great first event for the Ignition Festival of Motoring Glasgow Show, it has set a new standard in getting the public into motorsport shows. 2017 looks to be even better!

Steve Johnson - Alison Clark
Go Motorsport RDOs



Wigton Motor Club Cumbria Classic Weekend

The 28th Cumbria Classic Weekend organised by Wigton Motor Club proved to be another great success attracting enthusiasts from all over the UK and even Italy and Belgium!

The weekend started on Saturday with the Rose and Thistle Tour when some 90 cars set off from Houghton Hall for a 120 mile tour of the Borders and Pennines. Despite the heavy rain during the afternoon sections all the cars returned to the finish at Lowther Castle.

Sunday was the day for the Cumbria Classic and Motorsport Show at Dalem Main near Penrith with some 700 cars entered. The weather proved to be very good and enthusiasts were able to enjoy seeing the cars, club displays, traders and autotests in warm sunny conditions.

Highlights included the autotests put on by expert drivers from the Wigton Motor Club with passenger rides being sold for charity, and the superb display of competition cars on the Club stand which also included the car from the Max Max films.

The prestigious Car of the Show award went to the MG C GT of Alan Ingham and the Club Stand award to the Skoda Owners Club.

Wigton Motor Club is the largest motor club in the north of England and has won the MSA Motor Club of the year twice, one of only two clubs to have done so.



Dave Scaife

Top Ten For Frank At Knockhill

Knockhill in Scotland was the venue for round seven of the MSA F4 British Championship whereby Frank Bird continued his great mid-season form to score points for a third successive meeting. After a superb performance to score a top ten finish at Croft back in June which he then repeated at Snetterton last month, the Penrith-born 16-year-old was in confident mood travelling to the Fife racetrack but the weekend wasn't without its problems. Mixed weather conditions threatened to disrupt plans but Frank showed good pace during Friday's test session in the Be Wiser, Hager and Frank Bird Poultry-backed Fortec Motorsport car but it was in Saturday's qualifying that he upped the ante.

An inspired decision to pit for dry tyres as the track rapidly dried out proved beneficial as Frank ended up qualifying in sixth place whereby his grid position was bolstered by penalties to two other drivers meaning a career-best row two start for Saturday's opening 20-minute race.

Any hopes of a good result were dashed, however, when he made a mistake in the early stages before his race ended in the gravel trap but it was in race two on Sunday morning which saw him continue his great run of form. A steady start saw Frank gradually make his way up to tenth where he remained to cross the line and score another valuable point.

With confidence again high for the final race, Frank was pushing hard when he made contact with another car late in the race which damaged the front wing and resulted in him finishing in 14th place to end a dramatic weekend. Frank now turns his attention to the next round which takes place at Rockingham at the end of the month whereby he's looking to improve on his hat-trick of tenth places.



NORTH WEST RACERS

With Dave Williams and Rachel Bourne

RACERS CELEBRATE GOLDEN ANNIVERSARY

On 6th August the BARC North Western Centre celebrated 50 years of organising meetings at Oulton Park. A single outing for their flagship category – the CNC Heads Sports/Saloon – headlined the anniversary event which was staged on the International Layout.

On the same weekend, the contenders in the Avon Tyres Northern Formula Ford 1600 Championship took on their counterparts from the National series over two races at a very windy Anglesey.

CNC HEADS SPORTS/SALOON

A bumper entry of almost 40 cars turned out for the BARC(NW) Golden Jubilee. Perhaps Garry Watson was contemplating the significance of the day when he forgot to brake the second time he approached Cascades during qualifying. Fortunately, the Westfield driver avoided hitting anything solid and continued, setting the pole time on his final lap.

Surprisingly, Steve Harris was the fastest of the two Saker team mates after Paul Rose became held up in traffic following a pit-stop to check his tyre pressures. The first 3 qualified within a second of each other while a further second back was reigning champion, Joe Spencer, who was plagued by understeer in his Stuart Taylor Locosaki.

Starting from the front, Harris was hoping for a good race – possibly even a win – but it all went awry when the red lights went out and he made a poor getaway which saw him complete the opening lap down in fifth. Watson was therefore unchallenged on the run down to Old Hall as Spencer moved up into second.

The next tour saw both Sakers on the move. Harris took fourth from Dave Harvey's Locosaki at Old Hall while Rose demoted Harvey's team mate, Spencer, further round the circuit. A quartet of laps later Harris was also ahead of Spencer as, with the help of lapped traffic, Rose closed in on Watson.

Rose almost took the lead at Lodge as he completed lap 8 before executing a successful manoeuvre at the next bend, Old Hall. Harris managed to make it a Sakar 1 – 2 when Watson's engine cut out exiting the last corner of the race. Not realising the chequered flag was coming out he coasted towards the pit-lane but suddenly the motor fired up enabling him to salvage third.

AVON TYRES NORTHERN FORMULA FORD 1600 PRE90

Jaap Blijleven was optimistic about beating his nemesis, Jamie Jardine, to pole for race 1 during Saturday morning's qualifying session after the UCLAN Racing team repaired at crack in the front bulkhead of his Reynard 88FF during Friday's test day but, as seems to have been the case all season, Jardine was able to lap Anglesey's Coastal Circuit a tenth faster in his Dave Hart tended Reynard 84FF. This pair were a second faster than everyone else which included entrants from the National Championship.

Due to a pile-up in the midfield at the Bookatrack.com Banking at the first time of asking, the opening encounter of the weekend had to be started twice. On each occasion Blijleven beat Jardine into the first corner.

Once the red flag interruption was out of the way, Blijleven enjoyed great speed through Target but Jardine always reeled him in under braking for Rocket. This stalemate continued until the closing stages of the 20 minutes when the leader increasingly began to suffer from oversteer.



Another win for Paul Rose



Jamie Jardine lifts a wheel holding off Jaap Blijleven

Continued on Page 37

NORTH WEST RACERS

With Dave Williams

Continued from Page 36

This resulted in him struggling to find traction exiting the Bookatrack.com Banking and enabled Jardine to carry more speed down the long back straight so that he was in striking distance to take a race-winning lead at Rocket. Blijleven was a frustrated runner-up. While National contender, Ben Tinkler, completed the podium in his Reynard 89FF after Nick Barnes retired when the throttle cable broke on his Van Diemen RF87.

Race 2 was staged on Sunday morning with the grid decided by the previous day's finishing order. So Jardine was on pole but just like the previous day, Blijleven was the initial leader. This time Jardine was ahead as early as lap 3 but thanks to the UCLAN Team leaving no stone unturned in optimising his car, Blijleven was able to stay with him.

We were robbed of an exciting battle for victory when the pipe on Jardine's overflow tank came adrift. With petrol being sprayed everywhere he had to retire in the pits leaving a lack of concentration the only thing that could deny Blijleven and he kept his focus to take the flag.

Tinkler finished as runner-up but he had to fight for the entire 20 minutes. First the Reynard 87FF of Ian Wolfenden was all over his gearbox until he spun at Peel. Barnes then took up the challenge having come through from the back of the grid. He made it into second but Tinkler snatched the place back the last time they braked for Rocket and then drove defensively to hold on for the remainder of the lap.

AVON TYRES NORTHERN FORMULA FORD 1600 POST89

Unlike their Pre90 counterparts, the Northern Post89 competitors were beaten to pole by visitors from the National Championship. There was no shame in that however as, thanks to a place in the Mazda Road to Indy Shootout being up for grabs to whoever wins the title, the National series is the most competitive it has been for many years. The quality of the entry at each round has been worthy of a Formula Ford Festival final.

It was a case of what might have been for Kevin O'Hara as the Irishman secured pole in the family run Van Diemen RF01. He had planned to undertake a full season in the National Championship but injuries sustained in a mountain biking accident over the Winter meant this was the first time he had made an appearance. Championship leader, Niall Murray (Van Diemen RF99), set the second fastest time.

Remarkably, the top 16 cars were covered by a second in qualifying. Buoyed by a power boost having had a new motor fitted to his B-M Racing Van Diemen LA10, David McArthur was the best of the regulars from the Northern Championship in sixth.

O'Hara's hopes of converting pole into race 1 victory were dashed by problems with his brakes and front suspension. This allowed Murray to take an unchallenged win. For much of the 20 minutes O'Hara feistily held on to second place despite his mechanical problems until contact with another car caused a puncture and a retirement in the pits. McArthur once again scored the best result of those focussing on the Northern Championship. A great opening lap put him in position to inherit fourth with the demise of O'Hara.

The Mancunian looked set to repeat the fourth place finish in race 2 but, with the grid set by the result of the previous encounter, O'Hara charged through from the back of the grid and pushed him down to fifth on the last lap. Out front, Murray completed a magnificent double.

**Report by Dave Williams,
Photos courtesy of Rachel Bourne**



A new engine was a boost to David McArthur

After retiring, I went to the Social Security office to apply for Social Security.

The woman behind the counter asked me for my driver's license to verify my age.

I looked in my pockets and realized I had left my wallet at home. I told the woman that I was very sorry, but I would have to go home and come back later.

The woman said, 'Unbutton your shirt'.

So I opened my shirt revealing my curly silver hair.

She said, 'That silver hair on your chest is proof enough for me' and she processed my Social Security application.

When I got home, I excitedly told my wife about my experience at the Social Security office.

She said, 'You should have dropped your pants. You might have gotten disability too.'

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2016 Calendar of Events

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Sun 25th September

Heroes Stages

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G&PMC + P&DMC

**25th to 30th
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WRC (GB)

Wales

Sat 5th November

**Neil Howard
Memorial Stages**

Oulton Park

Bolton-le-Moors CC

Sun. 20th November

Cadwell Stages Rally

Cadwell Park

North Humberside MC

26th/27th November

**Glyn Memorial
Stages Rally**

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



Captions. Please

Photo Left

The Three Musketeers

Ian Evans (Silk 6)

Keith Lamb (Gemini 9)

Phil Rees (Jupiter 24)



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

**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 15 Gareth Hall Stages

G	23	Ian Davies	90	points
G	21	Derek Bedson	60	points
G	48	Peter Langtree	60	points
G	57	James Atkinson	60	points
G	56	Tony Jones	55	points
G	31	Duncan Stock	50	points
G	11	Mark Wilkinson	50	points
G	09	Keith Lamb	50	points
G	03	Les Fragle	50	points
G	33	John Ellis	45	points
G	55	Steve & Matt Broadbent	40	points
G	41	Jerry Lucas	40	points
G	13	Stuart Dickenson	40	points
G	01	Bill Wilmer	40	points
G	25	Chris Woodcock	35	points
G	37	Lee Skilling	35	points
G	07	Tony & Avril Lee	30	points
G	65	Brian Eaton	30	points
G	24	Paul Henry	30	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	14	Adrian Lloyd	20	points
G	69	Maurice Ellison	20	points
G	41	Jerry Lucas	20	points
G	28	Andrew Taylor	15	points
G	06	Dave Crosby	15	points
G	05	Steve Coombes	10	points
G	58	Geoff Ingram	10	points
G	32	Bryan Flint	10	points
G	51	Gerry Morris	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

August

Radio Mutterings

Garth Hall Memorial Stages

The Ranges Motorsport Centre, Trawsfynydd 27th August.

After the previous weeks fire training, this week I'm off to Wales and a venue I haven't been to for a very long time, the Ranges Motorsport Centre and Bala & District Motor Clubs event. The drive down in the early morning is simply 'world class' as the early morning light illuminates some spectacular Welsh scenery. Arriving at the venue a little before 8am, I quickly sign on and grab a much needed bacon bap (buttie to you and me). I must start by paying tribute to the organising team of CoC Emyr Hall and Chief Marshal Brian Roberts, the pre-event paperwork would put a WRC event to shame. The electronic pack included the usual safety / ops manual, roadbook, maps and instructions etc but little touches like simple route directions into the venue were much appreciated, as was the refreshment 'goody bag' handed out at signing on. Well done Bala & District MC.

Once organised, it's time to head into the stage and my location at Post 8 towards the forest end of the stage complex. With perfect weather we start on time after a Road Opening and two course cars have been through with Car 1 of a very disappointingly small 33 car field at 09:20 as promised. Despite the short stages the action is all go from the off and Stage 1 see's Car 30 hit the tyres hard at the 'triangle' junction, with their transmission apparently locked solid and the first of what proves to be a record number of requests for suspended or winch recoveries for John and Paul in Gemini Recovery.

With 32 cars safely through to the forest end, we begin the process of reversing the stage ready for Stage 2. It seems that the 'red mist' has come down early and cars seem to be throwing themselves off the stage a bit like lemmings. Car 10 has the mother of recoveries in front of me as they land badly from the small yump before my post and hurtle off into the field only to by some miracle return back onto the stage some 25m later. Car 12 however only manages a couple of metres from the start line before a half shaft gives up the ghost, although they return to play later in the event. Sadly Car 15 is not so lucky and takes a big off after the flying finish, only to find their car hit by Car 22 who repeat the accident moments later. Thankfully although checked out by the Cam medics, both are OK, although recovering both cars through the day is a lengthy and difficult process for the Gemini boys.

Stage 3 continues the incident packed theme with Car 29 rolling at Junction 10 but managing to get back on it's wheels. It just goes to show that 'size doesn't always matter' as the short stages are action packed from start to finish. Car 0 a white Mk II Escort running as second course car is really trying and their luck finally runs out on Stage 4 as they throw the car off the stage and into a ditch just before the triangle junction. It's funny but I never seem to be amazed by the number of 'safety' vehicles that seem to end up in similar circumstances on events.



Geoff Jones & Kylie Evans



Ken Pugh & Keith Morris land heavily at the small yump



Kevin Kerr & Max Freeman

Continued on Page 41

After much assistance from marshals and spectators they are eventually pushed up the banking and into a safer location and the stage can start. Car 10 who probably frightened themselves silly at my location on the second run is noticeably slower and respectful of the yump on this second reverse direction run. The casualties continue to mount up as Cars 18 and 35 end their runs at the side of the stage this time around, leaving just 27 runners still on four rolling wheels.

The recoveries just keep on coming and I really can't remember an event with so many recoveries, particularly suspended tows or winching and John and Paul probably get a seasons' worth of experience all rolled into one day. Stage 5 finds 26 starters tackle what is proving to be a surprisingly challenging set of compact stages. After their earlier off and recovery Car 0 is back in the hunt, although not looking as pristine as their first appearance. This time around Car 19 manages to hit trouble and grinds to a halt, stuck in gear another job for the 'dynamic duo' in Gemini Recovery. The action is non-stop, with slick stage turnarounds meaning that apart from some recovery down time, the action is almost continuous.

By some miracle Stage 6 passes off without incident and we all breath a sigh of relief, although the pause is only temporary and by the end of Stage 7 only 22 runners are left. This stage sees the retirement of Car 1 at the end of the stage and Car 16 stopping at the triangle (a popular location by all accounts) and another suspended tow for Gemini Recovery.

Stage 8 passes off without too much drama and my location and the run down to the forest then takes a break from the action for Stage 9 as the cars head from the road end up through the triangle and into the finish alongside the paddock area. Listening into the radio and looking down on the action, Car 31 manages to lose a wheel and limps to the side of the stage with Summit 5. Thankfully for the next run this area isn't used and the service crew and trailer, with a little 'supervision' from John and Paul manage to recover the car safely.

With all of the incidents and action, my location sports one of the latest innovations in stage furniture the 'emergency muster point' sign ?. (OK it's from the MOD contractors work compound but with everything happening on this event, who knows we might need it !!).

Stage 10 see's Car 2 take a very heavy landing at one of the jumps and the car limps to the stop line making some rather ominous mechanical banging noises, although they make it to the end of the stage and continue. A rather uneventful final stage for my location sees 23 cars finish stage 11, before heading to the final short run that misses out the forest end part of the stage.

All in all a thoroughly enjoyable and well organised event, who knows I might not leave it ten years or so before I next return to this rather compact and nonetheless challenging venue.

Ian Davies (Gemini 23)



A bloke's wife goes missing whilst scuba diving reefs off the east coast of Australia. He reports her to the Police as missing, he searches fruitlessly for her, and spends a terrible night worrying about what could have happened to her. The next morning there's a knock at his door and he opens it to a couple of policemen, an older Sergeant and a young Constable. The Sergeant says, "Mate, we have some news for you. Unfortunately we have bad news, but also a couple of bits of good news." "I guess I'd better have the bad news first", says the bloke.

The Sergeant says, "I'm really sorry mate, but your wife's dead. Young Billy here found her wedged in a little cleft in the reef. He got a line around her and we pulled her up, but she was dead mate."

The bloke is naturally upset to hear this and has a bit of a turn, but after a few minutes he pulls himself together and asks what the good news is.

The Sergeant says, "Well, when we got your wife up to the boat there were quite a few good-sized lobsters and a bunch of nice crabs attached to her, so we've brought you a share."

He hands the bloke a bag with a couple of big lobsters and five crabs in it.

"Gee thanks mate. They're bloody beauties. I guess it's an ill wind and all that..., so what's the other good news?"

"Well", the Sergeant says, "If you fancy a quick trip, me and Billy get off duty at 11 o'clock and we're gonna shoot on over to the reef and pull her up again."

It is now some 47 years since my last Rally as a driver. Having recently changed my car from the lumbering shed (Peugeot 407 SW 2litre Turbo Diesel with none existent handling and brakes) for an Imported Honda Integra DC5, I thought I might have another go in the Right hand seat. Tony Vart was talked into sitting in the silly seat (he must have been drunk at the time). The event, the first round of Hexham & DMCs 12 Car Rallies series 'The September Sortie'

Going back some 48 years my Second and last outing as a driver was one of Spring Hill Car Clubs 12 car Rallies. I was supposed to doing it in my Mk 1 Broadspeed Escort but I cracked a piston 3 days before the event (copious amounts of smoke from the exhaust) and the only car I could lay my hands on at such short notice was my fathers 3litre Capri.

There was one condition that he made, he had to come with me. So Dad was going to be my navigator for the night and the wife was dumped. The problem with this was that he had never plotted a map before and whilst he might have been OK finding his way on the annual summer holidays its quiet another thing finding the right slots, at speed, around the lanes of the Ribble Valley and getting him to understand TARGA Timing proved to be beyond his ken. After a night of trying to explain I eventually gave up and told him I would plot the route, sort out the timing and all he had to do was call the correct junctions. The following night I managed to fit my Cibies and a flexy light and we were ready to go.

Dad and I signed on and because of his inexperience and I had previously only driven on one event so we were put in the novice class. We got the route instructions, plotted it up and set off. Well before we got to TC2 and still on A roads I had to stop to allow my dad to be sick. It was going to be a tough night for him once we got on the lanes. We managed to get round the whole route without him being sick again but his job had now become to hold the map and shine the flexi on it so that I could see it when we came into controls and also pass the Time Card to marshals. I then had to memorise the route (with the odd stop to check some sections). We won the Novice pot. Dad was chuffed to bits but wouldn't let me borrow the car again for future events, something about driving like a lunatic and the fact that we got less than 5mpg and having to buy a new set of rear tyres after the event (I hardly ever got the car into third gear so we couldn't have been going that quick)

If you are now left wondering what my first Rally was as a driver it was in a Wolsley Hornet with Colin Welsh as my Navigator. Plot & Bash but just map references chucked in at TC1. Colin made a very basic error plotting the first reference. Instead of plotting with the Northings as the first part of the reference he plotted it as an Easting. Unlucky for us that it plotted on a road and to make matters worse the approach roughly tied in too. Colin was very quiet and just calling junctions as we made our way to TC2. Then he told me that he couldn't get any of the other references to plot on any roads and would I mind pulling over whilst he could plot without being thrown about. We pull over and I then read him the next reference (and having a peek at where it plotted). Problem solved (and a few choice words from me) but we had spent 8 minutes going in the wrong direction and 3 minutes sorting out the error. Quickly turn around and eventually make TC2 but had dropped 20+ minutes. We made it to the finish with no further mistakes, no fails and still within our maximum lateness but still finished last (with the time we dropped after TC2 we would have won it) . Hope Tony is a lot better than my previous Navigators and that I can still manage to drive competitively without stuffing it. (Long walk home from Hexham if I do stuff it) Report on how we get on next month.

Grumpy Old Git



Those of you that read the whole of Spotlight may be aware of Keith Thomas. Keith now competes on Hillclimbs in a Buckler MkV (supercharged 1172cc)



Keith & Edwin Cook Trialing the Buckler

Buckler began to produce sports cars, primarily for racing in 1947. They were unusual in that they featured spaceframe construction. The cars were of high quality and supplied either fully built to order with a works body or optionally (and mostly) in component form for home completion. They were designed to accept a range of mechanical components to enable buyers to create a lightweight sports car suitable for road use and in rallies, trials, speed hillclimbs or racing. The first model, based on Derek Buckler's own very successful 1947 Buckler Special, was called the Mark V. Buckler allegedly did not want people to think it was the first car.

Got a bit off track there but back in June I got an email from Keith inviting me to attend a meeting that he has each month with some of his 'Petrol Head' friends at Workington Golf Club. I couldn't make the July meeting but said I would be able to get to the August one. I then met up with Keith and his wife Carol at their home in Branthwaite and then after showing me his Buckler, Lowcost, Triumph Stag & a Crossle Trials car we made our way to the Golf Club. He was going to take me in the Buckler but it was raining and he decided to use his 4X4 and keep me dry.

There were 18 or so people at this very casual meeting. All of them in the process of building or restoring old classics and a very enjoyable evening was had by yours truly. Edwin Cook (80 yrs young) told me about rolling on the recent Scottish Rally when Co-Driving for Louise Aitkin-Walkers daughter and then whilst co driving for his son the very next weekend rolled again . His next event will be Mull where he be Co-Driving for his son again (and there was me thinking I was getting too long in the tooth for this navigating lark).

Absolute cracking night. Thanks for making me so welcome





BLUE STREAK TARGA RALLY

Spadeadam Motor Club used to be famous (or should that read Infamous) for running the Countdown Navigational Road Rally. A lot of Navigational Road Rallies get criticism for 'MENZA' type clues but these other rallies couldn't hold a candle to Spadeadam MC when it comes to difficulty. It was last run in 2013. I had competed on it since 2008. In the 5 years that I did the event it was only in 2013 that a Novice (Me & Pete Jagger) eventually managed to finish the event and that was with Novices getting simpler navigation. Consequently every year that went by the entries fell and then failed to run in 2014 when only 12 crews entered.

In 2015 Spadeadam MC decided to put their organisation skills into running the Blue Streak Targa Rally. The feedback was very good for a first attempt so an improved event was planned for 2016.

A total of 16 Tests were on offer with 90 road miles. No maps required. All of the route available at signing on in two formats. 1) a simple road book and 2) pre-printed maps with the route and test sites already drawn on. Prior to the event it was rumoured that at least one of the tests was going to be on closed roads around the centre of Brampton !!!!!

Start, Lunch Halt and Finish were all held at the Golden Fleece Hotel at Ruleholme on the A689.

I didn't do the 2015 event but I am told that several crews who did were critical of the 2015 tests and thought they were a little too Rough and a bit too 'Autotesty'. I found the same problem with this years event as far as being overly complex but not rough at all. It was very difficult getting the calls for where to go in fast enough and the majority of test venues did not flow sufficiently well even though the vast majority of Test Sites were very good indeed.

The Brampton Town centre Tests (Tests 2, 8 & 10) I can understand why they were the way they were. It was all about keeping the speed down with all those spectators. Great promotion for Motor Sport although heaven help you if you got it wrong because the jeering from the crowd was deafening (Yep, we got it wrong) but the cheers when you got it right was equally loud. (Yep we also got a cheer or two but not as many cheers as we got jeers) Thoroughly enjoyed it but could have enjoyed it more if the tests had been just a little more flowing. They would still have got a result The base is there it now just needs refining. Finished 3rd in Class. Did Better in the afternoon than the morning.

Very Well done Spadeadam MC. Dont know who was responsible for or how you got to use Brampton Town Centre but it was pure genius (p.s. just read Ed Grahams report, pg 41, so now I do)

www.youtube.com/watch?v=_Za2C4xcizO

Maurice Ellison : Clitheroe & DMC



Photos Courtesy of Tony North

BLUE STREAK TARGA RALLY

NESCRO

Historic Motorsport In The North
Of England And Scotland

TOWN CENTRE TEST IN SPECTACULAR SETTING

The sight and sounds of classic cars echoed round the main street and market place of the small market town of Brampton in Cumbria as the Blue Streak Historic Rally and Targa broke new ground with a test slap bang in the middle of the main shopping area and boy was it lapped up by the locals who turned out in force to witness the all the action. Street action is an all too rare occurrence in this country, unlike in Europe where it is a feature of hundreds of rallies but the Spadeadam Motor Club proved that, promoted correctly, it can be run quite safely and the public will lap it up. That the test ran at all was the culmination of months of hard work by the event's Clerk of the Course, Ian Robinson who was thrilled to see his long cherished dream come to fruition.

Ian has lived in Brampton all his life and is a well known figure in the town, not least because he was in business for many years..... as the town's undertaker !!! He was determined to realise his ambition and get a test in the town centre and was fortunate in finding a staunch ally in County Councillor Lawrence Fisher, a man who lives and breathes Brampton and it's tourist potential. It was Councillor Fisher who steered the club through the minefield of legislation and persuaded the Brampton Town Council and Cumbria County Council to grant a road closing order. There was then the not inconsiderable task of convincing the police that the event would not endanger the public, fortunately the area's Police Liason Officer was supportive and the final hurdle was overcome when Stagecoach agreed to divert the scheduled bus service away from the town centre

The job was by no means complete however, there was still the monumental task of PR'ing the local business's and hotels around the planned course but, amazingly, all proved to be enthusiastically behind the scheme, with the SPAR grocers ordering in extra sandwiches and the nearby Nags Head pub setting up a fast food stall outside their premises. The course, which was set up in just over an hour early on the morning of the event, was extremely well laid out with the public well protected by sturdy barriers while an ambulance and team of paramedics were stationed outside the 17th century Guildhall where they were joined by Brampton's official Town Crier, complete with extremely noisy handbell.

The Course, just under half a mile long, started in High Cross Street, the actual start line situated right beside an ancient stone house which bore a large plaque informing all and sundry that it had been the headquarters of Bonnie Prince Charlie during his siege of Carlisle in 1745 !, and a short blast saw cars pirouette through 360 degrees before blasting round the cobbled market square before negotiating a multi coned chicane down the main street. After another 360 degree turn outside the Howard Arms hotel, it was back up the main street and down High Cross Street to the finish line.

By the time the first car arrived on the start line a large crowd had assembled, all eager to see the action and as the Triumph TR3A of Charles and Sarah Stansfield appeared there were loud cheers to encourage them on their way. Indeed, the atmosphere was more like a soccer match with every slide and slither warmly applauded while the odd error was met with shouts of derision and much laughter. The atmosphere was fantastic and the crowd lapped it up, remaining in numbers for the three visits the rally made to the venue throughout the day. The whole operation was an unquestionable success and ,with the enthusiastic backing of the local council, it is hoped it can be repeated in the future.

Ed Graham ; Hexham & DMC. Photographs courtesy of Tony North



BLUE STREAK TARGA RALLY

As the 2016 WMC/Gates Rally Challenge moved beyond its mid-point, attention turned to the terrain to the north and east of Carlisle for Spadeadam Motor Club's Blue Streak Targa Challenge Rally. Eight historic and six Targa competitors from the WMC/Gates Challenge presented themselves for scrutineering together with numerous other local Targa crews and a number of other NESCR0 Historic competitors. Ample trailer parking, noise and scrutineering were all located in a small industrial estate just outside Brampton and signing on, the Start, lunch and Finish were all accommodated in the nearby Golden Fleece. Documentation was first class and an abundance of marshals helped the event to run smoothly throughout the day. Maps were not required and navigation for the compact route was all contained in the tulp road book.

The first Section comprised 5 tests with a mixture of smooth tarmac, concrete and gravel surfaces. Test diagrams were excellent and needed to be because of the substantial number of cones on most tests. The highlight of the first Section and perhaps of the day was the closed roads Test in the centre of Brampton which was used 3 times through the day to the delight of both the appreciative crowd and the competitors. After these five tests John Bertram/Andy Fish, Mexico, had stamped their authority on the event and led the Historics with a clean, tidy and quick run totalling 350sec's and Kevin Savage/Phillip Savage, Volvo PV, took a comfortable 2nd with 397s.

WMC/Gates Historic crews followed with John/Marion Sloan, Midget, taking an early lead on 405s, Marsden/Garstang Escort Mk1 on 421s, Graves/Palmer, TR4, 462s, Fenwick/Carmichael, Golf, 475s, David Agnew/Alan Jackson, 911, on 521s (with two disputed WTs), David/Paul Garstang, Fiesta Mk1, (also with a disputed WT) 534s, Ian Dixon/Maurice Millar, MGB GT, 611s and Paul Slingsby/Michael Fox, MGB, on 656s.

Among the WMC/Gates Targa competitors, Andrew Graham/George Edminson started well on 354s followed by Geoff/Maggy Bateman on 453s, Dave Winter/Michael Pears 462s, Joe Harwood/Jai Wall 469s, Angela Jones/Willie Jarman 484s and Chris Hunter/Fiona Tyson having forgettable first Section on 513s.

Excellent tests requiring maximum concentration in the first Section had everybody very focussed as we started out on the tests in the second Section. Three new test layouts and one repeated from Section one continued to challenge the crews. Bertram and Savage continued to lead the Historic field with totals for this Section of 290s and 336s but the WMC/Gates crews were fighting back with Marsden/Garstang on 320s, Agnew/Jackson fully focussed on 331s, Dixon/Millar 334s, Team Sloan 337s and Graves/Palmer 339s. WMC/Gates Targa crews were also going well with Hunter/Tyson staging a fightback with a stonking 295s, G&M Bateman 332s, while Graham/Edminson suffered a setback with 372s, Jones/Jarman started to pull back time on 384s with Harwood/Wall on 389s - these latter two crews would be locked in battle for the remainder of the event.

A welcome break for a simple and satisfying lunch helped crews wind down and compare notes. Many were the tales of confusion and "debate" as crews adjusted to the intensity of the tests. Many were the sharp intakes of breath as crews realised how punitive the test maximums were if you incurred a WT. But, many were the tales of joy at being able to put on a show in Brampton.



Continued on Page 46

Blue Streak Targa Rally

Continued from Page 45

Overall the mid-term report was "Must do better next term" - so we did. My *enthusiastic* chauffer enjoyed Brampton so much (as did the crowd by the noise they made) that by lunchtime I'd almost lost my voice trying to prevent him doing extra half laps that weren't on my test diagrams!!!! Sadly, Roland Proudlock had departed for A&E with serious scalding incurred when investigating an overheating engine

After lunch we lined up for two more Sections and another seven tests. Test 10 was a new layout in Brampton with 11, 12 & 13 reruns of some of the morning's tests - so, an opportunity to improve on the morning's times. Bertram with 291s and Savage on 311s were still in a league of their own but Savage was getting back into his old BTRDA mode with the big PV dropping just 20s to Bertram through these four tests. Agnew/Jackson were "on it" with 318s as were Graves/Palmer 319s, Marsden/Garstang taking a line fault and 329s while Garstang/Garstang had got the little Fiesta wound up after replacing a failing set of plugs with 331s (why did I rebuild that car for them?). Andrew Graham/George Edminson had a sure footed round with 293s, Hunter/Tyson were going well on 296s and the Batemans had 308s. Jones/Jarman had a good Section recording 327s to Joe Harwood's 356s but with another round to go there was time for Joe to fight back.

The final Section of three tests was just to the south-east of Gretna and it was well worth the trip over there. A long slalom with chicanes along a disused tarmac road put smiles on faces but the final two tests, again on tarmac, wiped away the grins as we had to concentrate hard at the end of a demanding day. Bertram/Fish took 248s but Savage/Savage closed the gap to 11s with 259s. Agnew/Jackson were flying with 247s, Graves/Palmer had 280s, Team Sloan were on 286s and Ian Dixon had 292s. Andrew Graham/George Edminson flew through the Section on 224s, Hunter/Tyson continued to improve with 254, the Batemans were on 283 and Joe Harwood got ahead of Angela Jones with 299s to her 334s. Dave Winter/Michael Pears rounded off the WMC/Gates Targa crews with 335s.

John Bertram/Andy Fish took a well deserved overall victory with 1179s, Kevin/Phillip Savage were second Historic on 1303, Marsden/Garstang were mightily relieved to scrape 3rd with 1394s, Team Sloan had 1397s, Graves/Palmer had 1400s but had suffered a punitive test maximum during the day, Agnew/Jackson along with others suffered the dreaded test maximums with 1417s, Dixon/Millar 1594s, Fenwick/Carmichael 1646s, Garstang/Garstang on 1664s and Slingsby/Fox on 1761s.

Andrew Graham/George Edminson took the WMC/Gates Targa Class with 1243s, Hunter/Tyson had a solid 1358s, Geoff/Maggy Bateman 1376s, Harwood/Wall on 1513s got ahead of Jones/Jarman 1529s and Winter/Pears finished on 1735s.

Thanks go to Spadeadam Motor Club's team, their marshals, supporters and sponsors for delivering a distinctive and well organised event. Our next WMC/Gates Round is the Doonhamer on September 18th and I look forward to continuing the battle for 2016 Challenge points

Mike Garstang. Wigton MC



BLUE STREAK TARGA RALLY



Blackpool South Shore Motor Club members Quentin James and Tom Howe were back in rally action at the weekend as they continued their campaign to win the NESCR0 Targa Rally Challenge series.

James, from Kirkham, and Howe from Lea, were contesting Spadeadam Motor Club's Blue Streak Rally in their Citroen C2 GT with the aim of adding to their tally of championship points. The event was based in Brampton where the local council secured a road closure order that enabled three of the event's special tests to be run over public roads. It proved a great success with competitors and spectators alike as the town took on a carnival like atmosphere with the Town Cryer also playing his part!

As for the rally itself the South Shore duo got off to a great start challenging for the class lead through the early tests. Sadly, it didn't last as a couple of errors saw them drop down the standings, and they slipped down the order, ultimately finishing thirteenth overall and fifth in class.

James said "We were pleased with our pace, we beat the bogey time on a couple of tests, but we need to cut out the silly mistakes."

The pair still lead the Challenge series which will be decided in October with two rounds in the space of a week starting with the Solway Rally in Cumbria and followed by the Stocktonian Rally in Durham.

Photo Courtesy of Phil James

PRO-RALLY PHOTOGRAPHY

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NESCRO CLASSIC CHALLENGE

Pos	Driver	Total
1	John Bertram	366.7
2	David Marsden	346.1
3	David Short	174.2
4	Jim Hendry	170.0
5	Ian Dixon	167.7
6	Stephen Byrne	164.5
7	Ben Blanchard	158.3
8	Ray Jude	146.4
9	Gavin Thomson	136.6
10	John Ruddock	103.3
11	Ross Butterworth	101.7
12	David Agnew	99.9
13	John Haygarth	98.9
14	Kevin Savage	98.8
15	Richard Goodacre	95.7
16	Paul Slingsby	95.1
17	John Sloan	91.6
18	Andy Lane	90.0
19	John Fenwick	88.3
20	James Griffiths	87.8

Pos	Navigator	Total
1	Andrew Fish	366.7
2	Mike Garstang	346.1
3	Roy Heath	174.2
4	David Byrne	164.5
5	Bob Hargreaves	158.3
6	Ben Jude	146.4
7	Maurice Millar	137.7
8	Dave Lauder	136.6
9	Ali Procter	106.7
10	Roger Burkill	103.3
11	Alan Jackson	99.9
12	Nicky Staniforth	98.9
13	Phillip Savage	98.8
14	Peter Birtles	95.7
15	Michael Fox	95.1
16	Graham Couser	93.3
17	Marian Sloan	91.6
18	Richard Crozier	90.0
19	Scott Wiffen	87.8
20	Sarah Stansfield	86.7

NESCRO TARGA CHALLENGE

Pos	Driver	Total
1	Quentin James	343.6
2	Joe Harwood	251.0
3	Andrew Graham	207.0
4	Craig Wallace	189.7
5	Chris Hunter	187.2
6	Geoffrey Bateman	169.8
7	Chris Marsh	168.2
8	Drew McLean	166.5
9	Ryan Hay	150.0
10=	Grainger Robertson	145.0
10=	Chris Dodds	145.0
12	Angela Jones	124.2
13	Martin Lloyd	97.5
14	Paul Whyte	92.4
15	Stuart Newby	90.0
16	Stephen Short	88.9
17	Stephen Palmer	86.7
18	Sam Collis	85.0
19	Graeme Galloway	83.7
20	Graham Malthouse	78.4

Pos	Navigator	Total
1	Tom Howe	343.6
2	George Edminson	207.0
3	Clifford Auld	189.7
4	Fiona Tyson	187.2
5	Margaret Bateman	169.8
6	Andy Beaumont	168.2
7	Karina McLean	166.5
8	Jai Wall	151.5
9	Niall Thomson	150.0
10	Josh Davison	145.0
11	William Jarman	124.2
12	David Lumsden	99.5
13	Rob Lloyd	97.5
14	Kevin Andrews	92.4
15	Russell Walker	90.0
16	John Turnbull	88.9
17	Jack Palmer	86.7
18=	David Robertson	85.0
18=	Gary Evans	85.0
20	Owen Malthouse	83.7

NESCRO

*North of England &
Scottish Classic Rally
Organisers*



2016 Events Calendar

4th September

**C (Targa & Classic), E & N
Weardale Classic
& Targa Rally**

Durham Automobile Club

18th September

**C (Targa & Classic), E & N
Doonhamer Classic
& Targa Rally**

South of Scotland Car Club

16th October

**C (Targa & Classic), E & N
Solway Classic
& Targa Weekend**

Wigton Motor Club Ltd

Sat 22nd October

**Stocktonian
Targa Rally**

Stockton MC

19th & 20th Nov

**C (Targa & Classic), E & N
The Caledonian 200
(Classic & Targa Road Rally)**

www.nescro.co.uk

Results Updated following the Blue Streak Targa Rally

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

Ripon MC St Wilfrids Classic Rally

One year on from our solitary HRCR outing in 2015 and we were back at Ripon Market square, 7.30am searching for coffee. The previous year, I'd got lost and dropped 17mins on regularities so it was a bit nerve racking waiting to see if I'd do the same mistakes again!

This year we've had a first ever go at the HRCR clubman's championship with the result being seeded 20th out of 50 cars and first expert despite being in one of the older cars. We feel it's an advantage to set off later since the tests are more "worn" and it's a bit easier for the driver to follow tracks so our seeding was ideal in this regard. With a couple of regularities plotted the night before we got the 1st handout with an hour to go, and a tricky one following hill chevrons which meant not always going the most direct route to the finish nearly 25miles away. Successfully down on map we headed to the first test, after being sent on our way by the town crier, obviously!

What a test too, loose gravel, open corners and over a mile long in a military test zone. We fluffed a turn off the main track requiring some nifty reversing but other than that were safely through. Following test 2 we were into familiar territory in the quarry and had tests 3 – 7 all laid out in the dusty gravel which we safely negotiated save for sending dust in all which ways which inevitably ended up heading for marshals, we are grateful really!

Regularity 1 wound it's way from Lightwater Valley all the way to the bottom of park rash through Coverdale. It was pretty eventful with a mild panic when we couldn't find Caldberg sign for a speed change, instead seeing every combination of Caldbergh and then getting stuck behind tourist traffic. Thankfully we made it past and some nifty driving got us back on track and then Bob Hargreaves jumps out from nowhere for a control, still no sign and the times ended up being scrubbed. The last section was the descent down park rash and it was with some surprise to see car 19 stop mid regularity for a nature stop and then come roaring back past us, now that is confidence!

Reg 2 was pre plotted but was mayhem at the start with the road blocked by traffic so we waited until all was clear and soon found clear road although impatient tourists at the next control got excited about using their horn, because they were delayed 1.5 miliseconds on their Sunday drive. I think some people go out to find something to moan about.

Test 3 went up and over Redmire Moor and then into a sneaky little gated road which was used on the 1000 mile trial. We were unsure of how we were doing at this point, and rolling into a control realising I had been reading the wrong speed didn't help, 9 seconds dropped and feeling like an idiot! We had one final test round Leyburn auction mart which Dad took with full gusto, sideways where possible, spectacular if not the quickest!

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St Wilfreds Classic Rally **Continued from Page 48**

No results as at lunch and we were mid teens up to the first tests so at least that was something for what felt like a scrappy morning. Onto reg 4 and this was handed out with 6 minutes to plot before you had to start, it was mostly fine as it was letters intersecting the road but you had to look closely, I had to look even closer when Clive Baty and Peter Scott appeared towards us about 5 minutes in, questions arose in the car and we decided to keep going on our plot, thankfully they retook us a few minutes later. Brad Piercy and Martin Phaff (Sunbeam Ti) dropped 2s on this entire regularity, the best performance of the day on any one regularity.

We finished with 4 tests at Thornborough, home of grass tracking in Yorkshire. The first test was entertaining, missing a slot right and then nearly collecting a fence post as we jumped towards it exiting some deep ruts at speed, regardless we managed to complete them without fail, including a first, a hand-brake turn in a Volvo pv (wet grass...). John Rud-dock and Roger Burkill were quickest in here taking 12s off everyone and 20s off us.

And then it was the final reg, plot and bash for this one, if it was going wrong it was happening here today. I missplotted the first section and then fortunately corrected myself on review and then the 2nd set of tulips I just couldn't get to work, but had neglected the first tulip being right at the control, thanks to Dad for pointing that one out (it's a team game). This took us just north of Skipton on Swale where I uttered those words, "I hope there is a control along here otherwise we've gone wrong" and thankfully hidden on the GW there was. A final stretch into Topcliffe and we were done with 2nd best time on the overall regularity, quite the opposite of last years mess up.

Overall win went to Matt Warren and Andy Pullan, they just can't stop winning this year, a great team. Simon Mellings and Ryan Pickering in 2nd, Simon said later he'd given everything on the tests. And rounded out by Simon Harris and Cath Woodman in 3rd. We'd managed an excellent 5th and a few demons had been exorcised (until next time). A really well run event by the Ripon club and the marshals really did the club proud standing out in all kinds of windy conditions.

Niall Frost : Malton MC
With Pop driving
(Simon Frost, Kirkby Lonsdale MC)



Photos Courtesy of Tony North



The Cooper Car Club & Bugatti Owners' Club Prescott Hillclimb

Saturday 30th July

John Cooper founded the Cooper Car Company seventy years ago and to celebrate this small step on the way to Formula One glory a celebration event was held at the historic Prescott Hillclimb on Saturday 30th July.

The Cooper Car Club joined forces with the Bugatti Owners' Club to organise a celebration of Cooper Cars. The event took place almost exactly 70 years to the day when John Cooper and friend Eric Brandon competed with their self built Fiat Topolino based, JAP engined prototype Cooper Mk1, at Prescott's inaugural Post War meeting. Cooper never looked back and within 12 years Cooper were Grand Prix World Champions with Jack Brabham at the wheel, in the process having completely transformed the design of the Grand Prix car in leading the rear engine revolution.

Having cut their teeth with motorcycle based 500cc Formula 3 cars, Cooper went on to dominate in constructing a diverse range of Formula and Sports Cars. At their peak Cooper were the world's largest dedicated manufacturers of racing cars. They dominated in Formula 1 in 1959 and 1960 with two world championship titles. Production included Formula 2, Formula 3 with 500's in the 1950's to Formula Junior and again with 1000cc screamers in the mid 1960's. Racing sports cars ranged from sublime Cooper-Jaguars to compact 1100cc Cooper Bobtails, 2.5 litre Cooper Monaco's and of course not forgetting the iconic Mini Cooper.

The event highlighted a range of Coopers from across the years at Prescott both as static displays and competing on the hill. Entries included John Cooper's son, Michael in his ex Works Jackie Stewart Cooper T72. Guest in the paddock included Paddy Hopkirk, 'Smokin' John Rhodes and Stuart Turner along with both competing cars and display cars from Cooper's heyday and the present.

The paddock was filled with Cooper 500's from the 50's and the later Formula 1 and Formula 2 rear engined racing cars and the fabulous Cooper Bob Tail and sports racers. The 500s competed on the hill treating the crowds to their usual sideways antics one taking it a little too far and rolling - fortunately nothing but pride was injured.

A round of the DEWS Mini Championship and Bugatti Owners Club Handicap Championship kept the hill full all day. One individual drove to the meeting from Maldon in Essex and competed in his 5700cc McLaren Can Am car. Yes it's road legal and he drove it home.

In the display area there were over 50 Mini Coopers ranging from the Monte Carlo winning Mini Cooper driven by Paddy who also put on a display run up the hill to their latest BMW Coopers. My RSP Cooper had been invited and proudly took its place in the display area.

All in all a great event and one which will live in the memory for many years to come.

Chris Lee : Lancashire Automobile Club



Pendle & DMC Scammonden Dam Hill Climb 14th August

After several years of being out in the wilderness with regards entries for our annual visit to this testing hill. For 2016, it looked like our fortunes had changed, I think the most we had ever had since 2006 was 32 in 2012, but more than not we usually end up with low twenties...so to have 37 paid entries ...albeit only 35 actually appeared, was something of a great pleasure and would see our event run into the black.

The next problem...trailers and car parking...This I gave over to Alan Shaw & Les Elringham who more than coped, along with the constant updates from Peter Wright with the megaphone.. Not having dealt with such numbers I thought we coped fairly admirably. It was a pleasure to see two old Springhill Car Club die hards, team up and marshal at point 4.

I called upon Huddersfield to help me search for a chief Marshal, this they did very admirably. not only did we have our own hand held radios, but a proper radio service from top to bottom of the hill.

Of the 37 paid entries only 35 turned up, still not so sure why they did not appear.

As usual we were licensed to run 12 runs....which with the entry was never going to be so after the 2 practice runs, I calculated that 7 timed was going to be the maximum . . and if all went to plan, this should end the competition at around 5:30 . . . however best laid plans etc ???, Put paid to that !!!!

Anyway it was hearting to see more single seaters appearing ,and also competitors from the 3 new championships we had been invited too . . Liverpools, Longtons and Also Nottinghamshire Sports car club.

Several competitors in saloon cars ..began to “moan” about the mud on the tack and are we going to sweep it etc...a quick natter to the marshals soon revealed who the culprits were ...the people complaining. This was later proven, when the pictures from the official photographer showed them cutting the corner and going on the grass.

They say things happen in threes...and the event proved that.. The timing people had gremlins in their usually 110% trouble free & perfect machinery, this did cause a delay..however, I can now sit down and run the start line...with no need to go up the hill, until “brew” time. David and the lads from time team, had got me a remote/radio start button, linked to there gear. This is a great idea...mainly because, I no longer have to stand in the bushes behind the Armco,...which this years was not too good, as the trees/shrubs in front of me, had grown so big, that I could no longer see Eve & Graham at their point . . a must in case of a red flag scenario. Everything was going swimmingly until the last man on his 6 run and the last in his group, went off !!! big style...he had ripped both wheels off after a huge impact with the Armco. I now went in to panic mode...not having had an accident of this nature in previous years...It was a case of how do we move the car...Never had a recovery with suspended tow facilities...that's for those rallying people aint it ????? We have always go away with using club members Simon Nicholson's big “UTE”, for just a straight tow.

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Scammonden Dam Hill Climb

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Anyway all was sorted....being a single seater.. the "recovery" people man handle the car back into the blokes trailer easy !!!!.The time taken to recover it etc, meant that I had no option but to cancel the 7th run.. Believe it or not, that was welcomed by most, saying at Barbon & Harewood 2 runs is the best you could hope for.

As run 6 was the last to count for results etc.. I could declare them provisional as soon as. Again with no queries etc it was time to award trophies ...and the 3rd incident of the day Class 4a Sports Libre cars had 2 drivers with exactly the same time 26:63,As the MSA rule states you go back to the next fastest time once again both had a time of 27:07,however Car 26 took the award with a 26:73.As usual, there is a few class records broken, this year in 2 litre raly cars Ben Butterworth stop the clocks .23 of second to record a 26:15.Chris Taylor in the Racing car class 1100- 1600 with a new time of 24:32,bettering the previous record set by Ian Scott of Megaspin fame by .30 of a second. Class 1F was a new class so the record was set by David Smithies in the NSU 1000 with a time of 35:54.Class 1E ..2 & 4 seater sports cars over 2000cc,was well beaten by Simon Butterworth in the Porsche, taking over 1.5 seconds from the previous record held by Duncan Woodcock with a 27:19,to be beaten by Simon with a 27:19 .The fastest tim of the day was set by Robert Bailey . . the son of the 2015 events FTD...his father in the OMS 2000, but as his dad said " my 2015 was faster anyway " sour grapes maybe.

And so another excellent days motorsport ...helped by all the marshals and the excellent "chuck wagon" providing the hot food facilities ..Good to see Richard Ashton up and about after back surgery.. and letting his deputies look after the medical side of things with Calder rescue. I am hoping this could the start of a renaissance for Scammonden..With perhaps some more modifications/ upgrades.

The only thing I missed out on,....I would have loved to be able to over hear the conversation between Maurice & Charlie ..reminiscing over 30 years of motorsport...I will bet there will have been lots of character assassinations. If the amount of times I heard the words "what a muppet he is/was".. from the both of them. (Rod : you were not meant to overhear us talking about you !!! Maurice)

Thanks once again to all who helped, make the event the success it was. We must be doing something right.. if you read the comments on "Uphill racers", every one saying how much they enjoyed the event and will return...even the guy who crashed...could not believe how he went home with a bent car, but a 1st in class trophy !!!

Rod Brereton (CoC) : Pendle & DMC



**Photos Courtesy
of Brian Taylor**
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Longton & DMC Three Sisters Sprint July 30th

Saturday July 30th saw Three sisters racing circuit Aston in Makerfeild as the venue for Longton and District motor club's National B status event, and qualifying rounds of Longton's Northern Speed Championship and Longton's Sprint Series, ANWCC Sprint Championship, Classic Marques Speed Challenge, Liverpool Motor club's speed championship, MG Car Club Luffield Speed Championship, Seven Oaks and District Motor Club Speed League, Revinglton TR/TR Register Sprint and Hillclimb Championship, TVRCC Speed Championship and Westfield Sports Car Club Speed Series, with seventy competitors competing in nineteen classes and various championships on the 1143 metre circuit 2 over five timed and two practice runs ensured the track wasn't empty for long. The weather was warm and dry all day and first class away was Les Wilson in car 722 in the SB standard saloon cars 1400-2000cc class who recorded his winning time and new record of 55.26 in his Renault Clio on the first timed run beating record holder David Goodlad into second place in his Peugeot 205GTI. Next we had Saloon cars class 1B 1400-2000cc with James Kerr's Peugeot 205GTI putting in a winning time of 51.86 achieved in timed run four and beating Second placed Man Steve Price in his Subaru Impreza who had a best time of 53.73 which means Fred Currell's record of 51.5 set in 2013 in his VW golf survives. Class 1C was won by Alan Sawyer in a Subaru impreza with a time of 51.58 not quick enough to take Robert Wakelin's Subaru Impreza record of 49.28 which has stood since 2009. Class 1D 2&4 seater sports cars up to 2000cc had two Honda S2000 one Toyota and a MGF competing against each other, and both Honda's came out on top with Martin Rowe just putting Roger Fish in runner up spot with a time of 51.03 over Roger's time of 51.10. Class 1E Sports Cars over 2000cc was won by Darren Jones in his Porsche Cayman S with a best time of 51.87. Relegating the TVR's of William Champion and Duncan Woodcock into second and third places respectively. Class 1G was contested by two Lotus Elise's of Rob Holt and Stephen Wilson, which was won by Stephen Wilson with a time of 54.45 taking Rob Holt record of 57.23 set in May. This year Rob narrowly missed out with a time of 54.53. Road Going kit cars up to 1700cc with car engines class 2A was won by the Sylva Striker of Michael Bellerby in a time of 49.33 gained in his second timed run. Class 2B kit cars with engines over 1700cc saw Nigel fox come out on top with a time of 48.75 in his Caterham Seven while second place went to Maurici Revilla's Westfield SEIW with a time of 49.53 obtained in his first run, the second run saw a DNF as he hit the scenery and did not continue. Class 3B saloon cars 1400-2000cc was dominated by record holder Andy Larton with a time of 49.37 not as quick as his record set in 2014 but quick enough to hold off John Moxham in his Larton engine developments Peugeot with a time of 50.60. Class 3C saloon cars over 2000cc was won by Chris Edwards in a well turned out Mazda 323GTX with a best time of 48.37. Class 3E sports cars over 2000cc had David Welton put in a best time of 56.21 to take the class win in his TVR Tasmin.

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Three Sisters Sprint

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Modified kit cars with a car engine over 1700cc class 3G was a contest between four Westfield's driven by David Cleaver, Chris Griffiths Graham Frankland, and Michael Skidmore with David Cleaver's SEIW coming out on top with a best time of 45.71 Modified kit cars with motorcycle engines class 3H was again a battle of the Westfield Matt Turner's RI engined car put up the best time of 44.48 just slightly slower than his record of 44.25 set in June 2013 with Terry Everall second Harry Moody third and Andrew Hargreaves finishing fourth there was a non starter Christopher Boyd but he managed one Practice run Class 4A hillclimb supersports & sports libre cars up to 1700cc was contested by Howard Wilkinson in his Radical Prosports finishing with a time of 51.06 Class 4B hillclimb supersports & sports libre cars over 1700cc had The pairing of Jonathan and John Davies sharing the team FOSCA motor-sport Peugeot 205GTI with Jonathan showing the fastest time of 51.81 the next four classes were all single seat racing cars classes 5A,5B,5C,and 5D class 5A racing cars up to 1100cc was won by Matthew Vaughan in a OMS PR with a time of 43.65, who he was sharing with Richard Vaughan who came in runner up with a time of 44.24, Class 5B the Formula Fords saw phil Nelson's time of 47.36 good enough to win the class from Geoff Ward who put in a 48.38

5C racing cars over 1100cc-1600cc had a new class record of 41.61 achieved by Steve Morgan in an Empire 00 Evo beating Chris Taylor into second spot and Oliver Taylor in to Third in their Shared Hitech DP. Class 5D Racing cars 1600-2000 saw just two entrants Glynn Sketchley in a Force PT and James Wilkinson in a Reynard Vauxhall Lotus with the winning time going to the Force PT of Glyn Sketchley who obtained 43.34 over two timed runs, while the Raynard of James Wilkinson showed a best time of 43.56 from timed run 5 Classic Marques sports cars and the TR/TR register Class C Saw Matthew Eady set the Record for this class of 50.8 in his Ginetta G4 with Steve Lyle second with 51.29 in a Porsche Boxster S. Class MG1 the Luffield MG cars up to 2000cc speed Championship again there was no record for this class before Ian Howlett put in his time of 54.65 in a MGF beating David Coulthard (I thought that as well) in to second in a MGZR160 with a time of 56.68. MG2 the Luffield championship for MG cars over 2000cc had Andy Walker in a MGB V8 and Nick Walker in a MGB GTV8 a time of 48.90 a new record for class was set up by Andy Walker in his B V8 while nick walker showed a time of 63.33 Class TVA-TVR with 4 or 6 cylinder engines built before 1st January 1992 allowed Michael Roe to retain his record by putting in a time of 51.36 in his immaculate TVR Vixen. Class TVB all other TVR's had only two competitors Richard Bream in a TVR Chimaera with a time of 53.68 beating runner up Ian Horsfall in his TVR Cerbera giving a time of 54.36. Another excellent well organised event put on by Longton and District Motor club, who move on to Anglesey's picturesque coastal Trac Mon Racing Circuit in North Wales for their final two rounds of the speed championship on the 1st and 2nd October.



Photos Courtesy of Brian Taylor

www.whitedogphotography.co.uk

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Inside the Industry

with Paul Gilligan

Beware “Easy” Payments

The vast majority of new and used cars sold in this country are financed in one way or another. Nothing wrong with that, the vast majority of houses are rented or mortgaged, those trucks that deliver your supermarket goods will be funded, and even the aircraft that took you on your summer hols is probably leased.

As Personal Contract Purchase (PCP) deals have brought attractively low monthly payments on new cars, the problem has become how to sell used cars when new ones start at not much more than £100 a month? PCPs have recently started to be offered on used cars up to 2 years old, and I see this trend continuing, as it always should have. PCPs are not suitable however for older cars, but these still need to be sold.

In order to achieve a competitive monthly payment some dealers have recently started offering these cars on 5 year finance deals. One word: DON'T! I was recently contacted by one of my business customers who had a staff member who'd bought a used car about 18 months ago, now needed something bigger due to an earlier than planned new family member, could I help.

The young lady had bought a used car that was at the time just over 4 years old for about £5500, placed a small deposit and signed a 5 year finance deal. 18 months in she owes about £4250, £2000 more than the trade value of the car! This is called “negative equity”. She calls it something different! She won't finish the finance payments until the car is almost 10 years old. She won't have any worthwhile equity in it until it's over 9 years old. She is in a word trapped unless she suddenly comes into some money, and of course maintenance costs will inevitably increase as her car ages.

Silly thing is for not a lot more per month she could have bought a brand new car on a PCP, and saved on maintenance costs to make up the difference. Selling 5 year old cars on 5 year finance agreements should be banned, but frankly no sensible dealer should do it, if only because you can't sell that customer another car for at least 4 years, not a good business strategy. Most important no sensible buyer should sign that deal.

Driverless Drives On

Apologies, perhaps my worst ever headline! Moving on rapidly, Tesla having suffered bad publicity from a fatal crash while the car was in autonomous mode, have now seen one if their cars actually SAVE a life. One of their customers suffered a potentially fatal embolism whilst driving home from work. Rather than pull over and wait for an ambulance, he put the car into auto mode and asked the sat nav to take it to the nearest hospital, which it did. He was lucky in that he remained conscious enough to persuade the car he was still capable of taking over if required, and it faithfully delivered him to the required medical facility. Rumours that the next Tesla new model will be called “Lassie” are being strongly denied, and those who didn't watch TV or films in the 50s and 60s will be bemused by that one anyway.

Meanwhile the biggest boost yet for the development of driverless cars came just this week. Ford announced they were committing millions, if not billions, of dollars to be able to launch fully autonomous high volume cars by 2021, only 5 years away. And Ford aren't starting at the bottom. Their first driverless car will be US Level 4, which means no steering wheel, no pedals, no messing. Ford's boss Mark Fields said this week:

“The next decade will be defined by the automation of the automobile, and we see autonomous vehicles as having as big an impact on society as Ford's moving assembly line did 100 years ago. We (Ford) are dedicated to putting on the road an autonomous vehicle that can improve safety and solve social and environmental challenges for millions of people, and not just those who can afford a luxury car,”

Note the closing dig at Tesla!

This I think is the game changer. I met Mark Fields when he briefly came to Europe to head up PAG which comprised Jaguar, Land Rover, Volvo, and Aston Martin. Of course Ford own none of those now, but Mark was always clearly destined for the top. If he thinks, and has persuaded Ford's Board and Stockholders to agree, that driverless is the way forward, and worth betting a few billion on, who am I to disagree. Enjoy your driving while you can I suggest

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Mercedes Meant It

My regular reader, if he's not died of boredom by now, might remember that almost 3 years ago I mentioned being invited to a meeting by Mercedes Corporate Sales. The theme was that Merc from the very top had decided they had been "asleep" (their words) and had allowed Audi and BMW to overtake them. This had to be and would be corrected.

Frankly I didn't believe a word of it. At the time BMW were the clear sales leader in the UK, Audi 80% of BM, Merc only just over 50% of BM.

Now take a look at UK sales (OK registrations) to end July this year:

BMW	101309
AUDI	101103
MERCEDES	100253

I'd have to say Mercedes have done it in a more "orderly" way than the other two. BMW have dramatically increased their sales into the rental market, with large quantities of 6 month old cars available at bargain prices, and enormous amounts of pre registered cars also. Audi have been a little better behaved, but Mercedes have simply developed attractive new products, affordable finance offers, won a few F1 Championships, and done the job. Sounds easy, but it certainly wasn't I think.

Super September?

The next new registration plate (66 if you haven't been paying attention) comes in just a week or so's time. This is the last big new car volume of the year, the last chance for manufacturers and dealers to get near those ambitious targets set late last year. This is when the bargains come out to play, particularly late in the month. Currently UK and European new car sales are slowing, but factories keep producing. Most manufacturers have imposed price increases due to the drop in the value of the pound, but you can safely ignore that. When sales are slowing real prices certainly won't rise. I envisage lots of action towards the end of September, and will report further this time next month.

Paul Gilligan **GVC**
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IS WRC TAKING A WRONG SLOT?

Anyone who like me watched the TV coverage of Rally Finland (still The 1000 Lakes to those of us of a certain age) can't fail to be impressed. The speeds were fantastic, the highest in the WRC, cars flying over the infamous jumps in the air for a few hundred metres at a lot more than 100mph.

Impressive! But hang on a minute. Spectators were only a few yards away. And as a friend of mine said at these speeds an accident would take a LOOONG time to end.

Crowd control on rallies has improved remarkably over recent years, but not everywhere. A friend whose job takes him to many events tells me that on Eastern European events spectator control is more or less non-existent.

Next year WRC cars are to become quite a lot faster. Like that's needed? More power, more aerodynamics, more money. Toyota are coming back and I'm told will happily sell examples of their new car to "satellite" teams for 1 Million Euros per car + VAT. Then there's the spares of course.

Am I sounding old (probably) if I say this can only end in tears. When cars are too fast for the roads they compete on this is normally the way. Let's look at the history. Most recently Group B rally cars were banned in the 1980s after accidents in which spectators were killed by an errant Ford RS 200 in Portugal, and the immensely talented Henri Toivonen and his co driver Sergio Cresto perished in a Lancia Delta S4 on the Tour de Corse.

History, if you're interested, teaches us some lessons, or it should. Try these for size:

1903 Paris – Madrid Road Race

Long distance road racing was becoming popular, and seen by infant manufacturers as a great way to publicise their products. However it was impossible to control crowds over such long distances, and as almost all roads were unsurfaced dust became a major problem. This race was to be made up of 3 legs, Paris-Bordeaux (552km), Bordeaux-Vitoria (335km), and Vitoria-Madrid (420km). Just think about 350 miles over dusty roads in a 1903 car?

Inevitably there were accidents, sadly involving spectators as well as competitors. In the end 3 spectators and five competitors died, but over 100 watchers were injured. Result was the race was stopped at Bordeaux, and no open road race was allowed in Europe until the 1927 Mille Miglia in Italy (see below). The conclusion from an official enquiry was that the cars were simply far faster than the roads had been designed for.

1955 Le Mans

The worst disaster in motor sport history. Figures are still disputed, but around 85 spectators died and well over 100 more were injured when the Mercedes 300 SLR of Pierre Levegh hit another car (I'm not getting into who's fault!) and was catapulted into the crowd.

Mercedes withdrew from motor sport for many years, all racing was banned in most of Europe for some months, in Switzerland that ban remains to this day.

The official enquiry said that there was no doubt, the accident was the result of the cars simply being quicker than the track was designed for. Sound familiar?

Mille Miglia 1957

If you're not familiar with the Mille Miglia, mug up now. Simply a road race over 1000 miles of Italian public roads. Started in 1927, by 1957 was being contested by cars ranging from standard Fiat Topolinos (500s) to Ferraris and Maseratis capable of 200mph. Towards the end of the race Spanish nobleman Alfonso de Portago in a works Ferrari was close to a win. Only 40 miles from the end in Brescia a front tyre punctured, driver and co driver perished in the resulting accident, as did ten spectators including five children.

Result was that the then Pope accused Enzo Ferrari of murder, and the Mille Miglia was never allowed again. The Italian Government said the cars were simply too quick for the public roads.

Sound familiar?

So now WRC cars, which I think are already too fast for the roads they compete on, are to become faster. Nonsense I say, and if you learn from history, this can only result in the restriction, and perhaps end, of the sport many of us love. And why?

I never drove beyond the Escort RS 1600/2000 era, but watched for many more years. After Group B was banned, Group A was as good (my opinion) to watch. Were less cars sold? I doubt it. Did manufacturers spend less? I think so.

So what should happen? Make the cars slower if you want the sport to survive. Ban the aero, standard bodies. That will also limit wheel sizes. Then have one tyre manufacturer (works in F1) and MUCH harder compounds. This will dramatically reduce grip, and costs. Also make it possible for us to use UK forests for a while longer. After that reduce the power to say 200 bhp. With less grip from hard narrow tyres that should still be interesting for those driving and watching.

Paul Gilligan

07785 2932 222 : pg@gilliganvc.co.uk



Scottish Rally Girls 2017 Calendar



The usual lights and cameras that certain Scottish rallying ladies are familiar with, are lamp pods and in-car videos. However, around fifteen competitors, scrutineers and officials will be swapping flocked dashes for fake lashes as they preen themselves for charity calendar photoshoots.

Three charities will benefit from the calendar proceeds - Gareth Roberts' Memorial Fund, Mission Motorsports, and Macmillan.

Leading the bevy of beauties is regular co-driver Jane Nicol, who has already secured sponsorship for many of the pages.

There are still a few opportunities available, if you want your business featured.

Get in touch with Jane asap on scottishrallygirls@gmail.com.

You'll be able to buy the calendar from mid-October on scottishrallygirls.co.uk.

M-Sport team boss Malcolm Wilson has confirmed Elfyn Evans will return to the WRC before the end of this season.

Evans said last month after Rally Finland that he had no more scheduled events in the World Rally Championship, but on the back of his success in the British Rally Championship, the Welshman secured the title on the **Ulster Rally** last weekend after winning, Wilson has revealed the 27-year-old will run again at the top level - albeit in WRC2.

Evans still has a chance of winning this year's WRC2 title, although Teemu Suinen is only two points behind, and Esapekka Lappi has also closed - the gap down to 13 points - after winning last weekend's Rally Deutschland. Suinen and Lappi also both have two points' scoring events left, to Evans' one.

"They'll [Evans and co-driver Craig Parry] be back in the World Rally Championship before the end of the season," Wilson confirmed.

"We just need to assess the events and determine which will give them the best shot of securing another championship this year."

Meanwhile, Evans said he was delighted to have secured the British Rally Championship title with one event remaining.

"It feels really good to win the BRC title in style but it was a difficult event and hard to concentrate on the job in hand. The rally was really tough, probably the hardest of the season with the weather changing all the time. To win the rally and the championship is very special, especially as it was 20 years since my father was champion," he added.





WALES Rally GB

27-30 October

Marshals Newsletter

FINLAND TURNS OUNINPOHJA AROUND AND RALLY GB DOES THE SAME TO FIVE SPECIAL STAGES

Ouninpohja, one of the most legendary stages throughout the rallying world, was run in the reverse direction to its traditional route this year.

In October, the similarly legendary stages of Myherin, Hafren, Sweet Lamb, Dyfi and much of Brenig will also be run in the opposite direction.

So what? That doesn't seem like much of a change.

Event Safety Coordinator, Sue Sanders and Spectator Safety Officer, Andy Smith recently spent three days covering over 600 miles whilst checking all the special stages and locations for the event. The reversal of the five stages has meant some of the starts, flying finishes and stop lines don't work in their traditional locations due to the change in 'racing' line by coming the other way.

It takes significant time to choose new areas, to check phone and radio signal from these places, to photograph and ensure there is enough information about the areas for the various safety and setup plans each location demands.

So changing direction of a special stage does not just stop with the fact that the competitors will have to make a new set of notes for that bit of road!

PRE-EVENT ROUTE SAFETY SURVEY

During their comprehensive route survey, Event Safety Coordinator, Sue Sanders and Spectator Safety Officer, Andy Smith, spent three days checking out all the stages, including:

- One day in the North with Alyn Edwards, Regional Organiser and two days for Mid-Wales with Keith Ashley, Regional Organiser
- Over 600 miles travelled
- Checked all tracks, paths and Rights of Way
- Identified environmental issues and included bale filters and debris fencing
- Considered spectator access for non-publicised and publicised spectator areas
- Looked at ways to get people from very poor areas to suitable locations
- Used the photographs taken from the FIA Safety Delegate in 2015 (and previous years) to identify problem areas and prepare plans to avoid or prevent the same situations happening again
- Considered the impact of reversing stages on spectator areas and footpaths as well as flying finishes and stop lines
- Identified new routes into stages
- Reviewed the forestry work/harvesting currently being done and the potential impact on the route
- Surveyed the condition of the roads for competitors as well as in the car parks for the spectators
- Identified parking locations for marshals and radio cars
- Considered hospitality locations and access
- Reviewed media access routes and plans to accommodate media personnel in line with their needs.

DAYINSURE WALES RALLY GB ON TOUR

The Staffing team from the event will be going on tour throughout July, August and September to visit many of the Regional Associations to deliver news on the event, updates on changes and to look to attract more volunteers to come and enjoy the rally by marshaling on the event.

Dayinsure Wales Rally GB were represented at the following meetings:

- ANWCC - 08 August 2016, Toft Cricket Club, Booths Hall
- AWMCC - 09 August 2016, Bromsgrove Golf Centre

DATES FOR YOUR DIARY

Training on all aspects of the rally will be taking place between now and October. These workshops will take place at various locations to ensure a good geographical spread for all our volunteers. The current planned training dates are listed below with links to the individual enrolment forms* – please try to get along to your local session.

- 17 September - Telford
- 18 September - Llandrindod Wells
- 23 September - Stockport
- 24 September - North Wales

Each date will cover the following topics during the workshop:

- What is new on the event
- First Marshal on Scene
- Changes to the Operations Manual
- Videos of issues and then how to work through them
- How to work with the media
- Spectator video
- Conflict resolution
- Images from safety cars from previous events
- Spectator issues

RECCE VOLUNTEERS REQUIRED

With the changes to the direction of five special stages, the competitors will have to start their reconnaissance with a blank sheet of paper for each one of these 'new' tests.

The recce days of Tuesday and Wednesday will take on a new level of importance for the competitor to ensure that they get the new lines and descriptions accurately noted down for reading out at speed over the weekend.

We are in need of additional radio operators for both of these recce days. If you are available on both or either of these days, please register your availability on: www.walesrallygb.com/marshals

HOW TO VOLUNTEER TO BE PART OF THE DAYINSURE WALES RALLY GB

The marshals' registration page on the website is the best place to highlight your availability to be part of the rally. The link is www.walesrallygb.com/marshals 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. The full ROUTE is also on the website.

Information is also available on the website about the MSA marshal on-line accreditation. Whilst it is not compulsory to do so for this year's event, it would be great if as many people as possible could do so, as it will be mandatory from the start of 2017.

You can also register directly through RST www.rallystageteam.co.uk (our database provider) who have updated their software to make it even easier to register.

Regional Staffing Officers

Wenna Roberts - North Wales

Email: wroberts@walesrallygb.com

Mark Wilkinson - Mid Wales

Email: mwilkinson@walesrallygb.com

General staffing enquiries Email: staffing@walesrallygb.com

Radio Staffing Officer

Bill Wilmer Email: radios@walesrallygb.com

Timing Staffing Officer

Sam Myers Email: timing@walesrallygb.com

Training

Tim Harding Email: training@walesrallygb.com

LEGENDARY GROUP B SUPERCARS TO BE HONoured ON WALES RALLY GB

- Dayinsure Wales Rally GB pays homage to iconic Group B era
- Stars and cars to mark 30th anniversary of Group B's end
- Special showcase and demos at Cholmondeley Castle RallyFest
- All Group B cars invited to join the commemorative tribute

It's 30 years since rallying's legendary Group B cars were outlawed at World Championship level and this autumn's Dayinsure Wales Rally GB (27-30 October) will mark this milestone with heroic stars and fearsome cars from that revered era.

Top drivers from the sport's most audacious epoch are being invited to attend the event as official 'Rally Legends' and a special showcase of these compelling Group B supercars will be one of the major attractions at the family-friendly Cholmondeley Castle RallyFest in association with GreenThumb on Saturday 29 October.

Often termed 'Formula 1 in the forests', Group B regulations were introduced for the 1982 season with only a few restrictions and allowing almost unlimited power. Cars could be mid-engined two-seaters and manufacturers only had to produce 200 examples that bore no more than a passing resemblance to showroom models to meet minimal homologation requirements.

As a result, in the four years between 1983 and 1986, rallying developed further and faster than it had done in the previous four decades. Group B took the sport to the absolute edge of performance, but put it beyond common sense and reasonable safety levels. When FISA, the then world governing body, culled the category following a series of terrifying accidents, Group B was immortalised.

Though ultimately short-lived, the epic Group B era has since acquired legendary status and nowhere more so than in the UK. Back in November 1986, Britain's round of the FIA World Rally Championship was the last time these outrageous beasts would ever compete in Europe, as Juha Kankkunen was crowned as Group B's final World Champion.

Incredibly, the entry list for the European swansong featured more than 50 Group B cars. All the major supercars were out in force – Lancia Delta S4s, Peugeot 205 Turbo 16s, Ford RS200s, MG Metro 6R4s and several privately-run Audi quattros (the factory team had decided to withdraw following Henri Toivonen's fatal fireball accident in Corsica) – as well as some of the genre's less extreme combatants such as the Opel Manta 400, Nissan 240RS and Skoda 130LR.

The list of drivers competing was equally impressive, with Kankkunen lining up alongside the likes of Stig Blomqvist, Markku Alén, Tony Pond, Harri Toivonen (Henri's younger brother), Malcolm Wilson, David Llewellyn, Jimmy McRae, Russell Brookes and eventual 1986 Rally GB winner Timo Salonen.

Now, to mark the 30th anniversary of that landmark event, many of these iconic machines and idolised aces will be part of a massive gathering at the Cholmondeley Castle RallyFest. All owners of Group B cars are invited to bring their machines to the Saturday spectator stage either to be part of a static display or to perform demonstration runs on the same special stage that will host the WRC top guns later in the day.

"These epic Group B monsters really caught the public's imagination back in the eighties and it's no surprise that they continue to do so today," said Ben Taylor, Managing Director of Wales Rally GB. "It was here in Britain that most of them last appeared on a World Rally Championship event, so we have a great opportunity to do something really special in October. We are inviting a number of drivers to join us and we are encouraging as many Group B cars as possible to get involved in what's going to be an unforgettable occasion at Cholmondeley."

Cholmondeley Castle RallyFest offers great value for a full day's high-octane entertainment – alongside the awe-inspiring Group B displays and the WRC action will be a raft of other attractions and entertainment for all ages.

What's more, as this year's rally falls in the October half-term, all children aged 15 and under go free!

Adult ticket prices start at just £20 in advance (£30 on the gate) for the RallyFest alone, while a £25 Saturday day ticket or £99 full 4-day event pass also include the Cholmondeley event. All tickets include free parking and an event programme priced at £9. Fabulous hospitality packages are also available at Cholmondeley.

The latest event and ticket information can be found on the official www.walesrallygb.com website.

For further updates follow Wales Rally GB on Twitter @walesrallygb or join the conversations on Facebook at www.facebook.com/walesrallygb.



2017 MSA British Rally Championship calendar announced

Seven rounds in seven months for premier rally series

Three gravel; three asphalt; one mixed surface event

Visit to legendary Ypres Rally in Belgium

Revised points format for 2017

The MSA British Rally Championship today (10 August) confirmed its proposed calendar for the 2017 season. Building on the extraordinary success of its first season back, next year's BRC will further underline its standing as the premier domestic rally championship in the world.

With seven rounds in six territories, the 2017 BRC will traverse the United Kingdom with two rounds in Wales and one each in England, Scotland and Northern Ireland – all of which featured on this year's calendar. The season will again conclude with a double points rally on the Isle of Man, but the long Manx event will be split into two legs, with equal points awarded for each. In keeping with the BRC's international pedigree, the championship will reach overseas audiences with a visit to the legendary Ypres Rally in June for the demanding asphalt roads of northern Belgium.

The BRC returned to action this year with a new format based around FIA homologated cars. No fewer than 23 R5 and S2000 vehicles registered for the series, as well as 16 Juniors in R2 machinery – making the British championship the sternest possible test for both aspiring young drivers and would-be WRC stars of the future. This year's BRC champions will have earned their place in the history books alongside names such as Vatanen, Burns, McRae, Mikkola and Blomqvist.

As well as confirming the 2017 calendar, organisers have also revealed a change to the points system for next year. Points will be awarded after each event in line with the FIA's current regulations – 25-18-15-12-10-8-6-4-2-1 – with the best seven scores from eight point scoring possibilities to count in the final reconciliation.

The BRC Joker that was introduced this year will remain in place, but will be worth fewer points. If a driver plays the joker and wins the event, they will receive an additional 5 points, if they come second they will receive 4 points, down to fifth place which will yield just one additional point.



2017 MSA British Rally Championship Calendar*

4/5	March	Mid-Wales Stages,	Newtown
29/30	April	Pirelli Carlisle Rally,	Carlisle
19/20	May	RSAC Scottish Rally,	Dumfries
23/24	June	Ypres Rally, Ypres,	Belgium
15/16	July	Nicky Grist Stages,	Builth Wells
18/19	August	Ulster Rally,	Derry/Londonderry
14/16	September	Rally Isle of Man,	Douglas

MSA

THE  NEWSLETTER FOR BRITISH MOTOR SPORT



WRGB NATIONAL DETAILS REVEALED

The 2016 Wales Rally GB National (27-30 October) will feature all 12 stages used in the international event, organisers International Motor Sports (IMS) have announced.

The National rally's three-day itinerary offers 107 competitive miles, starting with reverse runs through Myherin, Sweet Lamb and Hafren on the Friday. After a blast through Dyfnant forest, crews will return to the Rally Village in Deeside via a stop-off in the centre of Chester.

On the Saturday, the Nationals will open the RallyFest at Cholmondeley Castle before tackling Pantperthog, Dyfi, Gartheiniog and Aberhirnant. Sunday's schedule in north Wales will follow the main WRC programme with visits to Clocaenog, Alwen and the spectacular Brenig 'Power Stage' before the Ceremonial Finish in Llandudno.

Mike Faulkner and co-driver Peter Foy won the National in 2014 and '15 – now they are gunning for a hat-trick in their Mitsubishi Lancer Evo 9. "The chance to tackle the iconic Welsh stages alongside the world's best is brilliant," said Faulkner. "We feel very much part of the bigger event, carried along with the whole atmosphere – the buzz of the large crowds both on the stages and the service park is fantastic."

Last year's National rally was a sell-out and this year is also expected to be oversubscribed when entries, priced at £1000+VAT, open on Wednesday 31 August. Entries to the National B status event can only be made online through the official www.walesrallygb.com website and must be accompanied by online payment in order to be registered.

Prospective competitors requiring further information can email
rallyoffice@walesrallygb.com

BRC ANNOUNCES 2017 CALENDAR

The 2017 MSA British Rally Championship will feature seven rounds in six territories, including Belgium with the mid-season addition of the Ypres Rally.

4/5 March: Mid-Wales Stages, Newtown

29/30 April: Pirelli Carlisle Rally, Carlisle

19/20 May: RSAC Scottish Rally, Dumfries

23/24 June: Ypres Rally, Ypres, Belgium

15/16 July: Nicky Grist Stages, Builth Wells

18/19 August: Ulster Rally, Derry/Londonderry

14/16 September: Rally Isle of Man, Douglas.

Iain Campbell, Championship Manager, said: "With the exception of the Circuit of Ireland which will not run next year, all the other events that supported the championship in its first year have been retained. Each of them represents a unique challenge and all have their own characteristics, so we will be looking to build on that and work with them next year to make them even stronger."



GROUP B AT WRGB

Visitors to Dayinsure Wales Rally GB's Cholmondeley Castle RallyFest in association with GreenThumb (29 October) will be treated to a special Group B showcase, 30 years since the cars last competed at world championship level.

Britain's round of the 1986 FIA World Rally Championship was the last time Group B machines competed in Europe.

To mark the anniversary of that landmark event, many of these iconic machines will gather at the Cholmondeley Castle RallyFest, while drivers from the era are being invited to be this year's official Rally Legends.

"These epic Group B monsters really caught the public's imagination back in the eighties and it's no surprise that they continue to do so today," said Ben Taylor, Managing Director of Wales Rally GB. "It was here in Britain that most of them last appeared on a World Rally Championship event, so we have a great opportunity to do something really special in October."

AUTOSPORT
INTERNATIONAL

THE RACING CAR SHOW

SHOW DISCOUNT FOR MSA MEMBERS

Once again the MSA has teamed up with Haymarket Exhibitions to offer competitors and volunteers a £5 discount on tickets to Autosport International. This exclusive offer will only be available for the show's trade days.

If booking online:

Visit the new megasite at

www.autosportinternational.com

Click on the link to 'Visiting trade' to visit the registration page

Select the MSA Registration option

Complete the registration form inserting your MSA licence/registration number when prompted.

Please note that only one ticket per MSA licence holder is available. If purchasing multiple tickets, all licence numbers need to be inserted for the discount to apply. MSA members will need to show their competition/official's licence or marshal's registration card when entering the show to take advantage of the discount if pur-



TICKETS AVAILABLE FOR AUTOSPORT INTERNATIONAL 2017

Tickets are now on sale for Autosport International 2017, the biggest pre-season motorsport show in Europe, at Birmingham's NEC on 12-15 January.

Visitors will be able to enjoy a host of different exhibits from over 600 exhibitors across the high-performance and motorsport sectors. Enthusiasts will also have the chance to see the biggest stars of the motorsport world and enjoy live interviews and signing sessions, plus driving displays in the Live Action Arena.

New for 2017 is the EXPERIENCE Zone, offering fans the latest in simulators, gaming and more. This all-new area lets you get involved and do some of your own virtual racing while visiting the show.

The Performance Car Show in association with PistonHeads.com and Autocar will be back to give visitors the chance to get up close and personal to the world's finest and most desirable hot hatches and hyper-cars.

Follow @autosport.international.show on Facebook or @Autosport_Show on Twitter. Tickets for Europe's premier motorsport show are now available on: www.autosportinternational.com

ANICC SWEEPS INTER ASSOCIATION AUTOTEST



South of Scotland Car Club hosted this year's Inter Association Team Autotests just outside Dumfries, on behalf of the Scottish Association of Car Clubs (SACC).

Former Scottish Autotest Champion Gordon Clendinning was the event coordinator, while Mike Sones was Clerk of the Course. Eight teams assembled at the start line on a damp Sunday morning to compete over three tests, each run four times.

The Association of Northern Ireland Car Clubs 'A' team mastered the damp conditions, with Sam Bowden, Mark King and Paul Mooney producing a car control masterclass to take victory. North-

ern Ireland A finished almost 200 seconds clear of the ANICC 'B' team: Norman Ferguson, Steven Ferguson and Trevor Ferguson.

Completing the podium just a few seconds behind Northern Ireland B was the vastly improving host team, SACC, comprising Warren Gillespie, Willie Keaning and Paul 'Mac' Fobister. They edged out Association of Northern Car Clubs team of David Mosey, Mark Thornton and Chris Chapman by 20 seconds. The Association of West Midland Motor Clubs (AWMMC) team of Dave Fox and Mark Thornton finished fifth, a further six seconds in arrears.

The event ended with the presentation of team awards and Paul Mooney (FTD) receiving the Maximum Attack Award from Gordon Clendinning.

Technical

Updates, clarification & advice

CHANGES IN THE MSA TECH DEPT

The MSA is pleased to confirm that Joe Hickerton and Michael Duncan have been promoted to Technical Managers, while Dan Carter has been recruited as Technical Support Engineer

John Ryan, MSA Technical Director, said: "Joe and Michael have many years' combined experience within the MSA Technical Department and have built up an invaluable wealth of knowledge and skills. I'm delighted that they have stepped up to their new roles and we're also very pleased to have bolstered our small team with the appointment of Dan, whose great contribution is being



LED LIGHT BARS

Auxiliary lighting for Stage Rally cars is required to comply with statutory requirements of Construction & Use as per (R)46.1. LED light bars are permitted providing they comply with Construction & Use regulations. A number of these units are sold for "off-road use only" as they do not carry the required markings to comply with Construction & Use. Competitors are reminded that it remains their responsibility to prove the eligibility of their

COUNTERFEIT FIA OVERALLS

A set of counterfeit FIA overalls were found at a recent rally event. Competitors are reminded that a list of homologated suits can be found on the FIA website in Technical List No.27 .

If you do come across any suspected counterfeit equipment, please contact the MSA Technical Department.



CAMERAS



The image above shows a non-compliant on-car camera at a recent Sprint event. Regulation (J)5.21.4 allows the camera to be in any location on the vehicle which is considered safe by the Chief Scrutineer. A wishbone on a single seater is not a suitable location due to the movement that the part will experience. There is not a secondary restraint present to protect in the case that the existing mounting may fail for whatever reason.

In contrast, the below is a good example of a camera mounting spotted at a recent Historic event. The camera is well secured with three mechanical fixings, one in the base of the mount and two in the clamp over the camera. Even the cables are neatly routed through the cockpit.



Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit

www.msauk.org/regulations

To sign up for email notifications when proposed regulation changes are posted online for consultation, register at www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation

VOLKSWAGEN'S SÉBASTIEN OGIER RETURNED TO THE TOP STEP OF THE WRC PODIUM AT ADAC RALLYE DEUTSCHLAND AS HE SUCCESSFULLY BROUGHT AN END TO HIS SIX-EVENT WINLESS STREAK.

The reigning world champion was keen to make a positive start to the first all-asphalt round of the season after failing to score any points at Neste Rally Finland last month and he showed the rest of the field he meant business as he went 1.9s faster than team-mate Andreas Mikkelsen in Mittelmosel 1

Mikkelsen's start was good but it could have been even better if he hadn't made a small mistake in the stage. Latvala's charge didn't make it past the 13.7km marker. The VW team reported that the Finn's Polo R had suffered a gearbox problem and there was no alternative other than to retire. He was expected to re-start on Saturday under Rally2.

Next up in the standings were a brace of Hyundai i20 WRCs. Thierry Neuville was third fastest, only 5.5s off Ogier's benchmark pace, while team-mate Dani Sordo was just behind a further 6.7s down. Neuville hadn't enjoyed the Mittelmosel 1 test and was pleased to see his time was as strong as it was. The Belgian felt his uncomfortable feeling was largely down to the slippery conditions on the mud-strewn road but also said that he needed to work on the set up of his car to discover a better feeling and more performance.

Dmack World Rally Team driver Ott Tänak was fifth fastest in his Ford Fiesta RS WRC, while Mads Østberg was 7.2s further behind in his M-Sport-prepared machine.

Østberg's French team-mate, Eric Camilli, failed to make it through the first ADAC Rallye Deutschland stage after he went off in the closing stages of the 22km test

Mikkelsen wasn't the fastest driver in the second stage at Moseland, but the hard work he had done in SS1 meant he jumped to the head of the pack by 2.7s when Ogier faltered.

The Norwegian was a happy man when he saw the time sheets because his second stage performance hadn't been to his liking. Thierry Neuville also leapt ahead of Ogier in SS2, despite damaging a wheel on his Hyundai i20 WRC when he was a little too keen with the throttle pedal at a hairpin.

Ogier found himself trailing his Belgian rival by 4.1s at the end of an eventful first morning on Germany's asphalt roads. But he wasn't overly concerned that he had dropped two places with an uncharacteristic error.

Hyundai's second i20 WRC ended the morning in fourth place as Dani Sordo got to grips with the conditions. The Spaniard was only 3.5s behind Ogier but felt that he could have been much faster if he hadn't been having to contend with an unhelpful amount of understeer.

Ott Tänak struggled for grip in Mosseland, a legacy of him not being able to cool his Fiesta's Dmack tyres on the short road section after the opening stage. He was only sixth fastest in the stage, but retained his fifth place and a 6.6s advantage over Stéphane Lefebvre who was running in a privately-entered DS 3 WRC.

M-Sport's Mads Østberg dropped to seventh on SS2 after suffering with a number of problems in the stage. Hyundai's Hayden Paddon completed the list of World Rally Cars that were still running at the end of the first morning. The Kiwi, still finessing his skills on his least-favoured stage surface, was eighth – more than a minute off Mikkelsen's benchmark pace.

Mikkelsen took a 4.3s lead into the second day of competition and the odds of him extending his lead looked strong when it emerged that he had chosen to use soft tyres for predicted damp road conditions, whereas Ogier had opted for a mixed choice of two hard and two soft – believing the road would be drier. It was a move that paid off for Mikkelsen as a fastest time in the first 14.73km stage allowed the Volkswagen driver to extend his lead out to 5.8s. But Ogier's charge was given a significant boost when Mikkelsen suddenly lost time in the opening section of the morning's second stage at Bosenberg.

Continued on Page 67



WRC Germany : Continued from Page 66

Mikkelsen dropped 5.6s, meaning the gap to Ogier was reduced to a slender 0.2s heading into the infamous Baumholder military area for three crucial stages later in the morning. The reigning world champion went into day two hunting down his rally-leading team-mate Andreas Mikkelsen. The duo traded seconds on the opening four stages of the day and the lead changed hands twice as both men battled to get the best out of their different tyre choices in changeable road conditions. But Ogier's pre-rally prediction that the gruelling Panzerplatte stages in the Baumholder military proving ground would be key to deciding the result of the rally proved to be accurate. The Frenchman used his VW Polo R WRC to put in a stunning performance on the 40km test and his time was 13.5s faster than the one Mikkelsen posted. That handed Ogier a 13.2s advantage at the top of the leaderboard.

Mikkelsen was wary of Ogier's impressive record in Baumholder. But he was philosophical in defeat and remained determined to fight to regain his place at the head of the field. Hyundai's Thierry Neuville completed the top three at the close of Saturday morning's competitive action after successfully holding off a fierce attack from his team-mate Dani Sordo. Only seven crews made it through the Panzerplatte Lang stage on Saturday morning. The stage was stopped when Stéphane Lefebvre crashed his privately-entered DS 3 WRC.

Dani Sordo was the form man in the closing stages on Saturday and he took his speed into Sunday morning. His fastest time on the opening 14.79km stage at Dhronthal enabled him to pass Mikkelsen's Polo R WRC and move to within 22.1s of rally leader Sébastien Ogier. But Sordo wasn't getting carried away. He was determined to focus on his neat and tidy driving, rather than spending too much time analysing the time sheets. Mikkelsen attributed his loss of time – 6.1s slower than Sordo – in Dhronthal to a lack of confidence in his Volkswagen's brakes. Thierry Neuville's second fastest time in Dhronthal enabled him to keep the pressure on in the three-way battle for second place and he was only 0.6s behind Mikkelsen heading into the next test at Sauertal. Volkswagen's Sébastien Ogier continued to lead the rally after Sunday's opening test. But dropping 14.9s reduced his overnight lead from 33.4s to 22.1s.

Thierry Neuville followed his team-mate Dani Sordo's lead in knocking Andreas Mikkelsen's VW Polo down another place on the leaderboard after setting the fastest time in the 14.84km Sauertal test.

That meant as the rally edged towards its conclusion, Neuville was only 2.7s behind Sordo who was determined to hold on to his second place, while Mikkelsen was just 1.4s further behind.

Mikkelsen's lack of pace on Sunday morning was a mystery, particularly as he'd been the fastest driver in the field and led the rally on the first day. But he was adamant he was doing everything he could to move back up the order and onto the final podium. Unfortunately for the Norwegian, he lost an opportunity to strike back at his rivals ahead when the penultimate stage of the day at Dhronthal was cancelled on Sunday morning due to spectators being in a restricted zone. With Sébastien Ogier enjoying a 20.3s advantage at the head of the field, the fierce battle for runner up spot would therefore go down to the rally-ending Power Stage at Sauertal, where extra championship points were also up for grabs.

The highlight of the final day was the battle that ensued behind Ogier for second place. Mikkelsen held the position until Sunday's first stage, but he was steadily reeled in by the Hyundai i20 WRC pair of Sordo and Thierry Neuville as their superior speed told.

With only 4.1s separating all three drivers entering the 14.84km Power Stage, success would need to be earned. Although Neuville topped the Power Stage times with a determined drive and scored an extra three championship points for his efforts, Sordo's fourth fastest time was just enough to guarantee second place overall – by a margin of just 0.1s! Neuville therefore claimed the final podium spot, while a disappointed Mikkelsen – who narrowly avoided a couple of Power Stage spins as he lost the brakes on his Polo R – had to settle for fourth.

Completing the top six and the list of World Rally Cars that survived the rally distance, Hayden Paddon was a further three minutes behind in his Hyundai, while Mads Østberg had a frustrating time as he could only guide his Ford Fiesta RS to sixth place.



Lewis Hamilton finishes third from Belgian GP back row, Nico Rosberg wins

Lewis Hamilton recovered from the back row of the grid to finish third at the Belgian Grand Prix as team-mate Nico Rosberg won a dramatic race.

The German's victory from pole position in a race punctuated by a violent crash to Renault's Kevin Magnussen reduces his points deficit to Hamilton to nine. Magnussen was taken to hospital with an injury to his left ankle after a huge crash at 180mph at Raidillon. Red Bull's Daniel Ricciardo was second, holding off a late Hamilton charge. Hamilton started in 21st place on the grid, after a raft of engine penalties resulting from failures early in the season, his partner back there in probably the most talented back row in F1 history his old rival Fernando Alonso, who used three engines this weekend.

The two made brilliant starts to the race to pass the pits for the first time with Alonso in 11th and Hamilton 13th, helped by a chaotic first lap ahead of them.

A concertina accident between the two Ferraris and Max Verstappen's Red Bull left all three with damage at the first corner and dropped them down the field - and further down the field McLaren's Jenson Button was taken out when Manor's Pascal Wehrlein smashed up his rear at Les Combes. Starting on the medium tyres, Alonso and Hamilton moved up as others stopped in front of them on their softer rubber and were in fourth and fifth on lap eight, when Magnussen lost control through the final part of the Eau Rouge swerves.

The Renault spun and smashed into the barriers on the outside of the track, his cockpit head protection material flying out of the car in the violence of the impact. The Dane limped away from the accident but an investigation at the medical centre showed him to have an injury and he was taken to hospital. His participation in the Italian Grand Prix next weekend is now in doubt - as is the identity of a potential replacement as Renault's reserve driver Esteban Ocon made his race debut for the Manor team in Spa. The accident destroyed the barriers at one of the most dangerous parts of the track and the race was red flagged after two laps behind the safety car to give marshals time to repair them.

The red flag reset the race, with everyone allowed to change tyres and it appeared as though Hamilton might now have the chance of an unlikely victory. But although he quickly passed Alonso's under-powered McLaren-Honda, it took him until lap 18 of 44 to find a way past the similarly Mercedes-powered Force India of Nico Hulkenberg. Three laps later, Mercedes brought him in for a new set of tyres, putting him out of sync with those around him and on a different strategy, the idea being to try to attack Ricciardo on fresher tyres in the closing laps.

Hamilton closed up on Ricciardo before his final stop on lap 32 but was unable to pass him and rejoined between Hulkenberg and his team-mate Sergio Perez. That left Hamilton too much to do to try to catch Ricciardo, who was able to control the gap to the end. Nevertheless, Hamilton will be pleased to have limited the damage to his title bid in a race he started expecting to find it difficult to get into the top 10 and score points.

Rosberg, meanwhile, delivered what he needed to do on a weekend that was less of an open goal than it might have appeared because of the difficulties caused by fragile tyres influenced by what many unhappy drivers felt were "ridiculously" high pressures. Alonso fought as well as he could in the McLaren, whose Honda engine is well down on power compared with the rest. He hung on to Hulkenberg until their final stops, made together, and McLaren worked wonders to have them out of their boxes side-by-side, Hulkenberg just holding on at the exit.

Alonso was vulnerable to cars coming from behind him was literally powerless to fend off Perez and a recovering Vettel but managed to hold on to seventh place ahead of Williams' Valtteri Bottas and Raikkonen.

Kimi Raikkonen suffered a puncture after collision with Max Verstappen and team-mate Sebastian Vettel. The Finn was early in the race angered by the defensive driving of Verstappen, swearing on the radio in the latest of a series of spats between the oldest and youngest drivers in F1 this year. The Dutchman finished 11th, a disappointment for the 20,000 fans who had come from his native country to cheer him on. His failure to convert a front-row start into a strong finish was a direct result of the first-corner crash. The Red Bull was way across the inside kerb, with Raikkonen on his outside, as Vettel swept into the corner from the outside line. The two Ferraris touched, Raikkonen hit Verstappen, and all three cars needed to stop at the end of the lap to repair the subsequent damage.



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

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** 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

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.





ROUND 1 AT OULTON PARK - 5TH NOVEMBER 2016

ROUND 5 AT SNETTERTON - 19TH FEBRUARY 2017

ROUND 2 AT CADWELL PARK - 20TH NOVEMBER 2016

ROUND 6 AT DONINGTON PARK - 5TH MARCH 2017

ROUND 3 AT ROCKINGHAM - 3&4TH DECEMBER 2016

ROUND 7 AT ANGLESEY CIRCUIT - 19TH MARCH 2017

ROUND 4 AT BRANDS HATCH - 21ST JANUARY 2017

ROUND 8 AT CADWELL PARK - 9TH APRIL 2017

RESERVE EVENT AT CROFT CIRCUIT - 15TH JANUARY 2017



REGISTRATIONS OPEN
FRIDAY 12TH AUGUST AT 20:00

MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY



MEM



Malton Forest Rally
Sunday November 6th

Once again based at Adderstone Field in the
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the event this year will have

6 stages split between
Staindale and
Langdale forests.

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ANECCC Rally Championship
ANCC Rally Championship
ANEMMC Rally Championship
SD34MSG Rally Championship

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PENDRAGON STAGES RALLY

11th 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/
& www.sd34msg.org.uk**

Clitheroe & District Motor Club



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 - HRCR Premier Rally
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 - SD34MSG League
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MARSHALS NEEDED

Chief Marshal : Matt Broadbent

chiefmarshal@clitheronian.co.uk

Tel. 0161 818 2245

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**ANWCC Stage and Service Rally
Championship
ANWCC Ladies Rally Championship
ANWCC Allrounders Championship
SD34 Stage Rally Championship**



**For further information please see
www.wallaseymc.com**

Kirkby Lonsdale MC PENDRAGON STAGES 11th September

We welcome you to the 2016 Pendragon Stages

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.

Miles Whitelock (Clerk of Course)

MARSHALS

**Chief Marshal & Spectator Safety Officer
Martin Dentice**

48 Castle Hill Road, Penrith, Cumbria CA11 7HB

Tel: 077935 55986

Email : martindentice@hotmail.co.uk

Pendle District Motor Club & Garstang & Preston Motor Club Heroes Stages Rally

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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

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



2300 Club

The 'Andy Mort' Tour

22nd October

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

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

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

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

www.2300club.org



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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

We look forward to seeing you in September.

www.wallaseymc.com



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THE ARMSTRONG



Galloway Hills Rally 10 September

The 2016 Galloway Hills Rally will take place on Saturday 10 September. It will be a scoring round of the Northern Historic Rally Championship, and the final round of the ARR Craib MSA Scottish Rally Championship and Ecosse Challenge.

For more information.

www.gallowayhillsrally.co.uk

Date Change Airedale & Pennine MCC PCT

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

*A qualifying round of the SD34MSG
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Paul Commons Motorsport Photography

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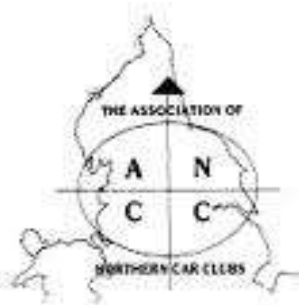
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RAC Rally of the Tests 2016

3rd - 6th November

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

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

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

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

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

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

www.heroevents.eu

Kirkby Lonsdale Motor Club Ltd

DEVILS OWN RALLY

Saturday 8th October 2016

In association with motorsportmugs.co.uk

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

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

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

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

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



CLUBMANS
ROAD RALLY CHAMPIONSHIP 2016

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& MOTORING HERITAGE WEEKEND

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3 & 4
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Steve Butler	Road Rally
Chris Woodcock	Stage Rally
Les Fragle	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Les Fragle	Individual
Tracy Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

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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

Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday November 14th

8.00pm

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

www.anwcc.org

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

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which is due out on
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PLEASE Email Reports etc. to
Maurice Ellison at :

sd34news@gmail.com

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



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