

# October spotlight

## 2016



*1st O/A Len Jones / Don James  
Photo courtesy of Steven Jones Photography*

## **The Minafon Garage Gareth Hall Memorial Rally**

The Ranges Motor Sports Centre, Trawsfynydd



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

*Volume 7 : Issue 10 : October 2016 : Maurice Ellison*

# Chairman's Chat

I was marshalling at the Heroes Stages Rally at Weeton recently and it was apparent that some of the co-drivers were still asleep when they attempted Stage 1 as ten crews missed one or two of the required three laps on the stage map !!

On a more serious note there were many cars with white number squares but with black or dirty areas which were probably as a result of having had sticky numbers applied but some of the glue had remained after removal of the numbers and hence the actual numbers for the event weren't always easy to read. Crews should remember that it is in their interest that marshals and particularly radio crews can read the numbers so that in the event of an accident they have a correct record of which cars have entered and traversed the stages.

Looking ahead you may not have to put up with my ramblings next month as I will be on Mull for a week and closely followed by a week on the WRGB in North Wales. (*you dont get away with that easily Les ; So will I, Moz*)

**Best regards,**

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

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# SD34MSG : Member Clubs & Contacts

## Accrington MSC

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

## Airedale & Pennine MCC

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



## Blackpool South Shore MC

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



## Bolton-le-Moors MC

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



## CSMA (NW)

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



## Clitheroe & DMC

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



## Garstang & Preston MC

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



## High Moor MC

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



## Hexham & DMC

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



## Knowldale CC

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



## Lightning MSC

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

## Lancashire A.C.

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



## Liverpool MC

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



## Manx AS

Contact : Mark Quayle  
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## Matlock MC

Contact : Frances Banning  
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## Mull CC

Contact : Chris Woodcock  
Email : pdschris@aol.com  
Tel. : 07973-830695  
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## Pendle & DMC

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



## Preston MC

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



## U17MC-NW

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



## Stockport061MC

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



## Wallasey MC

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



## Warrington & DMC

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



## Wigan & DMC

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



## 2300 Club

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





MOTOR SPORT GROUP

## Contacts

**President** : Alan Shaw  
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01524-735488

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



## Comprising the following 10 Clubs



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



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



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



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



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



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



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



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



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



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

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

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

## ADVERTISING in 'SPOTLIGHT'

**Readership in Excess of 10,000**

**1/4 page (ish - we are very flexible) advert  
for a full 12 issues (1 year) costs just £100**

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

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

### Steve Johnson

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

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

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

## WANTED

### YOUR Clubs:-

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

Send to : Maurice Ellison

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

*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*



## Meeting Highlights 21st September

- The A&PMMC trial planned for 21<sup>st</sup> August was postponed as a new venue and date is being sought. No news on the trial planned for 2<sup>nd</sup> October.
- Dates for next year are welcomed by the Chairman, some clubs have already submitted their dates.
- Clubs running road rallies were reminded to collect all code boards and other event furniture after the event and not litter the countryside.
- Residents around Wennington were grateful to GPMC members for leaving PR letters for the Memorial Rally if no-one was in, apparently no other clubs leave letters.
- The latest Championship positions were read out and are included in later pages.
- Although we are well into the year it is still possible for someone to register for the Stage Rally Championship and gain enough points to win an award.
- The Sprint & Hillclimb Championship Compiler is suggesting eleven rounds for next year including five invited events from Longton & DMC or MGCC.
- The Road Rally Championship Compiler proposed changes to the criteria for the three classes, Expert, Semi-Expert and Novice and these were agreed by the meeting.
- The Non Road/Rally Championship Compiler proposed a change to the General Rules with regards to date changes during the year however it was agreed that the rules would not be changed.
- The Marshal Championship Compiler proposed some changes to the system of point scoring however after much discussion the proposals were withdrawn.
- It was announced at the recent ANCC meeting that there will be a North West RallyFuture Forum on 30<sup>th</sup> November at Haydock Holiday Inn, 7:00 for 7:30 pm.
- The recent ANWCC meeting featuring Jonathan Day and Sue Sanders was well attended and produced some good feedback. Network Q will be sponsoring the National section of the WRGB. The new RDO for Yorkshire has resigned. Training is being carried out for Safety Car crews. Competitors were reminded that belts should be fastened on return runs from hillclimb sections. Development funding is still available. John Binns is now on the Motor Sport Committee. A new car tracking system will be in use for home championship events next year and all National championship events in 2018. Installation of the kit will cost ~£70 and use will cost £48 per event. The system will include a panic button, voice link, app for use by service crews and a link to results. Drones being used on any motorsport event must be registered with the MSA. LARA are continuing the fight for the use of 2 and 4 wd vehicles on Public Rights Of Ways but need funding so any donations would be welcomed.
- Nominations for the Volunteer of the year are now being accepted.
- Wallasey MC thanked all those who marshalled on the recent Promenade Stages Rally.
- SD34 Championship stickers have arrived. Those for marshals will be handed out by the club representatives. It was agreed that those for registered contenders will be issued from 1<sup>st</sup> January for next year's championships.
- **The next meeting will be on 16<sup>th</sup> November at the Hartwood Hotel, Chorley.**

## SD34MSG 2016 Prize Presentation Night Friday 3rd of February 2017 Blackburn Rugby Club More Details to follow Nearer the Date



## MARSHAL TRAINING At Rugby Club Garmony Thurs 13th Oct 5pm till 8pm

We still need lots of local people to assist us on the rally this year. I am sure there are more Mull people out there who could help us with staffing using your local knowledge. This training is suitable for novices or experienced marshals, please see the timetable below. It is in everyone's interest that we help to keep Mull Rally at the forefront of rallying in the UK.

Please phone John Clayton on 01680 300302 No calls after 8.30pm please or e-mail [john@killiemor.co.uk](mailto:john@killiemor.co.uk)

### GET CLOSE TO THE ACTION

### TIMETABLE

- **Arrival and Registration**  
16.30 hrs – 1700 hrs
- **Introduction to Rally Marshalling**
- **Working with Spectators**
- **Taking the mystery out of Timing**
- **First Marshal on the Scene**

Light refreshments Tea, Coffee, Soup and a roll will be served and the training will run from 1700 hrs prompt ending at 2000 hrs.

This session is run by MSA trainers and signatures will count on your record cards for any upgrade

## Tuesday 6th September : *Chris & Jon Ingram*

### Chris Ingram

- 2010** : Started competing in Junior F1000 in a Citroen C1 and finished 2nd O/A
- 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 DuVar
- 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. Ranked the #1 Rally driver in England (Autosport Rankings)
- 2016** : Signs with Opel Motorsport – German factory team for an International rally campaign. Currently leading Junior ERC (& by the time this newsletter goes out could be champion) & still only 21yrs old

### Jon Ingram (Chris's Dad)

Still as controversial and outspoken with lots of opinions as he always had, but he could certainly peddle a rally car very quickly back in the last few years of the 'Motoring News' days, even beating Ronnie Beacroft in his own back yard

A very different night to the previous speaker evenings as the focus was about a youngster trying to carve out a career as a driver in top level motorsport. Chris articulated well just how difficult it is to make the leap ... having said that he and his father had deliberately planned the route into Europe and now are on the cusp of winning a European title at a very young age. Good luck to the "Tyre Whisperer" in Latvia next week from all at CDMC! Very good turnout as well.



Chris Ingram



Jon Ingram



## Tuesday 20th September :

### *Ian (Speedy) Harrison, Roy Mapple, Cyril Bolton & Dave Scaife*

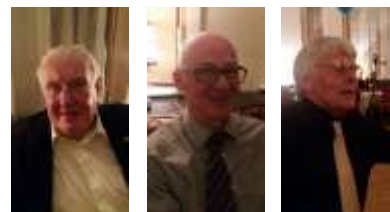
**Ian (Speedy) Harrison** : Was an apprentice at Primrose Garage where everybody was into Rallying. Bought a Mini in 1967 and went watching Rallies. Went to work at MiniSport in 1970. Started Speed Spares in 1973. Was out every weekend Rallying. Rallied anything and everything that he could lay his hands on including a 'Hired' Austin Maxi and a Rover V8 3.5L. Bought a 1.8 Escort BDA and got into Stages. Won his first Stage Rally. Won his class on the circuit of Ireland in a 1300cc Avenger bought from Brighthouse Auctions (carried all the spares in the boot, No service crew) and got a Works ride with Vauxhall. Won Vauxhall Championship. Had 20 Metro 6R4s through his hands and if he could have kept them he would now be well off. Did a total of 33 International Rallies

**Roy Mapple** : Started competing in the early 60's in a Mini that was originally a Mini Van bought from a scrap yard that he cut the back off and then welded a car rear to it. Did well so his Uncle gave him a 1071 Copper to compete in. Had a brief spell rallying a BMW 2002. The BMW went quick but went through brake pads (3 sets per event) Won three rallies on the bounce in the BMW. Did 2 RAC rallies & 1 Monte Carlo. Won his class on the RAC and the next year he got a Works ride with BMC with Tony Mason as Co-Driver. Blew a head Gasket but still got 3rd in Class. Went on to drive for Thomas Motors for several years but then fell out with Gavin Frew when competing on the Shunpiker

**Dave Scaife** : Started doing Autotests in 1964 then started rallying in 1969 in a Cortina. After initial success in the Cortina it was Escort, Escort, Escort. Won the 10 of Clubs Rally 3 times. Dave had a recovery business based in Ambleside and Hardknott & Wrynose was his playground. Loved the Hexham Rally (very funny stories that I cant repeat)

**Cyril Bolton** : Started off his Rallying navigating for David Bell in a mini in 1964. Got interested in Rallying because Jeff Smith lived in the same village. Moved over to driving when he thought he was a faster driver. Plenty of success in local events so acquired Trevor Roberts Navigator (Ian Grindrod) and started doing Motoring News events. Did 1972, 1973 & 1974 Championships with sponsorship from Mini Sport finishing 4th, 4th & 2nd. Got a works drive with BLMC and went on to run his own team with a very young Colin McRae as a driver

**Could fill the rest of this newsletter with tales that were told. but was trying to listen as well as take notes. Sorry this report is far far shorter than it could & should have been. Brilliant Night !!!!!**





# **'What's On' at CDMC**

## **October**

**Tuesday 4th October**

### **R1 : OCTOBER SCATTER**

**Maps 102 & 103 Required**

**Sign On from 19:30**

**Clue Card issued at 20:00**

**Start & Finish**

**Waddington Club**

**103 / 721 437**

**Tuesday 18th October**

### **The Mull Rejects**

**Not going to Mull ?**

Those of you not lucky enough to bag an extra few days off work or couldn't get accommodation or an entry or the wife wouldn't give you a pass can all meet up and discuss whatever you want to

**THURSDAY 20th October**

### **Committee Night**

**Most of the Committee were on Mull  
so the usual date has been moved**

*Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions.*

*Why not come along. You might enjoy it*

**Tuesday 25th October**

### **Mull Forum**

**Competing ? Servicing ?**

**Marshalling ? Spectating ?**

**Come and tell everyone how it was for you**

### **SCATTER RALLY DATES**

**R2. Tuesday 15th November**

**R3. Tuesday 6th December**

**R4. Tuesday 17th January**

**R5. Tuesday 21st February**

**R6. Tuesday 21st March**

## **CHRISTMAS PARTY**

**Tuesday 20th December**

## **Clitheroe & District Motor Club**



**The Club Meets at 8-30pm**

**Every Tuesday**

at

**Waddington Sports & Social Club**

**Waddington, Nr Clitheroe**

**BB7 3HW**

**M/R 103 / 731 437**

**Website : [www.cdmconline.com](http://www.cdmconline.com)**

## **Couldn't make it to a Clubnight ?**

**You can still catch up with what's been  
happened by watching it on youtube**

### **Mull 2015**

**[www.youtube.com/watch?](http://www.youtube.com/watch?v=h_Shesad4n4&index=6&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

**[v=h\\_Shesad4n4&index=6&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl](http://www.youtube.com/watch?v=h_Shesad4n4&index=6&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

### **Phil Burton**

**[www.youtube.com/watch?v=88czpo-](http://www.youtube.com/watch?v=88czpo-0wh0&index=5&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

**[0wh0&index=5&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl](http://www.youtube.com/watch?v=88czpo-0wh0&index=5&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

### **John Stone**

**[www.youtube.com/watch?](http://www.youtube.com/watch?v=Vuj5T9IHlgo&index=4&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

**[v=Vuj5T9IHlgo&index=4&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl=](http://www.youtube.com/watch?v=Vuj5T9IHlgo&index=4&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

### **Tony Lynch**

**[www.youtube.com/watch?v=p36Hrgg-](http://www.youtube.com/watch?v=p36Hrgg-BEQ&index=3&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

**[BEQ&index=3&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl](http://www.youtube.com/watch?v=p36Hrgg-BEQ&index=3&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

### **Phil Boland**

**[www.youtube.com/watch?](http://www.youtube.com/watch?v=1PZsIQvCQB0&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl&index=2)**

**[v=1PZsIQvCQB0&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl&index=2](http://www.youtube.com/watch?v=1PZsIQvCQB0&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl&index=2)**

### **Keith Thomas**

**[www.youtube.com/watch?](http://www.youtube.com/watch?v=jfom_C7WW38&feature=youtu.be&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

**[v=jfom\\_C7WW38&feature=youtu.be&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl](http://www.youtube.com/watch?v=jfom_C7WW38&feature=youtu.be&list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)**

### **Chris Ingram**

**[www.youtube.com/watch?v=vfIM-](http://www.youtube.com/watch?v=vfIM-mnoiho&feature=youtu.be)**

**Ian Harrison, Roy Mapple,  
Dave Scaife & Cyril Bolton  
Coming Soon**

# Clitheroe & District Motor Club



## SEPTEMBER CLUBNIGHTS

**Tuesday 27th September**

### *Clitheronian Road Rally Forum*

Even though it was a Clitheronian Rally Forum – there was another Rally running on the same weekend, **The Heroes Rally** at Weeton. Two CDMC crews out doing that **Terry Martin** who managed to complete 2 retirements and 2 Damage Declarations in under 8 Hours and **Matt Broadbent sitting in with James Massey** in the Subaru. Matt had been Chief Marshall on the Clitheronian the night before and was a little bit tired. First 2 stages James was driving like a muppet (his words not mine) but as the day wore on thing went better and better. Matt taking the caution route and telling James to back off on the final 2 stages and go for a finish. Finished 5th O/A

### **Clitheronian**

**Steve & Robert Cottan:** Started well but soon went downhill. The new seats that had been fitted resulted in Robert not being able to reach the light switch or see out of the window to read code boards. Then Robert had a nightmare and couldn't make out his own hieroglyphics on the maps. From Tossie onwards they were never sure that they were on the right road and gained a slight comfort by coming across SGW Codeboards

**Tony Vart/Mark Travis:** Bit of Karma following Tony extracting the Michael out of the domestic between Steve Butler & Paul Buckel on the Colman Tyres, when it all went very quiet at times on the Clitheronian in Car 16 with a few wrong slots, overshoots and errors but all came to naught when they retired at the bottom of Lythe when they could only get 3rd gear.

**Tony Harrison :** Good run. Fastest on Lythe and took the lead. Were leading by 59s from Hemmingway/Collis when engine started making an awful noise 1½ miles from last control. Got to the last control but OTL finished 20th O/A

**Simon Boardman :** Had a steady run with few dramas and no real problems other than an army of frogs crossing the road (and they were very slippery) finished 11th O/A

**Dave (Ticker) Whittaker :** Had gearbox problems on the last event and bought a new box but it only arrived on the Wednesday prior to the Clitheronian. Didn't like the way that the LSD performed and was surprised to be leading at Petrol Halt. Back end stepped out on Cragg Hall and they hit a concrete foundation destroying the rear suspension.

**Matt Flynn :** Couldn't make the meeting but finished 2nd O/A & 1st in Class Cracking result

**Sam Ambler/Dan Sedgwick (the Dukes of Ribblehead) :** Some good stories and tales of woe but yet again the Dukes entertained....how Sam manages to create and supply "rollies" to Seddy during the event i do not know....fastest of all over the Trough...and in a car that might or might not pass an MoT and finished 8th O/A on only their 3rd Rally

# Liverpool Motor Club



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

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

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

## Liverpool Motor Club 2017 Calendar

22nd	April	Aintree Spring Sprint
27th	May	Aintree Track Day 1
10th	June	Barbon Hillclimb
24th	June	Aintree Summer Sprint
1st	July	Barbon Hillclimb (inc BHC)
2nd	September	Aintree Autumn Sprint
30th	September	Aintree Track Day 2

**If you would like to take part in or marshal any of these events, do please get in touch. They all count for SD34 Championship points. (other than the Track Days)**

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

*Sporting Bears*  
**DRides**



Sunday's weather couldn't have been more different from Saturday's for another fantastic day at Aintree with the North West Sporting Bears.

Drivers in a wonderful variety of exotic and classic sports cars, played host to children with health issues from various charities in the region as they gave them, their carers and parents rides around the Aintree Circuit. Smiles by the mile!

An enormous thank you goes to all the volunteer marshals who gave up their time to ensure everything was safe on track, and particular thanks to those who stayed back at the end to clear everything away and return the venue to a golf course by 6pm.

And on behalf of the marshals, thank you to the Sporting Bears members who paid for the marshals breakfast & lunch. What a great bunch of people you all are.

## OCTOBER TRACK DAY

**AINTREE**

**1st October**

## Marshals required

Signing on 08.00 – 08.45

Sandwich lunch provided £10 per person given towards travel expenses Finish by 17.15

Can you help? Just turn up on the day all welcome!



# Warrington & DMC



WDMC meets at 20.00 every Tuesday at  
**THE ANTROBUS ARMS**  
on the A559 between  
Warrington and Northwich.

## Promenade Stages 2nd & 3rd September



## Warrington & DMCs Latest addition A Recovery Truck



## SCALETRIC RESULTS FROM THE 6TH SEPT

- 1st Colin Cresswell 8.55
- 2nd Ian haywood 9.16
- 3rd George Jennings 9.42
- 4th John Boggs 10.11
- 5th Dunc fernwick 10.12
- 6th nick r 10.45
- 7th Caz fernwick 12.03
- 8th Evan fernwick 17.35
- 9th steve landen DNF

# Warrington & DMC Scalextric Championship Round 4 Group 'B' Night Tuesday 6th September



## The Scalextric challenge

### points after round 4 The Group B stages

- |     |                          |    |
|-----|--------------------------|----|
| 1.  | John Boggs.              | 12 |
| 2.  | Colin Cresswell.         | 12 |
| 3.  | George Jennings.         | 11 |
| 4.  | Steve Prince.            | 5  |
| 5.  | Ian Haywood.             | 5  |
| 6.  | Ade Lloyd.               | 4  |
| 7.  | Jo Reynolds.             | 4  |
| 8.  | Matthew Steadman.        | 3  |
| 9.  | Ste Unsworth.            | 3  |
| 10. | Ann McCormack.           | 3  |
| 11. | Denise Burns.            | 3  |
| 12. | David Bate.              | 3  |
| 13. | Sandra Withenshaw.       | 2  |
| 14. | Michael Daly.            | 1  |
| 15. | Michael Spiers.          | 1  |
| 16. | Will Heys                | 1  |
| 17. | Bob Reynolds.            | 1  |
| 18. | Ant Oates.               | 1  |
| 19. | Colin burgess            | 1  |
| 20. | Alan 'Shortly' Crossley. | 1  |
| 21. | Mark Carter.             | 1  |
| 22. | Duncan Fenwick.          | 1  |
| 23. | Carolyn Fenwick.         | 1  |
| 24. | Even Fenwick             | 1  |

## Bolton-le-Moors MC

The Club Meets at 9-00pm  
every Thursday  
Horwich RMI Club,  
Chorley New Rd,  
Horwich.  
M/R 109 / 6111



# 2016 Neil Howard Stages

## Win a ride in a WRC Rally Car

### Saturday 5th November 2016 at Oulton Park

To celebrate the sponsorship of the 2016 Neil Howard Stages by Graham Coffey & Co. Solicitors, Bolton-le-Moors Car Club in conjunction with the Graham Coffey Rally Team and the Motorsport News Circuit Rally Championship in a/w MSVR featuring the Michelin Cup, are delighted to give **five lucky winners** the chance to experience the thrill of a WRC car on the Oulton Park Race Circuit and the opportunity to drive the Oulton Park Rally Circuit in one of the purpose built Toyota GT86 rally cars.

Graham Coffey has a long history with the Neil Howard Stages having won the event in 2012 with co-driver Paul Woodford and repeating that in 2013 with co-driver Victoria Myers. To celebrate entries opening today for round one of the MSN Championship, The Neil Howard Stages in association with Graham Coffey & Co. Solicitors, we are offering five lucky winners the chance to jump in alongside the award-winning rally driver Graham Coffey in his World Rally Car but, here is the twist, which World Rally Car Will it be? Will it be the ultra-successful two time Neil Howard Stages winning ex Petter Solberg, Subaru Impreza S12b WRC or the ultra-modern ex-Mads Ostberg Ford Fiesta WRC. Winners will be taken for a hot lap around the Oulton Park race circuit and then have the opportunity to drive the Oulton Park Rally Circuit in one of the purpose built Toyota GT86 rally cars.

This once-in-a-lifetime opportunity, which will take place at the Oulton Park circuit on Wednesday 28th September 2016, is made possible thanks to the club's link-up with Graham Coffey & Co. Solicitors who will sponsor the 2016 Neil Howard Stages on Saturday 5th November 2016 at Oulton Park and the tie up with MotorSport Vision Racing. Entries will be accepted from Friday 9th September at 18:00 until Friday 15th September at 18:00.

In order to enter all you'll need to do is answer the question: "What is the name of the MSN Rally Championship TV Presenter that won the Neil Howard Stages in 2012?" on either the Bolton-Le-Moors Car Club, Motorsport News Circuit Rally Championship or the Graham Coffey Rally Team social media pages by, using the hashtag [#nhstages](#) and then your answer.

The entries will then be entered into a random draw to pick the six lucky winners. The winners will be announced shortly after the close of the competition on the Bolton-le-Moors Car Club Facebook page, The Motorsport News Circuit Rally Championship Facebook Page and the Graham Coffey Rally Team Facebook Page. Make sure you like the pages to see whether you've won.

Before you enter please ensure that you have read the full terms and conditions, which are available on the Bolton-le-Moors Car Club web site [www.blmcc.co.uk](http://www.blmcc.co.uk). Entries will only be accepted from residents in the UK or Ireland and those over the age of 14. Before entering you must be available and able to make your own way to and from the Oulton Park race circuit, Cheshire (CW6 9BW), at your own cost, for 10:00 and be able to remain at the venue until 16:00 on Wednesday 28th September 2016.

The competition is open to everyone except those directly involved in the organisation of the 2016 Neil Howard Stages and Motorsport News Circuit Rally Championship. This includes event officials, set-up crews, sponsors, circuit employees and radio and marshal crews.

On behalf of all at Bolton-le-Moors Car Club, Motorsport News, The Graham Coffey Rally Team, Michelin, Corrado Controls and MotorSport Vision: Good luck.

The Motorsport News Circuit Rally Championship kicks off at Oulton Park for the Neil Howard Stages in a/w Graham Coffey Solicitors on 5 November. Visit [www.oultontpark.co.uk](http://www.oultontpark.co.uk) or [www.blmcc.co.uk](http://www.blmcc.co.uk) for more information. **For further details about the Motorsport News Circuit Rally Championship, please visit**

**[www.msvracing.com](http://www.msvracing.com) or [www.msnrallychamp.co.uk](http://www.msnrallychamp.co.uk).**

## MARSHALS

**See Page 94 for Details of how to be involved**



# 2016 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

Age on 1<sup>st</sup> January 2016 ..... DOB .....

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

Signature ..... Date .....

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

**Tel : 01282602195 email : [shawalan.555@btinternet.com](mailto:shawalan.555@btinternet.com)**

## SD34MSG Under 18 Championship Regulations

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

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

### Scoring

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

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

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

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

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

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

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

# 2016 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

SD34 NOMINATED CLUB (one club only) .....

Please register me for the SD34 Championships listed below;

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

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

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

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

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

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

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

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

**Sprint /** In accordance with the 2016 MSA Year Book, cars shall be entered in the following classes:-

**Hillclimb** Class 1 Road-going Series Production Cars conforming to Section S11 of the 2016 MSA Year Book.

Class 2 Road-going Specialist Production Cars conforming to Section S11 of the 2016 MSA Year Book.

Class 3 Modified Series Production & Specialist Cars conforming to Section S12 of the 2016 MSA Year Book.

Class 4 Sports Libre Cars conforming to Section S14 and Hillclimb Super Sports Cars conforming to Section S13 of the 2016 MSA Year Book

Class 5 Racing Cars conforming to Section S15 of the 2016 MSA Year Book

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



## 2016 SD34MSG Inter-Club League

### Division A

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	728	1	1
Bolton-le-Moors CC	631	2	2
Liverpool MC	496	3	3
U17MC-NW	458	4	4
Stockport061 MC	356	5	5
Blackpool South Shore MC	335	6	7
Garstang & Preston MC	328	7	8
Warrington & DMC	272	8	9

### Division B

Division B		Position	
Club	Points	Div	O/A
Preston MC	348	1	6
Matlock MC	247	2	10
Accrington MSC	228	3	11
Wigan & DMC	164	4	12
Pendle & DMC	151	5	13
Wallasey MC	123	6	15
Knowl Dale CC	95	7	16
Manx AS	62	8	18

### Division C

Division C		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	141	1	14
Hexham & DMC	68	2	17
CSMA (NW)	36	3	19
Mull CC	23	4	20
Lancashire A.C.	10	5	21
High Moor MC	6	6	22
Lightning MSC	0	=7	=23
2300	0	=7	=23
Motor Sport North West	0	=7	=23

## Individual Championship

O/A	Competitor	Q	pts	Club
= 1	Steve Price	Y	58	BLMCC
= 1	Andy Williams	Y	58	U17MC
3	Steve Lewis	Y	52	CDMC
4	Steve Johnson	Y	48	U17MC
5	Ian Bruce	Y	44	S061MC
6	Jack Darbyshire	Y	42	PMC
7	Maurice Ellison	Y	40	CDMC
8	David Goodlad	Y	28	BLMCC
9	Lauren Cook	Y	26	U17MC
10	Kris Coombes	Y	25	PMC
11	Louis Baines	Y	23	PMC
12	Mark Livesely	Y	15	PMC
13	James Swallow	Y	11	PMC
= 14	Gav Irvine	Y	8	G&PMC
= 14	Matthew Harwood	Y	8	G&PMC
16	Daniel Cookson	Y	7	PMC
17	Colin Baines	Y	6	PMC

### Not Yet Qualified

18	Pauline Merrills	58	S061MC
19	Nigel Fox	55	LivMC
20	James Williams	52	U17MC
21	Phil Clegg	45	AMSC
22	Alec Tunbridge	44	BLMCC
23	Gary Evans	41	MMC
24	Brandon Smith	40	CDMC
25	Andy Larton	38	LivMC
26	Jonathon Webb	34	HDMC
= 27	John Leckie	32	MMC
= 27	Robert Holt	32	Liv MC
= 27	Duncan Woodcock	32	LivMC
= 30	Chris McMahon	31	U17MC
= 30	Mark Warburton	31	CDMC
32	Scott McMahon	30	U17MC
= 33	Michael Tomlinson	29	PDMC
= 33	Dave Riley	29	BSSMC
35	Tony Harrison	26	CDMC
36	Ashley Young	25	MMC
= 37	Ayrton Harrison	22	CDMC
= 37	Nigel Trundle	22	G&PMC
39	Daniel Barker	21	ANSC
= 40	Garry Ross	20	A&PMMC
= 40	Matt Broadbent	20	CDMC

Last Updated 30<sup>th</sup> Sept. 2016



MOTOR SPORT GROUP

Last Updated 30<sup>th</sup> Sept. 2016

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	John Leckie	<b>58</b>	E	MMC	7
2	Mark Standen	<b>52</b>	E	G&PMC	6
3	Mark Warburton	<b>46</b>	S	CDMC	6
= 4	Tony Harrison	<b>40</b>	E	CDMC	5
= 4	James Taylor	<b>40</b>	E	CDMC	6
6	Richard Hunter	<b>39</b>	E	MMC	4
7	Paul Buckel	<b>24</b>	E	CDMC	3
8	Josh Townley	<b>21</b>	N	CDMC	3
= 9	Ayrton Harrison	<b>18</b>	E	CDMC	3
= 9	Martin Lloyd	<b>18</b>	E	S061MC	2
= 11	Louis Baines	17	S	PMC	2
= 11	Jonathon Hoggarth	<b>17</b>	S	CDMC	2
13	James Swallow	16	N	PMC	2
14	Ian Swallow	<b>13</b>	N	PMC	2
= 15	Alex Brown	<b>9</b>	N	PMC	1
= 15	Robert Grimshaw	<b>9</b>	N	PMC	1
17	Mike Figg	<b>8</b>	S	CDMC	1
18	Paul Gray	<b>7</b>	S	CDMC	1
19	Joe Mallinson	<b>5</b>	N	APMCC	1
20	Matthew Harwood	<b>3</b>	N	G&PMC	1
21	Daniel Cookson	<b>2</b>	N	PMC	1
22	Colin Baines	<b>1</b>	N	PMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	<b>66</b>	E	MMC	7
1	Sion Matthews	60	E	MMC	7
3	Jonathon Webb	<b>54</b>	S	HDMC	7
4	Ian Graham	<b>49</b>	E	CDMC	7
5	Ashley Young	<b>39</b>	N	MMC	6
= 6	Paul Taylor	<b>36</b>	E	CDMC	5
= 6	Maurice Ellison	36	E	CDMC	6
8	Steve Butler	<b>25</b>	E	CDMC	3
9	Tony Vart	<b>22</b>	N	CDMC	4
10	Nick Townley	<b>20</b>	N	CDMC	3
= 11	Kris Coombes	<b>17</b>	S	PMC	2
= 11	Simon Frost	<b>17</b>	S	CDMC	2
13	Rob Lloyd	<b>10</b>	E	CDMC	1
= 14	Stephen Frost	<b>9</b>	E	G&PMC	1
= 14	Ian Farnworth	<b>9</b>	S	G&PMC	1
16	Craig Shooter	<b>7</b>	N	PMC	1
17	Alan Barnes	<b>6</b>	E	PMC	1
18	Gav Irvine	<b>2</b>	N	PMC	1
19	Terry May	<b>1</b>	N	PMC	1

Last updated 19h Sept (after Colman) Best 7 Scores to Count

## U18 Championship

O/A	Competitor	pts	Club
1	James Williams	60	U17MC
2	Kameron Anderson	46	U17MC
3	Josh Townley	20	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	109	D	CDMC
3	Jack Derbyshire	N	81	C	PMC
4	Adrian Atkinson	N	54	D	BSSMC
5	Michael Judson	N	52	C	CDMC
= 6	Matthew Jakeman	N	26	B	HMMC
= 6	Mike Figg	N	26	D	CDMC
= 6	James Massey	N	26	D	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	Pauline Merrills	N	156	C	S061MC
2	Dave Riley	N	106	D	BSSMC
= 3	Terry Martin	N	53	D	CDMC
= 3	Gary Jakeman	N	26	B	HMMC
5	Matt Broadbent	N	26	D	CDMC

Last Updated 20th July  
(Following Round 10 PromStages)

## 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	43.86	2	LivMC
2	Andy Larton	42.57	3	LivMC
3	Robert Holt	39.91	2	LivMC
4	M.Tomlinson	38.74	5	P&DMC
5	Nigel Trundle	29.66	1	G&PMC
6	Duncan Woodcock	29.57	1	LivMC
7	S.Price	20.04	1	BLMCC
8	Dave Goodlad	10.11	1	BLMCC
9	S.Lewis	9.95	1	CDMC

Last updated 15th September  
Following Aintree Sprint on the 4th September



# MARSHALS CHAMPIONSHIP

*Last updated : September 20th 2016*

## Accrington MSC

<b>Stephen Smith</b>	<b>156</b>	<b>Tracey Smith</b>	<b>156</b>
Dave Barratt	40	Steve Johnson	40
<i>Total Club Marshalling Points : 392</i>			

## Bolton-le-Moors MC

Steve Price	20
<i>Total Club Marshalling Points : 54</i>	

## Clitheroe & DMC

<b>Maurice Ellison</b>	<b>114</b>	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 : 468</i>			

## CSMA (NW)

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

## Garstang & Preston MC

Les Fragel	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 : 360</i>			

## Hexham & DMC

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

## Lancashire A.C.

*Total Club Marshalling Points : 20*

## Liverpool MC

<b>Bill Gray</b>	<b>94</b>	<b>David Hunt</b>	<b>90</b>
Andy Fell	72	John Harden	72
Sean Robertson	52	Kevin Jessop	40
Geoff Main	20		
<i>Total Club Marshalling Points : 706</i>			

## Pendle & DMC

Les Eltringham	70	Alan Shaw	60
Peter Wright	42	Peter Schofield	32
Toby Fisher	20		
<i>Total Club Marshalling Points : 346</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 therefore 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	82	Ian Mather	74
Lindsay Mather	74	Ken Wilkinson	62
Sarah-Jane Wilkinson	50	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 : 682</i>			

## U17Club NW

Jim Livesey	54
<i>Total Club Marshalling Points : 372</i>	

## Warrington & DMC

Dee Burns	20	Joanne McCormack	20
Anne MackCormack	20		
<i>Total Club Marshalling Points : 164</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-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
19/20 Nov	Dansport Rally	Matlock MC

### SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
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

### SD34MSG None Race/Rally Championship

Date	Event	Organising Club
2nd Oct	Production Car Trial	Airedale & Pennine
4th Dec	AutoSolo/PCA/AT	AMSC/CSMA



# GAZZARD ACCOUNTS



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# SD34MSG Sprint & Hill Climb Championship 2017

The SD34MSG Sprint & Hill Climb Championship 2017 will consist of 11 Rounds with the 6 best scores to count  
The rounds consist of Events Organised by SD34MSG Member Clubs and Selected Invited Clubs

## The 2017 Championship Rounds are

<b>April</b>	<b>3 Sisters</b> <b>Sprint</b> Longton & DMC
<b>April</b> 22 <sup>nd</sup>	<b>Aintree</b> <b>Sprint</b> Liverpool MC
<b>May</b>	<b>Scammonden Dam</b> MGCC(NW)
<b>June</b> 10 <sup>th</sup>	<b>Barbon</b> <b>Hill Climb</b> Liverpool MC
<b>July</b> 24 <sup>th</sup>	<b>Aintree</b> <b>Sprint</b> Liverpool MC
<b>July</b> 1 <sup>st</sup>	<b>Barbon</b> <b>Hill Climb</b> Liverpool MC
<b>August</b>	<b>3 Sisters</b> <b>Sprint</b> Longton & DMC
<b>August</b> 12 <sup>th</sup>	<b>Scammonden Dam</b> <b>Hill Climb</b> Pendle & DMC
<b>September</b> 2 <sup>nd</sup>	<b>Aintree</b> <b>Sprint</b> Liverpool MC
<b>October</b>	<b>Anglesey</b> <b>Sprint</b> Longton & DMC
<b>October</b>	<b>Anglesey</b> <b>Sprint</b> Longton & DMC



## RALLYFUTURE FORUM NORTH WEST 30th November

The Motor Sports Association (MSA)  
in conjunction with the  
Association of North Western Car Clubs  
(ANWCC)  
Supported by the  
Association of Northern Car Clubs  
(ANCC)

### Invites

Rally Competitors, Volunteers,  
Club Members, & Organisers  
in the Region to a

## RALLYFUTURE FORUM

At

**The Holiday Inn,  
Haydock**  
**7pm for 7:30 start**

**To Discuss**

**Stage Rally Safety  
& the Future of the Sport**

Guests Include : Andrew Kellitt,  
Nicky Moffitt, Sue Sanders

**ALL ARE WELCOME**

**Please EMAIL**

**[pdschris@aol.com](mailto:pdschris@aol.com)**

To register your interest in attending



# 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 SD34 Motor 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](mailto: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**

# The John Easson Award 2016

## The 2300 Club is proud to announce the details of the 2016 John Easson Award for young rally drivers.

First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2016, the John Easson Award will once again continue the successful format of assisting a young British competitor with financial support, and maintain its place as the UK's number one free-to-enter cash prize rally Award.

Allan Durham, Award Scheme Manager, explained:

"As a committee we are always looking at ways to manage the award to ensure the winning applicant receives the full benefit of the prize to assist them in their rallying activities. The award is open to drivers and co-drivers. Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

The prize is as always fantastic; £5,000 cash to the selected applicant, a huge reward for only a little effort and absolutely no cost."

The £5,000 prize fund will be issued in stage payments to pay entry fees for a selection of rallies the winning applicant takes part in during the 2017 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

### The Award is free to enter and open to all drivers / co drivers who fit the following criteria:

- Age under 25 on the 31 October 2016, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands
- Holders of a MSA competition Licences.
- Entries close at midnight on the 31 October 2016
- Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:
- A current motorsport CV outlining experience and results to date
- A covering letter explaining why the panel should select them as winner and their aims for their future in rallying
- A reference letter from any 3rd party
- Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!
- And of course applications from previous applicants are always welcomed, and it should be noted many of our winners had been previous applicants.

Entries should be sent to the John Easson Award Manager, Allan Durham at the contacts below:

John Easson Award  
Allan Durham  
C/o Pro-Tec Motorsport  
Unit 6, Clifton Business Park  
Preston New Road  
Clifton, Preston  
Lancashire, PR4 0XQ

### Previous JEA winners:

2004:	George Collister,	Isle of Man
2005:	Stevie Brown,	Scotland
2006:	Ryan Borthwick,	Scotland
2007:	Alick Kerr,	Scotland
2008:	Philip Scholes,	England
2009:	Mark McCulloch,	Scotland
2010:	Sara Williams,	Wales
2011:	Osian Pryce,	Wales
2012:	Matt Griffin,	England
2013:	Chris Ingram,	England
2014:	Aaron McClure,	England
2015:	Matthew Jackson,	England
2016:	? ...It could be you!	



**John Easson**



**Further information : Email : [alland@2300club.org](mailto:alland@2300club.org)**

# CLITHERONIAN

## Clitheronian 2016 and Beyond

Once again, the Taybridge Clitheronian Road Rally 2016 lived up to and even exceeded expectations as far as many competitors were concerned.

Paul Buckel and Steve Butler certainly know how to put on a rally. Slick organisation, slick marshalling, everybody where they should be to marshal, every code board where it should be, clear and simple instructions, an amazing mixture of fast moorland roads and slotty lanes on maps 102, 103, 97 and 98....all in all the perfect recipe for success.

I was out again with trusted old sidekick Simon Boardman. It was our fifth Clitheronian in a row.

And if you look at the results from those five rallies, you have to say he is a very consistent driver.

Here are the stats, with which you cannot argue: 2012, seeded car 10, finished 11th overall; 2013, seeded car 11, finished 12th; 2014, seeded 8, finished 6th; 2015, seeded 15, finished 12th.

And this year, seeded 10, in 11th position at petrol and finished 11th.

The one blip is clearly the year 2014. That was our most successful year as a pairing in terms of our highest finish together, taking 3rd overall on the Primrose Road Rally and sixth on the Clitheronian. It puzzles me what made him so much quicker that year...they must have been putting something in the old lad's tea!

But I digress, back to the rally. It was a horrific night, weatherwise. Blustery when we arrived at Blackburn with Darwen Services, some rain started to fall and by the time we left to head off to the first section on Longridge Fell and Jeffrey Hill, it was raining properly.

Simon was straight into the groove on the opener which finished on the B road between Waddington and Slaidburn, a dropper from the get-go, with plenty for the navigator to focus on to ensure no missed slots, and plenty for the driver to deal with; notably roads which were now treacherously greasy after two weeks of virtually no rain and farmers depositing mud and cow poo on the roads.

We were not going to be the fastest on the opener by any stretch, we knew that, but we had agreed to go out and have fun and simply try to get round smoothly, with no unforced errors, missed codeboards or missed slots, and see what result it brought.

It certainly was slippery. Simon had a couple of big moments early on, caused by aquaplaning and due to excessive amounts of manure on the road in certain places. All good fun!

At petrol we were lying 11th, being suitably chastened by young chargers such as Ayrton Harrison and Louis Baines, in their Nissan Micra and Peugeot 106 respectively. The usual suspects were leading the way, Dave Whitaker, Tony Harrison and Richard Hemingway all jousting for first place.

So far, so good, and we carried on in our steady manner, finishing 11th overall and sixth expert. There were no unforced errors, no wrongslots, 'thank yous' galore for the weather-battered marshals, and at the finish we caught up with many of our rally brethren to exchange stories of what happened on the night.

Shortly after the results were confirmed I slipped away as my bed was calling, but like everybody else who reads this and has experienced road rallying, upon waking up at lunchtime on the Sunday my head was full of memories from the night before, a smile on my face all afternoon and evening. It's called post-road rally euphoria. I was struck down by it the first time I went to watch a road rally way back in the early 1980s...and it has remained with me ever since.

Moving on, next up on the road rally front is an opportunity to sit in with Alex Green on the Matlock MC-organised Dansport Road Rally in November. On this year's Clitheronian he finished a very creditable third with Gary Evans on the maps.

I did the Dansport with Alex last year and we finished fifth overall. His driving style is, to say the least, a tad flamboyant, especially on those 'smooth!!!!' whites on Map 119, but it is an invitation I could not turn down. We will see how we get on, on the night, as they say!





## **Clitheronian & Beyond**

### **Continued from Page 20**

Moving forward, the majestic Isle of Mull is occupying all my thoughts now as we prepare to head to the wee island for the 47th edition of the Mull Rally. Nobody there last year will forget the raw emotion and the shock felt by so many after co-driver Andy Mort succumbed to injuries sustained in this unfortunate accident with John MacCrone. I am sure that everybody's thoughts will dwell on Andy for a time when they arrive...

Once again I am sitting in on Mull with Neil McCarthy. Some readers may recall that last year we campaigned on the event in the most under-powered car doing the rally, a Harry Hockly-built Daihatsu Cuore. With its three pistons, turbo and four-wheel drive it belted out a mind-numbing 64bhp at the wheels. I weigh 15 stone, Neil weighs the same and it was asking a lot of the chariot at our disposal to propel us up and down those hilly sections with so little power. Bless little Daisy, as we christened her!

Even so, before the rally was brought to its tragic and untimely end, we had moved up from 112th to 101st after the opening five-stage leg, and had set the 94th fastest time down SS5, the big one incorporating Calgary Bay and Glen Aros. People driving Mitsubishi Evos and Audi TTs, and anyone else not beset by mechanical problems, who set slower times than us, really ought to hang their heads in shame and take up tiddlywinks or crocheting!

Anyway, as soon as we got back from the island, Neil sold Daisy on and acquired his girlfriend's daily driver, a Renault Clio 172 RS. He started working on Chloe, as she is named, in January and on Tuesday September 27, 2016, she was awarded her MSA logbook. Happy days.

She has approximately 110bhp more to offer than Daisy, and we might get airborne once or twice in her.

I knew something was seriously up with Daisy's power output when recceing for last year's rally. We would be going down one of Mull's famous roads and come to a slight crest and, making fresh pacenotes, I would gently enquire of Neil if we could expect any 'air' after the crest. (For the uninitiated, you need to know these things to calculate braking distances to corners after crests, etc...).

The consistent answer I got back every time was 'No!' Hmm, I smelled a rat!

In fact, after the event, Neil confessed that when he took Daisy up the road for a pre-Mull test drive back home, he was overtaken on a country lane by a postman. He could not bring himself to tell me such shattering news before the rally, in case I decided I wasn't going to do it after all!

But I have a good feeling about this year. Neil is no mug as a driver. You can't argue with the fact he has won his class on Mull in a 2.0 Escort and finishing 2nd in class on the island in a Golf Gti the previous year. Those results may have come 25 years or so ago, but he hasn't lost his ability or pace, as far as I can ascertain. Yes, he hasn't got the most powerful car, nor the fanciest suspension or anything else...but he likes the roads up there and knows them reasonably well.

The pacenotes we made last year – 40 hours of notemaking and recceing left no time for the pub before the rally – were a vast improvement on what I had used previously, as far as we were both concerned.

And now, with a lot more power at Neil's disposal, we have an opportunity have a proper go.

We have been seeded at 129, which is a tad disappointing. We are assuming rightly or wrongly that the organisers/seeding committee base everything on the time set on the first test of the previous year's rally. Certainly it would appear nothing else has been taken into consideration

But even so, we are happy enough to have the opportunity to go up to Mull and try to improve on our seeding. We both love Mull, its beauty, the people you only meet up with once a year up there, the atmosphere, the roads, the Guinness, the craic. The journey up much more than the journey back....etc. It's heaven on earth for one week each year if you like rallying.

And moving on to 2017, a chance to hopefully sit in a beautiful Ford Escort for the North West Stages, the Manx and maybe one or two other events, a handful of road rallies and, fingers crossed, Mull again.

I have promised Maurice a report on Mull 2016 when I get back from up yonder. I will stick to it and we will see what happens in the next few weeks.

Until the next time, have a cuppa, a Tunnocks tea cake and enjoy your motorsport!



**Photos Courtesy of**  
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**Alan Barnes : Preston Motorsport Club**

# CLITHERONIAN

Once again I am sat in the silly seat with the very talented a very quick Ayrton Harrison. On the Thursday (3 days before the rally) I get a phone call from Ayrton "Have you still have that Rally Clock of Yours?". Me "Yes". Ayrton "Have you got a spare Flexi Light? Me "Yes. Why?" Ayrton "We are doing in the Silver Micra not the Red one" Me "What Silver Micra and why?" Ayrton "I think it's a bit quicker than the Red one" Me "OK. I will drop them off on Friday Morning but I need them back and in the Integra ready for Hexhams 12 Car on Wednesday" Ayrton "No probs see you tomorrow"

So Friday morning I leave home and make my way to Bentham via Gressingham. Only the bridge at Gressingham is closed for repairs AGAIN! This time its not for damage caused by flooding but because some wagon driver ran into it dislodging some of the Stonework and it has been deemed unsafe. So I have to turn round and go to Bentham via Kirkby Lonsdale & Ingleton. With the time taken to do the diversion I am now running late and have no time to look at our new steed when I get to Bentham

When I eventually get back home after running my eldest daughter to the Doctors I see that Paul Buckel (Clerk of Course for the Clitheronian) has posted something on Face Book about the event and I think that I had better let him know about the Gressingham Bridge closure just in case the rally was going to use it. He replies 'Stop Fishing'. He later messages me asking if I was fishing for information or was telling the truth. I confirm that the Bridge was open on Wednesday but certainly Closed for repairs now. Consequently we got a route amendment at the start.

Following the Clitheronian I have agreed to Marshal (on the Sunday) at Weeton on the Heroes Stages Rally so I make my way to the finish venue and await Ayrtons arrival. A silver four door Micra pulls up but where are the Spotlights, Cage and Rally Seats? "Didn't have time to fit them" is the reply followed by "but I have put some harnesses & a foot rest in for you and some bigger bulbs in the headlights and I have put a sumpguard on and we have electric windows in this one" Comforting to hear, If we stuff it, the car might be a mangled wreck but I can lower the widows with a flick of a switch and get out that way!!!

Through Noise and Scrutineering without a hitch and we sign on, get the NAMS, Blackspots & Quiets. Surprised at the small number of NAMS and Quiets.

Drivers Briefing comes and goes with the news that the first half will now finish after STC 17 and then make our way to Truckhaven at Carnforth via the M6 for Half Way Halt because Gressingham Bridge is closed. (You dont say!!!!) We have lost a few miles but nothing to get excited about.

Start chatting to other crews and suddenly I am aware that I need to get the route instructions. Arrive, slightly flustered, less than a minute before my due time. We have 77 mins to plot up. All done & dusted under the hour and go to the car ready to book out of MTC1. There was recently some debate on Face Book on how people mark up the route and I picked up some very good tips (mainly from Sambo Collis) - SGWs, NAMs, & None Competitive sections. All of which I used and it certainly made life a whole lot easier on the road for me. Cant teach an Old Dog new tricks? Yes you can. Thanks Sam, every tip was a cracker



**Photos Courtesy of**  
**Duncan Littler**

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## **Clitheronian** **Continued from Page 22**

The 2015 Clitheronian was voted best ANWCC (beating events like the Cambrian, KERod, PK & Greystoke) Rally of the Year as well as Best SD34MSG Road Rally for the 3rd consecutive year, so this years event certainly had something to live up to. In my view it didn't disappoint - It was a cracker and definitely one not to miss

Because of where this event starts and finishes its always going to be a fairly long run out and run back at the end but was it worth it. Too dam right it was. The run out took us gently through the outskirts of Blackburn and through Ribchester to the South side of Longridge Fell and we sat waiting our turn at TTC2 watching the cars go up the hill and turn 45 left at the 1st bend. I am busy talking Ayrton through the first few miles and the first NAM at the triangle at the top of Jeffery Hill. Off we go on our minute and yes this Micra does seem a little quicker than the red one and pulls better up the hill but the lack of Spotlights means our long range vision is somewhat lacking. Through Cow Ark and toward Bashall Eves then along Rabbit Lane (between Bashall Eves & Waddington) but we are held up by local late night pub traffic and drop about 30seconds more than we would have done. Over Newton Fells and along Easington and Black moss towards Gisburn Forest and we are clean. Turn right and go to Tosside (Neutral) and now the rally really gets going as we negotiate our way round the not as map road towards Rathmell. The car behind us(Car 12) goes off and through a wall and the Driver breaks his leg. Mark Warburton/Jonathon Webb (Car 13) are first on the scene and call for an ambulance. John Leckie (car 1) picks up a fail at NTC13 - presumably for booking in a minute early.

The next section takes us up through Sheepwash and Wam, There is a code Board at the tricky bridge that I went off at back in 1970 and another at the bad bend before Rome Farm where I hit a tree in 1971. Code Boards to slow you down where its all a bit tricky and Code Boards at SGWs all brilliant good stuff.

Turn left at the T junction and we are now onto Ayrtons home ground. All that I need to do is shout which way at junctions and tell him where the NAMs are as well as hang on for grim death. We slot left at Paley Green Crossroads and catch Simon Boardman/Alan Barnes and Simon pulls over very swiftly to let us pass (thanks Simon, wish there were more like you) and then its round Black Bank. It's a 45°L at Black Bank Farm House and Ayrton seems to make no attempt to turn left and we shoot into the farmyard with me giving him grief that he should have gone left. He tells me there was no way the car was turning left on the cow muck that was on that bit of road and unless I fancied hitting the wall to just shut up. Suitably chastened we back up and get going again with Simon now back on our tail. Up to Keasden Crossroads and into Control. Quiet past Clapham Station and over Newby Moor, onto the A65 (the temptation to turn up the white at Goat Gap white like we did in the 70's is resisted) and turn left before Cold Cotes then down to NAM 2 at Nutgill farm, over the B6480, up Buffet Hill and into STC 14. We are 2nd fastest to Ayrtons Dad (Tony Harrison) dropping 2m35s (10s slower than Tony). This Micra might be faster and more Torquey than the red one but it does not like to be driven hard. The temperature gauge has been in the red ever since STC7. Solution - turn up the heater blower and open the windows, but then I (and the maps) are getting soaked. Quick investigation at the end of the Neutral and we find that the radiator fan is not working. No time to fix so it will have to wait until the Fuel Halt and maybe back off a bit.



**Photos Courtesy of**  
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**Continued on Page 24**



## **Clitheronian**

### **Continued from Page 23**

Turn right at Fourstones and run along the top of Barley Bank then onto Wennington (This bit is just 2 miles from Ayrtons house) and we clean it with ease but so does everyone else. The rain doth persist - poor old marshals but I am as wet as they are with the windows wide open, well nearly as wet, but it's a toss up between getting soaked or cooking, at least the marshals get a blast of hot air to dry them off a touch when we pull into the controls

From Wennington its off to Petrol at Truckhaven missing out the section that was cancelled because of the damage to Gressingham Bridge. At Petrol Ayrton wires up the fan directly to the battery so it is permanently on. Trouble is, and we dont discover this until we start competitively again, he has wired it up the wrong way round and its sucking rather than blowing. At Petrol Dave (Ticker) Whitaker/Terry Martin are leading on 8:53, Richard Hemmingway/Sam Collis 2nd on 10:18, Tony Harrison/Paul Taylor 3rd on 10:53 and we are in 8th on 11:40 (although Tickers time at STC 3 looks a little dodgy, everyone has dropped 3 mins + : Ticker had only dropped 1:30)

Out of Petrol and over the M6 to join the B6254 and MTC 21 is just the other side of Over Kellett. Up to Swarthdale and then past Dunald Mill Quarry (I used to mangle this quarry) Right at the T junction at Green Hill and slot left down Monkley Gill to TC22. We drop 1:30 next fastest is Richard Hemmingway/Sam Collis on 1:36.

Neutral through Caton and then its Haylotts. We drop 1:30 but Tony Harrison (Ayrtons Dad) takes 20 seconds off us and next quickest is Matt Flynn/Rob Bryn. Another Neutral through Wray and its onto the long run through Cragg Hall followed by White Moss and then Lythe Fell. Tony Harrison is flying on this and only drops 4:36, we drop 5:22 but Dan Sedgwick/Sam Ambler take 5:13. Dave Whitaker/Terry Martin are stranded at the roadside on Cragg Hall having slid wide and struck a bit of concrete destroying the rear suspension in the process. Tony Harrison now has a narrow lead over Richard Hemmingway/Sam Collis

From the end of Lythe Fell it's a Quiet and Time Recovery section through Slaidburn, Newton and Dunsop Bridge to the start of the next section starting with the Trough. I thought we went very well on this but still dropped 3:30, (Harrison/Taylor 3:21, Hemmingway/Collis 3:27, Flynn/Bryn 3:37, Baines/ Coombes 3:28) but the quickest by far were Novice Crew of Dan Sedgwick/Sam Ambler on 3:01. Ayrton had said that he expected them to be rapid round Sheep Wash and Black Bank (early on in the first half) and probably Lythe but the pace over the Trough was a bit special especially with a car that was overheating and going through oil like there was no tomorrow. These two are going to be a crew to watch out for in the future.

The last section is all on O/S102 and in the main is a series of tight technical lanes with lots of slots and consequently lots of Code Boards to get at SGWs. As far as we were concerned everything was going well up to RC 32K. I write the Code Board down in the appropriate space on the Code Board sheet and then find that I cant pick up where I was on the map. At RC 32K I had told Ayrton SGW CB turn left, so we were on the right road but I was struggling for a moment or two to find which that road was. When I did eventually find my place again I said 'Long 45Right into slight Left, 100 The road starts to go 60 Left but we want the Slot on the right' He comes back with 'Do you mean the one we have just gone past!' 'Errr . . . Yes' is the reply. So we have to turn round and then slot left down the correct road. This dropped us anything from 30s to a minute and probably cost us 3rd O/A. Not far now to the last control just forget about it and press on. As we pass Higher Beasley we come across Ayrtons Dad parked up at the side of the road going nowhere. We turn round and stop next to him and ask if there is anything we can do to help. Not a lot we can do, the engine is making lots of clanking noises but they think they can make it to the last control but it will be very slowly. We tell them that we will wait for them there and then give them a tow to the finish venue. Our good deed cost us another 3 or 4 minutes and dropped us to 7th O/A.

Still chuffed to bits with 7th O/A and we also picked up a pot for best Clitheroe & DMC crew

Absolute cracker of a Rally. Paperwork spot on, Every Code Board and Control exactly where it should be. The route was a mixture of moorland roads and tight technical slotty stuff. There was something for everyone. The only thing missing (for the people who like them) was some rough whites.

I know I am probably a little biased being a Clitheroe Member but that was by far the best rally I have ever done and the Clitheronian deserves the award of Best SD34MSG & the Best ANWCC Rally Titles Again

Last but not least : a big Thank You to the Marshals who stood out in awful conditions (Probably not as bad as the Memorial) but still very, very wet. I tried to pull the odd fast one with them but they all knew what they were doing and I couldn't get away with anything from anyone. I even had a tug or war with Jeff Smith trying to get my clip board off him but he was not letting go until our due time appeared on his clock! Dont know what Matt Broadbent had told them at his Marshals briefing but whatever it was it certainly worked and they were also very nice about telling me not to even bother trying that on and then laughed at me! Brilliant! Top Class Marshalling and if I didn't say thankyou to them at the time - my apologies.

And a Huge Thank You to the The Organising Team, the pressure is now on to make the 2017 Rally as good yet again as 2015 & 2016. Could not fault this years event in any way.

**Maurice Ellison : Clitheroe & DMC**  
**Car 11 (Silver Micra without Spotlights)**  
**7th O/A : Best CDMC Crew**

# Rali Mon

## A2's Round Anglesey

I think it's a sign that you must be doing something right when drivers contact you asking you to navigate for them, so when I was asked if I'd like to navigate for Jon Bossen on the Colman Tyres at the last minute I was pleasantly surprised, I was however already fixed up. After the event Jon rang me to see if I'd be interested in doing another event, something that didn't take much deliberating. He initially suggested the Clitheronian but as an ANCC round I was already lined up to do it with Stan Featherstone, so we opted for Rali Mon instead.

With the Anglesey start some 200 miles away I set off just after 2pm to give myself plenty of time to reach the start, but with various hold ups along the way I still didn't arrive until after 6:30pm, thankfully Jon had already scrutineered so all that was left was to sign on. With a no marshal no start rule in force I had used a local contact to secure a marshal, all I had to do was bung him £20 for fuel. Once signed on I plotted the few blackspots and quiet spots and acquainted myself with my office for the night. For those that don't know Jon uses a Mk2 Escort fitted with the 2L fuel injected engine from a Honda S2000, mated to the S2000 6 speed gearbox (not much else can take the vibrations at 8500rpm) and with 209bhp at the wheels it was going to be a lively night. Thankfully the navigator's seat was suitably mounted to accommodate my lanky physique with the car fitted with all the necessary comforts a navigator needs including a window slider big enough for a clipboard and a code-board search light in the window quarter light.

To put the rest of the event in to context somewhat I need to mention the goings on of Rali Meirion the week before Rali Mon. Again based in North Wales the event had come under close scrutiny by North Wales Police (why exactly I am unsure) with them taking a less than impressed attitude towards the driving of numerous crews. The 4 worst offenders were given the option of penalty points or exclusion from the event, all 4 chose exclusion, with another 15 crews given fails based on poor driving standards. Prior to Rali Mon I spoke to one of the excluded navigators to get a grasp of the situation and his conclusion having spoken to the police was don't handbrake or slide into slots, don't drift round triangles and don't speed in neutrals or built up areas. As a result the drivers briefing at the start of Rali Mon was a rather strict affair. There were to be 4 Police cars out, one was unmarked and one had the Clerk of Course in it. There was to be no handbraking what so ever, no drifting, no spinning back wheels up, no speeding and anyone caught by the police was to be excluded.



## **Rally Mon**

### **Continued from Page 25**

The result, at least two crews pulling out before the off and everyone else a little bemused. Jon and I discussed our plan of action and would have to hope for the best. 10pm, route given out and we had it on the map with time to spare although there were a few dodgy approach and departs so some guess work was employed. We headed for a short run out to the opening selective and for the third time this year I was the car behind Mark Standen, who this time had Peredur Davies on the maps.

With Mark gone into the distance we awaited our time, I counted Jon down, he dumped the clutch, buried the throttle and we shot off down the Welsh Lanes. The route started in typical Welsh fashion, tight lanes with lots of slots and manned PC's or time controls every couple of miles. The opening selective was 4 sections back to back and it was clear early on just how fast Jon's Escort was, with it willing to rev with ease to 8500rpm which did make it rather loud but I'm no stranger to shouting the bends out. My biggest concern had been how quickly I could process things at the numerous PC's so I didn't lose my place or miss calling any bends but I quickly worked out a system that seemed to work with the key being to tell Jon whether or not a junction or NAM was coming up quickly after the PC in case I was faffing about putting my board back.

There were several places on this opening selective where there were a large number of spectators, some of which were waving us on to try and get us to slide into slots but we played it safe and drove everything as instructed. Over four controls we dropped just 6s but the leaders were clean. At the end of the section we had a short transport section to selective 2 which passed through an industrial estate where we came across Mark Standen pulled up by a police officer. We later discovered Mark had been clocked doing 40 in a 30 zone and was duly excluded from the event.

Selective two was cleaned with ease due in part to marshals not holding competitors until their due time when a section was cleaned, in some cases giving us a 3 minute flyer into a 4 minute section. Selective 3 again saw us drop just 6s on the last of five sections back to back with a tricky tarmac/grass white causing a couple of hairy moments. This selective also caused a rather heartstopping moment. Having travelled flat out down a B road for the best part of a mile we slotted left down a narrow lane and having driven it sensibly Jon pulled 4th when we saw the unmistakable reflection of a Police officers jacket. Fearing the worst he backed off only to be waved on by the Clerk of the Course, thankfully they were happy with our driving so we carried on. After cleaning selective 4 selective 5 was a single 4 minute section down a white to petrol. An overshoot after I missed a call on a deceptive 90R saw us having to back up and we dropped 14s into the control. At the slightly chaotic petrol halt we were lying 8th overall but with such little time separating the top ten anything could happen in the second half.

The second half started well with us only dropping time once (10s) over the opening two selectives but things came undone on selective 8. Having cleaned the previous section we waited for our time at TC8b, I had the board out the window ready to be filled out, our minute came, timecard signed, into the door pocket but when I looked back down at the map I couldn't for the life of me work out where we were. I told Jon and said keep going until you reach a junction. The problem was not only that it was half three in the morning and my brain was scrambled, but with so much route close to each other I just couldn't pick up where we were. I knew we had been at TC8b but with PC's and TC's both using the same numbering system I couldn't decipher what was what on the map. At a T Junction we paused, I called right, round a few bends and there's a control, the only problem is we've come the wrong way. Sion Matthew's was manning it and realising my mistake showed me where we were. We swung the car round, headed back the right way and soon found the control but dropped a staggering 3:45. All hope of any sort of result was gone and I felt utterly dejected. I apologised to Jon for ruining the night but we vowed to carry on.

I got my head back in the game and we dropped just 18s on selective 9 as we headed into the final selective. Now running down the order a few cars we set off from TC10a behind a flying Honda Civic and part way through began to see dust and lights. Eventually we caught the slower car but it was Alun Horn who had set off 2 minutes ahead of us. He soon let us past and we disappeared into the distance and when we over shot a slot right and had to back up he didn't catch us back up. With a further 22s dropped we headed to the finish. We ended the night a lowly 19th overall on what really wasn't a true reflection of the performance Jon had put in. Realistically my mistake on selective 8 had cost us 3:30 at least which would have moved us to 9th but in all honesty it hadn't spoilt my night. Since I started road rallying 7 years ago it had always been an ambition to compete on a road event in the ultimate road rally car, a Mk2 Escort, and this had certainly lived up to expectations. The car was something else and I honestly think it would be a competitive 2 litre car on stage events and Jon had driven it with uncompromising skill and enthusiasm. It's fair to say that night of sliding round the Anglesey lanes won't be forgotten in a hurry. The event itself was very good but in Wales it's virtually a different sport to the English events I am used to, with the pace of the top crews in an entirely different league. Thankfully the Police hadn't spoilt it too much but the times of the winners does make me wonder if the perhaps threw caution into the wind. Hopefully it won't be my last appearance alongside Jon as I would relish the opportunity to make amends for my mistake.

**Sam Spencer : Malton MC**



## **Promenade Stages Rally** **2nd & 3rd September**

The first weekend of September saw me and Ryan head off to our local and my motorclubs event the Promenade stages at New Brighton having had our fair share of bad luck this year the plan was simple finish the event!!!!!! Thankfully we actually managed to achieve this.

The first 2 stages on the Friday night started well with a steady run though the first stage in the twilight of the mid evening providing suitable light to not cause any problems. The second however was a little more nervous as with no spotlights the new headlights didnt provide the lighting we hoped for but luckily we only went 2 seconds slower than our first run through. This left us 34 overnight so we were pretty pleased not to lose to much time.

The first morning loop went well with Ryan gaining more an more confidence in the car getting closer and closer to the pace. The times however could of been even better had we not been caught of on slicks had it started raining. Despite this we still managed to climb up 3 places to 31<sup>st</sup> so were pleased with that.

The next 4 morning stages went without much drama with a controlled drive slowly building up the pace and going more and more sideways every stage. Despite all of the showboating we climbed up 7 places meaning we headed into the afternoon 24<sup>th</sup> and 6<sup>th</sup> in class. The only slight drama was we were wearing the wet tyres quicker than expected the wet.

Over the afternoon we were full of confidence and continued to push on to see what we could do. For the first loop of the afternoon we decided to try a set of cut slicks which worked well on the damp roads untill the rain came down again. A small drama came when the car became reluctant to start on the line of the penultimate start firing 5 with 5 seconds to go and then a spin a few corners in meant we had to drive over one of the traffic islands to rejoin but luckily no problems. The final stage went with no dramas meaning we managed to finish 20<sup>th</sup> overall and 4<sup>th</sup> in class just the icing on the cake of an awesome weekend.

***Jordan Joines : Wallasey MC***



***Photos Courtesy of John Gorton***

## **Promenade Stages Rally**

Well, I wasn't going to do it this year, I had asked Geoff ( Roberts T90 ) if he fancied it, as he was winning it last year, till a curb jumped out at him and bent a rear wishbone, but we decided to do the Pendragon the following week instead, So Brandon (Smith T9) rings up, are we doing the Prom? So I thought why not, always a good laugh and social side.

So, seeded car 15, with reverse seeding, that meant less time in the pub on Friday night, after the two night stages, BUGGER! Better get him to get his foot down, 13<sup>th</sup> after the first run, and up to 10<sup>th</sup> after the second, that will do.

Saturday, another ten stages, and it starts raining, and on with the Inters, up to 9<sup>th</sup> then 7<sup>th</sup> after the first pair, then the rain really starts, full wets now, but we drop to 9<sup>th</sup>, which is where weve finished for the last two years, got to improve on that, no dramas with the car, just fuel and tyre pressures, two to go and were 8<sup>th</sup>, we pull up another place, on the penultimate stage, last stage one retirement in front, and we take 5s out of Martin Hodgeson, and get up to 5<sup>th</sup> o/a , we are both more than happy with than, wish all rallys could run like this one, like clockwork, well done Wallasey, no doubt be back for next years rally,

***Brandon Smith/Terry Martin : Clitheroe & DMC***





# PROMENADE STAGES RALLY

Friday 2nd & Saturday 3rd September 2016

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## Wallesey MC Accident Advice Solicitors Promenade Stages Rally 2nd & 3rd September **B Side the C side**

After a fairly quiet year we decided to put our entry in for the annual Pilgrimage to the Wirral coastline and Kings Parade, New Brighton for the Promenade Stages Rally. Entries filled very fast for the event this year showing it is as popular as ever.

A Friday afternoon trip down the East Lancs road with a relaxed scrutineering & documentation process as ever left us time to take it easy waiting for the two evening stages. Running car 51 meant at least we had one stage in the daylight. The weather was great but the forecast for Saturday looked very grim.

We met up with our friends from Warrington MC with Steve Ellison, Stuart Deeley & Dale / Mark Carter right next to us. The usual great banter ensued. Dale & Mark were readying there as yet, untested rally car so it was a bit of a nervous time waiting for the off.

The first stage was set to a beautiful sunset over the sea and despite the worry of the low sun Phil set a blinder of a time (sorry). With the LED lights on we set another good time on the second stage going quicker in the dark. Lots of spectators were out enjoying the action of the evenings stages which was good to see. All the crews from Warrington got back safely with Ste Bright the only casualty in the E30 BMW suffering diff problems. Their new crew was up till the early hours fixing it and did a grand job.

We got home to be presently surprised seeing we were 22<sup>nd</sup> overall. The bad news was that we had to get back to the Wirral very early on Saturday due to the higher seeding.

Saturday started dry and Phil was on it again. The advantage of the remapped ECU appeared to benefit us at this venue. We maintained our position despite some high horsepower opposition. Then through the 2<sup>nd</sup> stage of the morning the rain started, and just got heavier. A swap to untried soft inters on the front was a gamble and with the worn wets on the rear the next stages could be interesting. Steve Ellison was also going well on his debut at the venue but sadly Dale & Mark retired the Opel Kadet with a failed thrust bearing at the start of SS3 but the car showed potential in it's short run.

Ste Bright continued to have problems and at one point had to stop to clear the windscreen and the wipers broke also. Despite this they did finish the event.

The tyre gamble paid off and we maintained our position throughout the day on the same tyres. One advantage was the venues rough tar surface and good drainage. Phil did not put a foot wrong all day with the slight exception of damaging a tyre on the last stage with half a mile to go and it remained inflated which was a relief.

To finish 22<sup>nd</sup> overall at the end was great for us against tough competition and has buoyed us up to do another event soon. We are currently 4<sup>th</sup> & 3<sup>rd</sup> in our class on the ANWCC championship also.

See you out on the stages.



**Phil & George Jennings : Warrington & DMC  
Car 51, Green BMW Compact**

My wife used to suffer from insomnia, but I cured her myself.  
When we go to bed all I need to do is tell her about my day at work, and she drops off in minutes!



# Busy Couple of Weeks

Well, what a few weeks. I'll start with the Promenade Stages. After mine and James' disappointing end to our last trip to Weeton (where we smashed a wheel on the second to last stage, missing out on a 9<sup>th</sup> O/A), we were both looking forward to getting out again. This was our chosen event. James had done the event before (the year previous), so he knew what to expect. I on the other hand had never even been to spectate. The rally has a slightly unusual format, in that there are two stages on the Friday evening, both of them being in the dark, with the remaining stages on Saturday.

We bolted the lamp pod on, and got to it. We were steady away, which was probably the wrong approach given they reseeded crews after the night stages. Anyway, this was my first time on a stage rally in the dark (plenty of experience in the lanes though!), and James seemed a little cautious. We got round without any incident, and were reasonably satisfied with where we were seeded for the following day.

As seems to be the case with all of our rallies this year, me and James are still very much learning, and this really showed in our stage times throughout the day. As we were getting comfortable, and both of us were getting used to the layouts and style required (lots of flat out with the occasional very tight hairpin!), the stage times were also dropping. We were also slowly progressing upwards, which was good to see. Unlike our previous trip to Weeton, it looked like this event was less brutal on the cars, and the field seemed to be keeping relatively strong throughout.

This event was also rather unique in terms of the crowd and spectators it attracted. As it is in a rather accessible location, and given the strength and quality of the field, many people had come down to watch. Coupled with a rally village, showcasing different cars and other sports (the speedboats were crazy!), the atmosphere was quite something. That was until it started to rain. And I mean *really* rain. We'd had some experience with wet tyre choice last time out at Weeton. However, it was relatively hard to judge how much water was on the ground, given the relatively good drainage on what is a well maintained set of roads. We started on intermediates, which were perfect for the job, but as the rain continued to fall, we made the swap to full wets.

Well it turned out that this was perhaps a little immature! We were sliding all over the place and the car did not feel good. On top of that, they seemed to be getting worse as we went through the stage, presumably because they were beginning to overheat. We went back to intermediates after that, and stuck with them for the rest of the day. Still, it was often a tough one to call, especially as the weather would often change from the service park to the start line. Anyway, we were pleased to finish the event 19<sup>th</sup> overall, especially as we were seeded 49<sup>th</sup>, and there were over 60 finishers in the end! Considering James finished 46<sup>th</sup> the year before, I think that's a great achievement, and testament to the improvements made to the car and driver!

A few weeks passed, and I was slightly nervous about my first double header: chief marshal on the Clitheronian Road Rally and then co-driving for James back at Weeton straight after. I checked with James that he was alright with being a bit tired. With a bit of persuasion from Terry Martin (who was also doing both), he begrudgingly agreed.

Thankfully, Steve Butler and Paul Buckel are excellent organisers, and so I had a relatively small amount to do in the run up to the event. I helped a bit with PR, but most of my task was contacting marshals and recruiting them for the night. With the help of some existing contacts, and a plentiful dose of advertising, I was happy that we had enough marshals going into the event. I was acutely aware that the majority of my job was to be done on the night, and right I was.

It's actually quite a tricky process on the night, one that requires equal amounts of patience, balance and foresight. I won't bore you with the details, but I am glad to report that it all went really well, and the event ran smoothly. All the marshals turned up at their allocated controls, all of them seemed to know what they were doing, and most importantly, seemed to be in high spirits. What more could you ask for! Thanks to all those that marshalled for making my job easier! A trip round the route a few minutes before the course opener ensured everything was ready to go.

I waited with some trepidation at the finish, hoping that everything had gone according to plan, and knowing that I still had a full day of co-driving to do. Steve and Paul soon arrived in the course car, and were happy that it had all gone smoothly. I could rest a little. I waited for Terry to arrive, as he should have been a few minutes behind with the first of the competing cars. Unfortunately, he didn't arrive with the others; I gave him a ring only to find out that he'd retired not too far from the end, but he was making his way back.

After grabbing something to eat, it was a blast over to Weeton for the rest of the day's activities. I got there in good time, and joined James just as he was about to go through scrutineering. All was well, and we prepared for the first stage. Well, everything that could have gone wrong, did. To begin with, I didn't realise that the start light was on a 10 second countdown rather than the usual 15. So I'm sat there, reading the countdown from my watch, only to look up and see the light on green!

Off we shot into the stage, only to be presented by what seemed like a sea of cones. I was telling James to hairpin right, but I think an earlier crew had sprayed the barrels everywhere, and it was hard to make the correct stage out. We ended up the wrong side of the cones, which isn't an ideal way to start, but we soon corrected it. Nonetheless, it put us off on the wrong foot, and the first two stages were a little fraught.

**PROMENADE STAGES RALLY**  
Friday 2nd & Saturday 3rd September 2016

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**Heroes Stages Rally**



## **Busy Couple of Weeks : Continued from Page 29**

Combine this with a mishap at a tricky split, and things weren't looking too rosy in the car. We talked about treating it as a test day, and using it as an opportunity to set the car up.

Thankfully, and in hindsight, we completely ignored that conversation, and continued to push throughout the day. With the knowledge we gained from the wet Promenade Stages, we made the correct tyre choices, and things seemed to be getting better. We didn't pay much attention to the results though. We'd put in two rubbish times on the first two stages, and were just seeing how we could do better as the day went on.

Weeton had other ideas though, as the stages began getting really rough. Terry retired with two broken top mounts. We had a half-spin into a hedge on what seemed to be some really slippery tar (we have since discovered it may have been more serious — suspension failure maybe).

I was struggling to stay awake, but the adrenalin was keeping me going. I just had to survive the 30-minute turn around between pairs of stages. Through a mixture of caffeine and glucose, I survived. The attrition rate was incredibly high that day, with many cars going out after every stage. Someone came to tell us we were up to 7<sup>th</sup> or 8<sup>th</sup> with only a handful of stages to go. This is where superstition started to kick in though, as this is when we'd gone off on our previous attempt at Weeton.

I managed to keep James calm, and told him to ignore the result. At the end of the day, we were there to right our previous wrongs, and a finish would do. If it was in the top ten, then it was a bonus. James seemed to agree, but I could see he was still a little nervous. Nonetheless, he drove some cracking stages; hats off to him.

After the final stage, I went to check the results to see how we'd gone on after what felt like a very long day (36 hours in the end!). I couldn't believe my eyes. I thought I might have fallen asleep and still be in the car. We were up to 6<sup>th</sup>. Not only that, the results changed a little whilst still provisional, and we ended up moving up another place. Not only did this put us 5<sup>th</sup> O/A, our best result by a long way, it also put us 3<sup>rd</sup> in Class D, a highly competitive class. Considering we set off this year with the intention to get top-20, maybe top-10 results, and joked that we'd never get a class pot in that class, this really was some result for us, especially considering we'd almost packed it in at the start of the day.

I've never been so tired in my life. But it was all worth it in the end.

**Matt Broadbent : Clitheroe & DMC**

**Pendle District Motor Club & Garstang & Preston Motor Club**



# **Heroes Stages Rally**

**Weeton Barracks : 25th September 2016**

The 4<sup>th</sup> weekend of September saw myself and Ryan Fagan once again head to Weeton army barracks for the Heroes stages in his MK2 Escort.

After the success of the Promenade stages we were looking forward to getting back to Ryans favourite venue especially as this time he had gotten used to the new car. However things yet again didn't quite go to plan.....

The first loop potentially ended the event before it began as we overshoot the entrance to the 2<sup>nd</sup> lap at the split meaning we had to carry on to the finish and pick up a stage max. However with 11 other cars also missing the split all was not as bad as it seemed. We decided to carry on to see what sort of times we could set and if we could potentially climb a few places back up the leader board.

The second loop went much better the 3<sup>rd</sup> and 4<sup>th</sup> stages being just outside the top 10 times and ending a bit closer to the class leaders times each stage. The only drama in this loop was killing the wet tyres by the end, luckily however the stages had just dried up enough to put on a set of slicks so this didn't present to much of a problem. The third loop was more of the same setting the 8<sup>th</sup> quickest time on both stages showing that the pace was coming. This left us 18<sup>th</sup> overall and 5<sup>th</sup> in class going into lunch.

The 4<sup>th</sup> loop was even more successful setting 6<sup>th</sup> quickest time on the first afternoon and 7<sup>th</sup> on the second. This meant we climbed another few places and sat 4<sup>th</sup> in the class. This left us very happy considering wed started 4 minutes down after the first loop and was 50bhp down on the class leader. The 5<sup>th</sup> loop continued much the same mirroring the previous loop 6<sup>th</sup> quickest on stage 9 and 7<sup>th</sup> on stage 10 and what looked like a realistic chance of climbing into the top 10 and 3 in class.

However this wasn't to be as the final stage would put a stop to the charge. Another top 10 time on the penultimate stage saw us in 11<sup>th</sup> and a few seconds of 3<sup>rd</sup> in class so it was all or nothing on the last one. This unfortunately was or should I say wasn't halted after the brakes completely failed leading to a big overshoot which luckily we got away with but unfortunately it was game over and we limped back to service early picking up another stage max. Gutted as we were we were happy to find we actually finished 13<sup>th</sup> overall and still head 4<sup>th</sup> in class despite 6 and a half minutes on max penalties which ignoring meant on times we would have finished 6<sup>th</sup> overall and 2<sup>nd</sup> in class which made it that bit more bearable.

Overall despite not proceeding as planned it was a good weekend and we were extremely happy with the pace. Unfortunately this is where our year together ends as for the rest of the year I am now of to compete on the MSN circuit rally championship with Ben Moore in his Astra VXR once again so looking forward to the change of pace and seeing what we can do there with the new upgrades since last year.....

**Jordan Joines : Wallesey MC**



# Vartys Summer Rallying Round-Up

It is good to be back on the keyboard again after a lengthy absence due to a technical issue with my Apple iMac...great product but try getting one fixed after a breakdown!! It was eventually fixed at great cost after a number of places couldn't/wouldn't sort it...and as for the Apple Geek appointment booking service in Manchester...well words fail me. Great example of how the product has sold itself but the Apple organisation seem to have no idea of what a good aftersales service should look and feel like...rant over!

After the Memorial the **Morecambe Rally** was next up and with the Travis Proton having a rest it was into the silly seat of another silver Proton...this one had once been owned by Ste Hudson (one careful owner and never raced or rallied...) but is now piloted by David Hughes from North Wales who had spent a bit of time getting it to his liking after spending last season in a Micra. David had a great reliability record last year and did circa 14 Welsh events without one non-finish and so was looking forward to an event on different territory in his more powerful car. He was slightly concerned about the reputation of the rough northern whites but in the event that was the least of his problems... which were basically the missing CB's. The infamous Wray white loop caused many a problem plus the "round the tree" instruction in the Quernmore Park Hall stately home section was baffling to us as well...which tree out of many! This basically took the stuffing out of our event and combined with a couple of wrong slots meant a relatively poor finish was the outcome. The route that Danny Cowell and his small team had put on I think was superb (as it was last year) and if more horsepower could be added to tighten up the paperwork and the board placing's I feel that this event could be up there as the best event in the North West. I think David enjoyed the event and the Proton didn't miss a beat.

Next up was a **pre Mull test** in the Ste Hudson Orange Banshee... the 205 Maxi. Now Ste is spending most of his life digging big tunnels in Wales so had entrusted the car to Steve Cotton to check the full car over... suffice to say Steve has spent a fair bit of time resolving a number of issues with the car and so the test was intended to identify any last remaining new car bugs prior to going to Mull. Chris Woodcock (CDMC) organized the test and I must say it deserved far greater support. The venue was at a place called Pontrhdfendigaid...yes I had no idea either but it is just outside Aberystwyth so a fair trip from Preston. It is however worth it as it consists of a superb all tarmac loop of 2 miles which with a split allows a continuous 4 mile stage that includes gradient changes, various bumps and both fast and slow corners with a small tarmac paddock area. Whilst Chris was hoping for 20 cars on the day in the end there was only seven or eight present with the Minisport team (although Daniel Harper had tested the day before) supporting a couple of Minis and some juniors in Micras. A couple of laps to get the stage "noted" and then Ste started to extend the 205's legs...the car is certainly rapid and seemed to have all of its Mull/Blyton 2015 issues resolved. We had an enforced halt when it was all hands required to lift an 8 port Mini out of a deep ditch which the usual Navigator had driven off the road (the drive was a treat!)...The driver had just bought the car as well although the damage was thankfully limited to superficially cosmetic body damage plus the crew's pride.



The next run for us brought our day to a halt as a shaft snapped on our second lap...with no spare, Steve Cotton could only pack the tools away. Great support from Steve C and Dan and the ride back in Hudson's new pimpmobile softened the blow slightly. The car is now sorted with some "unbreakable" French driveshafts and ready for the Mull challenge.

The next event for me was the **Colman Tyres** as a marshal.... teaming up this time with The Grumpy Old Git himself for the trip into deepest Yorkshire in his recently acquired smart looking Honda Integra. A nice meal in Otley with Steve Johnson was just the ticket before a night out on a very dark Yorkshire moorland white manning a SC. The weather was grim to say the least and as we made our way to a second control near the finish the rain was possibly I have ever seen on an event...it was of biblical proportions. The second control was enlivened by Messer's Buckel and Butler having an in-car domestic after I asked them if they were having a good night.... it seems they weren't!! It looked to have been a good event judging by the feedback at the finish with the victors piloting a Vauxhall Zafira of all things and it actually highlighted the view that, of the car, driver and navigator combination, the car is actually the least important and by some degree. Obviously a couple of highly fancied crews had retired but it still does beg the question why some people spend a fortune on their car when teamwork inside the car can reduce times by a far greater margin in my view.

A brief trip to Mull, for a spot of wildlife watching which included a white tailed Eagle plus numerous stags and assorted animals of the night, preceded the **2016 Clitheronian**.

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## Vartys Summer Rally Round Up Continued from Page 31

A seeding of 16 surprised Travis and I slightly (although we finished 11<sup>th</sup> last year) and we arrived at the start hoping for a good run...needless to say our hopes were dashed fairly early on with lots of traffic on the road but the waiting at a control we didn't need to plus driving straight through another one completely ruined any chance of a decent result.

The night came to an end early on in the second half at the bottom of Lythe Fell when the gear linkage started to come loose and we ended up retiring with only one or sometimes two forward gears. The weather was terrible and a number of roads were covered in slurry and I have never seen so many leaping frogs before...it was biblical at times – again!! A great event in my view with long sections and well placed CBs on a challenging route...Paul Buckel and Steve Butler excelled themselves again and with a surplus of fantastic marshals well rounded up by debutant Chief Marshal Matt Broadbent. I think Sambo Collis spoke eloquently for all of us after the event when he praised Paul and Steve for their efforts as a credit to the sport of road rallying.

Following on sharply a couple of days after the Clitheroni-an the newly formed Team OAP, consisting of two crewmembers with a combined age of (nearly) 130 years young, travelled up to Hexham (in a 20 year old car) for **Hexham MC's latest 12-car** event. Now the Grumpy Old Git has bought himself a very nice looking Honda Integra coupe.... it is a Type R look-a-like really but even with an auto box it is still a nice car...and is refreshingly different (165bhp instead of the Type R's 215). A set of spots and a sumpguard were the only mods with a very good LED map light providing the illumination for our fading eyesight. Jonathon Webb had devised a very good route and the instructions were part pre-plot, simple tulips, a simple herringbone plus map features...and it worked extremely well in practice. Just over three hours and 55 miles later we arrived back at the DR



Syntax for the traditional superb buffet and a pleasant surprise to find we had finished 5<sup>th</sup>. A great event and I can't recommend the series of 12 cars run by Hexham enough...suitable for novices and still a test for the more experienced. Needless to say experience (and ability) won the day with Ali Proctor directing the winner and Ed Graham making a rare outing to direct Alan Bennison to second. Ed must know these roads blindfold ..... he was one of the men to beat in the mid 70's when I dabbled with driving when I lived in Darlington. Many happy memories of watching Stanners, Mawson, Lewis, Saint and company... A great night out with the only issue for Ellison and Vart being how to get back into the care home at 2.30 in the morning without the staff noticing!!

**October** for me signals the start of Autumn and what a way to start it...this coming weekend I am accompanying Bryan Gibson from Arneside in his "modern" Escort 1600 on the **Trackrod**. Needless to say I am really looking forward to getting back into the woods after what seems a long absence...it's a different kind of pressure for the co-driver with the note reading being particularly demanding but you don't have the constant pressure of having to make a decision every 30 seconds for six hours on roads like Lythe Fell. A further bonus is that David Hopkins has finally got the historic Sunbeams engine back in the car and we are doing the **Wyedean** in November as a shakedown, prior to potentially re-entering the **2017 BHRC**. It has been a saga to say the least and involved Dave travelling to Finland to drive an Avenger...well that's what he told me...I suspect drink and Finnish blondes were involved!! It will good to be back in the car next month.... however there is the small matter of Mull first.....

**Tony Vart : Clitheroe & District Motor Club**



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**MARSHAL**

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

## The **SD34MSG 'MARSHALS'** Stickers have arrived

They were given to SD34MSG Club Delegates to distribute to their Club Members at the September Meeting  
Competitors Stickers will be given to all the 2017 Registered Competitors





## RAVENOL BTRDA GOLD STAR® CHAMPIONSHIP CHARLIE IS CHAMPION, BUT IT'S PAIN FOR FRANCIS !...

Long-time BTRDA Gold Star® Championship leaders Charlie Payne/Carl Williamson (Fiesta) started the Woodpecker with one eye on what Luke Francis/John H Roberts were up to. Having already amassed three maximums this season, a continuation of such form on both the Woodpecker and the Trackrod, the season finale could have moved the Lancer EVO9 crew to the top of the pile ahead of Payne. So, when Payne passed his rivals at the side of the road on SS2, all of a sudden his main objective was to finish. He did just that - in 3rd place – and therefore added his name to the illustrious list of Gold Star Champions stretching back for more than half a century. Through the Road to Wales scheme, he also benefits from a free entry to WRGB National next month.

Meanwhile, having won the Trackrod Forest Stages back in 2013, Stephen Petch has waited a long time for a second chance to taste the champagne on a BTRDA Rally Series round - even some luke-warm Asti Spumanti must have seemed sweet after such a prolonged abstinence!... FTD on SS2 of the Eventsigns Woodpecker Stages, High Vinnalls, put him and co-driver Michael Wilkinson into a lead they doggedly clung on to, in spite of the best efforts of former BTRDA Series hot-shoe, and 2015 Woodpecker winner, Jamie Anderson whose own R5 had reduced a 19s lead, with two stages to go, to just 8s by the time they arrived back at Ludlow Racecourse.

Petches win means the fight for Gold Star Champion codriver continues. Carl Williamson leads the Co-drivers table but, should Michael Wilkinson continue his winning streak on the Trackrod Forest Stages and Williamson not finish, the two would tie on points, with Wilkinson getting the nod for the title by dint of two maximums to his rivals one!....

Making a welcome return to their home event, Shaun Gardener/Ben Innes brought their Lancer EVO5.9.2 back in 4th place, six seconds in front of Callum Black who so years Silver Star Championship but has now switched to an R5+ of his own.

4th fastest through the 10+ miles in Radnor that he's got the hang of that as well! Wayne Sisson/Neil Shanks (Lancer EVOX) rounded off the Top Six, marginally ahead of Dylan Davies/Llion Williams who have struggled to maintain the reliability shown by their Impreza throughout 2015. Karl Simmons/Mark Glennerster (Impreza) and Paul Benn/ Richard Cooke (Focus WRC) also went home with bags full of points but, with just 2 minutes separating 1st from 10th places, it wouldn't have taken much to put a very different perspective on the leaderboard. Steve Simpson/Patrick Walsh were running as high as 5th at the halfway point of the event but, alas, a broken wheel on their Fiesta S2000 saw to it that they wouldn't finish.



**2016 Gold Star Champion driver Charlie Payne & Carl Williamson – 3rd overall**



**Stephen Petch/Michael Wilkinson  
Fiesta R5+ - 1st overall**

**The photographs are courtesy of  
Ralliphotos Wales.  
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# PRITCHARD IN POLE POSITION AFTER MANX MAXIMUM

In fabulous early autumn conditions, Jason Pritchard and Phil Clarke judged the pace perfectly to claim an excellent Rallee Classicagh Isle of Man victory; collecting maximum BHRC points to head into the final round as clear championship favourites.

2015 BHRC champions, Jason Pritchard and Phil Clarke, have been out of luck for large parts of the season and found themselves heading to the Isle of Man for rounds 7 and 8 of the championship in desperate need of a good result to keep their title hopes alive. Requiring 6 strong finishes from the 9 available rounds, a combination of the odd mistake and mechanical woes had seen the pairing record just 3 notable scores with only 3 rounds remaining.

Having never been to the island before, the prospect of witnessing the title battle unfold over 20 classic 'Manx' stages in glorious September conditions was one I was keenly looking forward to. And whilst the likes of Joe Price and Nick Elliott had elected not to make the trip across the Irish Sea the rally was still blessed with an excellent historic entry; one which contained more Minis than I ever remember seeing before!

With Pritchard not able to afford another non-finish it is hardly surprising that the usually time-sheet topping Escort pilot would approach the event with caution. Indeed the Welshman found himself lying 4th overall by the end of proceedings on Thursday evening behind the similar Fords of early leader Ryan Barrett and RAC Asphalt championship competitors, Will Onions and Guy Woodcock.

It was all change on the Friday morning loop of stages however; ignition issues causing Barrett and co-driver Paul McCann to drop over 45 seconds in stage 6, whilst a couple of consistent stage times for Pritchard saw he and Clarke take the lead by the narrowest of margins from Onions and Woodcock.

Barrett was soon back up to speed however and after 2 stunning stage times in Ravensdale and 179+, the Northern Irishman was back in second place. In part due to the loss of oil pressure enforced retirement of Woodcock, and a slow time for Onions in stage 9. All this meanwhile allowed Pritchard to continue to lead the historic classes and collect the much needed maximum BHRC points on offer at the halfway stage of the event.

Having clawed back much of the lost time to sit just 8.6 seconds behind Pritchard after stage 9, Barrett would suffer a further setback; the Northern Irishman issued with 40 seconds worth of road penalties as a result of earlier ignition related lateness. Without which, he and McCann, would have been leading the rally, such was their pace through the Castletown darkness.

And despite the cancellation of stage 14, Barrett had managed to get within 31 seconds of the rally lead by the end of the day; his pace over the first leg of the event suggesting rally victory was still a distinct possibility, especially with 6 special stages totalling 60 competitive miles still remaining.

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*Continued on Page 35*



## Manx Rally Continued from Page 34

Whilst Ryan Barrett had been making the headlines, it was elder brother Paul who was in title frame. And whilst struggling to match the pace of his BD engined rivals, the Pinto powered man was doing an admiral job of staying in touch; Paul Barrett and Dai Roberts claiming the spoils for 3rd place in the BHRC classes at the halfway point and lying 4th overall at the close of proceedings on Friday, just over 24 seconds behind the third placed crew of Will Onions and Jamie Edwards.

Saturday, the final day of the rally, was blessed yet again with glorious weather, perfect conditions for the lead battle to be fought. However, Ryan Barrett's victory charge was further hindered by the cancellation of the 11.5 mile second stage of the day, leaving the rapid Escort man just 40 miles to close the more than half minute gap. The position looked much more positive after SS17 however; Barrett taking a massive 15 seconds out of both Pritchard and Onions in just under 4 stage miles!

But just as victory momentum was starting to build, an up and down event for Barrett and McCann came to an end on the penultimate stage of the rally; A loss of oil pressure tragically ending their very competitive run.

This left the way clear for Jason Pritchard and Phil Clarke to round out a perfect weekend by taking maximum BHRC points from both legs of the event; an ultra consistent run culminating in a 1 minute and 40 second victory over the leading RAC Asphalt championship crew of Will Onions and Jamie Edwards.

Paul Barrett and Dai Roberts would finish the event in third after another strong performance, the deficit in horsepower really showing on the demanding Manx roads. And whilst the pairing have now sown up the Category 3 title, the overall honours appear just out of reach; a top 10 finish on the Trackrod now probably enough for Pritchard and Clarke to claim a second title.

## CATEGORY 2

In 2016 Simon Tysoe and Stanley Orr have been the front running category 2 contenders in their respective BD and Pinto powered Ford Escort MK1s and it was no surprise to see them lying 1st and 2nd on Thursday evening.

It was Orr, with Guy Weaver alongside, however who was quickest through the night stages and the pair managed to maintain their healthy 40 second category advantage over the Friday morning loop. Unfortunately the engine decided to call it a day on stage 7 though, which along with their enforced retirement, also put pay to their championship hopes.

This left Simon Tysoe and Paul Morris in pole position for both the category honours on the event as well as the championship itself; the pairing holding a 1 minute 30 second Friday night lead over another pinto powered MK1 in the hands of Phil Jobson and Arwel Jenkins.

Jobson's strong run would however sadly come to a premature end after a stage stopping off in Snuff the Wind on Saturday lunchtime, thus leaving Tysoe as the clear favourite for category victory. That is until the Leicester man visited the scenery himself on the penultimate stage of the event. Such was their lead advantage however that the 12 minutes lost would only drop to them to third; more than enough to secure the category title after an excellent season.



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## **Manx Rally** **Continued from Page 35**

Instead it was Barry Jordan and James Gratton-Smith who slipped into the last minute category lead in their 1600 Hillman Avenger BRM. And the East Midlands pairing duly went on to take a well deserved victory having put in a very strong performance throughout the rally; the first none Escort BHRC/RAC crew home in 9th position overall in the combined historic events.

Behind Jordan, a conservative drive saw Roger Matthews and Tom Marrott in their MK1 Escort claim second in category 2. The result enough to secure overall RAC Asphalt championship victory with one event still remaining.

## **CATEGORY 1**

For once a wide variety of cars made up the category 1 entry including a couple of Porsche 911s, a Lancia Fulvia, Triumph TR4, BMW 1800 and an Imp to mix it with the usual Minis and Cortinas.

And given their numerical advantage, it may not have been too much of a surprise to see a Mini at the front; the extremely Rapid Ray Cunningham and Jared Gill holding the category lead until retiring from the event in stage 7. This left Bob and Dale Gibbons to take up the mantle in their Ford Cortina GT; themselves getting the better of the Adrian Kermode and Colin McDowell piloted Minis.

The Mini challenge would however fade and the father and son Cortina crew were able to build a lead of well over 2 minutes by the end of proceedings on day 2 with Dessie Nutt and Geraldine McBride moving their infamous 911 into the podium positions. In fact, Nutt increased his pace as the event progressed, which combined with road penalties for McDowell, would see OLC6E move up to second by the end of the event.

There was just no stopping Bob and Dale Gibbons though as they went on to finish the combined event in 57th position overall. The Cortina GT has been near unstoppable in 2016 and another stellar performance on the Isle of Man was rewarded with not only a 4 minute category victory but also BHRC category 1 championship glory.

## **COMBINED NATIONAL A/B HISTORIC RESULTS**

1. Jason Pritchard/Phil Clarke | Ford Escort MK2 | 02:21:30.5
2. Will Onions/Jamie Edwards | Ford Escort MK2 | +01:40.5
3. Paul Barrett/Dai Roberts | Ford Escort MK2 | +02:03.1
4. Will Rowlands/Lion Williams | Ford Escort MK2 | +06:24.5
5. Christophe Jacob/Isabelle Regnier | Ford Escort MK2 | +09:09.9
6. Shawn Reynar/Declan Dear | Ford Escort MK2 | +09:33.9
7. Declan Jackson/Barry McCarney | Ford Escort MK2 | +09:46.0
8. Mark Holmes/Mark Perryman | Ford Escort MK1 | +10:13.1
9. Barry Jordan/James Gratton-Smith | Hillman Avenger | +12:57.4
10. Barry Stevenson-Wheeler/John Pickavance | Ford Escort MK2 | +13:30.9



**Continued on Page 37**

## FINAL THOUGHTS

My first trip to the Isle of Man had been a good one, made even better by the weather, competition and company.

You have to be partially mad to follow rallying, but it is nice to know that you are not alone; a couple of familiar faces more than happy to offer a couple of gratefully received tips to ensure our trip to the Island included most of the classic spots.

This had been a weekend to remember and I am sure we will back. However before next years plans start to take shape, there is the small matter of the championship decider on the Trackrod in just under 1 week's time. Where, with Barrett not entered at the time of writing, surely Pritchard will make it 2 outright titles in a row



**Report & Images : Paul Common**  
**<http://paulcommonsmotorsport.com>**  
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Another adventure weekend nearly over here on the rock. Problems with the trusty Legacy in the weeks building up to the rally left us with 2 options. Withdraw from the event or look for another car.

Purchased Gordon the Golf Gti on tuesday night and after getting off the boat and with a selection of second hand tyres purchased we set off on thursday night with no time for any testing. Steady progress getting back into fwd mode after quite a number of years with total traction.

Restart on Friday morning getting quicker with every stage and really enjoying our selves. Only problem was a exhaust that wanted to keep falling off and a gearbox jumping out of second. By the time we got to SS9 the exhaust decided it was time to go, so slowly shed pieces with every mile completed.

Temporary repair in service with a Magners can as a silencer made Gordon sound like a WRC car round the streets of Castletown.

With only 3 more stages to do on Friday night we were looking forward to Saturday.

Unfortunately it all went wrong coming over flying finish of Sloc stage. Gordon decided he wasn't keen on me keeping my right foot planted on throttle and left foot on brake. Braking for final corner pedal went further down than normal sending us into a bank (my side again) spinning across road then rolling before landing back on its wheels.

With front o/s wheel hanging off stage was blocked. Following 2 crews helping bounce Gordon out of the way.

Recovery came to move car to end of stage then towing back to service.

Saturday morning back at grandstand to effect temporary repairs so we could get car back onto trailer. With extra welcome assistance from John Kneen and Tim Andrews task was achieved easily.

Normal thanks to everyone who made it happen, especially Jez Hill and Graham for service. Jane Gray for top co driving skills as ever and special mention to Rally Bob.

After seeing Andrew Leece cart wheel down the road on Friday morning he had to run for cover as we came hurtling towards him out of the dark upside down. Sorry Bob.

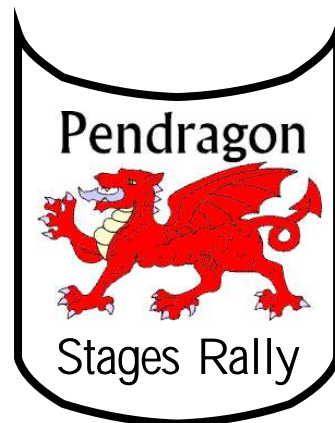
Jersey in 3 weeks time, but what in?





# Pendragon Stages Rally

## Ditch Dodging . . . .



The Pendragon stages is always a highly anticipated event and you need to be quick off the mark to secure an entry and true to form this years 90 car entry was filled in a matter of hours. I was able to secure a run for myself and Geoff Dean in his BMW 325i and whilst it would be my fourth time contesting the rally it was Geoff's first. With Warcop only an hour and half from home we opted to scrutineer on the day and arrived at the venue just after seven and headed to scrutineering where the indomitable Mr Woodcock passed us with flying colours, even remarking how impressed he was that my helmet matched the bright green car.

After watching the first few cars off the line of the opening stage we headed for the start just after nine o'clock however Warcop was taking it's usual toll early on and the stage was halted. I wandered down the queue to get my time and was amazed to see just how many navigators struggled with the concept of having to wait until there due time at the MTC to get their timecard, with some beginning to get quite argumentative towards the marshals exclaiming that they'll only have three minutes to get in the car and up to the line. Clearly they couldn't see the queue of forty cars. Before we started we were given a verbal warning of oil just after junction 14, an unseen 90L that claims cars every single year. After the short delay we were into the opening stage and in less than a mile came across the first of the stricken crews, the RSD prepared Fiat 131 in a ditch, not good when the driver had come from New Zealand to do the event. At the top of the short gravel hill Geoff sent the BMW into a 90R sideways as usual but the loose gravel and tarmac tyres didn't work well together and we had a half spin. Rather than back up Geoff pulled forward, buried the throttle and slid it round and away we went. We took things cautiously over a few of the grids and bumps to see how the car reacted but otherwise had a good run. Unsurprisingly the 2 litre Avenger of Kenny Moore/Dick Wardle took 30s out of us but we were able to let them pass with no real time lost. Straight into SS2 we started 30s behind club mates Jonathan and Nigel Bennett in their 7 port Mini and I told Geoff we needed to try and catch them. At the merge we slotted in behind a Citroen AX which seemed decidedly nervous over even the smallest bumps but thankfully they let us past relatively quickly. By the end of the stage we had caught the mini as we both crossed the line. With two stages complete it was apparent the tyres we were on weren't going to last given the warm and dry conditions so Geoff was forced to buy another pair as we were already using the hardest we had.

With fresh rubber on the back we headed for stage 3 and 4 which started where the opening loop had finished. With only minor alterations to the layout we were able to pick up the pace and there was no chance I was going to get the slightly ambiguous split wrong having made that fatal error before. It was clear on this stage that the early carnage showed no sign of stopping as numerous front runners found themselves in ditches and off the road with varying degrees of damage. Mid way through the stage we came across Gareth White who had rolled Peugeot 208 just minutes before. Thankfully both driver and navigator were out and seemingly unscathed, the same cannot be said for the Pug. Stage 4 saw us have a very good run, catching the cars that started 30s and 1:30 in front of us by the end of the stage.

The second half of the day was relatively uneventful for us. I was able to use my knowledge of the venue to caution Geoff on the three or four very deceptive bends and crests that seemed to be claiming more victims than usual and the repeated use of roads meant we were able push harder and harder every stage. We even seemed to be coping with the high level of traffic, passing slowing cars with relatively little time lost and when quicker cars caught us it always seemed to be on the faster, wider sections. One instance was when club mates Rob Snowden and Tommy Rogers caught us in their Monte spec Escort, our Bavarian 6 pot was no match for two and half litres of Paul Gardeners finest but they did treat us to a wheel waving show reminiscent of a 1970's Welsh rally. In the final two stages we climbed two places to end the event a very pleasing 25th overall and 6th in class behind a rake of Millington and Smith & Jones engined cars. The car had performed faultlessly all day with the biggest repair being a horn wire coming off. Geoff has a couple of jobs to do before his assault on Mull with Martin Woodcock in the hot seat and with some seat time under his belt he should be upsetting some much more powerful machinery. The event had been enjoyable as ever and providing outstanding value for money, an hour and a half of competitive motoring on proper tarmac roads for the same entry fee as a circuit based single venue. I'll certainly be back next year when hopefully other drivers will do a better job of keeping it on the road so there aren't quite as many hold ups.

**Sam Spencer : Malton MC**



# Pendragon Stages Rally

This years event was again held at Warcop Army Ranges, situated just north of the A66 midway between Scotch Corner and Penrith. The likely suspects gathered at the Davey homestead for the customary fish n chips before heading off. One key person was missing – Mark had a family do down in Coventry and was to join us later!! So fish n chips washed down with a cup of tea we set off.

Heading up the scenic route to Brough via Keighley, Skipton, M6 and A685. Scrutineering was. at the small service area in Brough and our accommodation being a bit on the large side, we decided to head up to the service area first, and parked up the camper before heading off to Brough. Noise check, scrutineering and documentation completed without a hitch followed by a bit of banter with the scrutineers was complemented by Malcolm drooling over a very nicely turned out Mk2. It must be nearly beer-o'clock, so off to the camper for the start of a very social evening.

What was a very empty service area was now starting to fill up, so we positioned ourselves in the corner of Service D – it's the furthest from stage start/finish but does have some fantastic scenery. Alan Oldfield was to join us later – so we made sure he could park his camper close by. Alan wasn't completing this year, as he had sold his Proton Millington and was awaiting a new Darian. Not long after the beers had opened – Alan and his wife arrived, along with two dogs and powered bicycles – oh so posh!!

Dinner was the usual high standard – Dave and Mike are getting the hang of the kitchen now, so I could relax and think about the event – was Guinness on my mind!! A few beers made way for a selection of pate and French bread before the steaks appeared – marvellous! And a glass or two of red. The evening banter with Mr and Mrs Oldfield was interrupted by the dogs demanding attention – I must say it's not the first time I've had a dog sat on my knee – but this time it was a four legged variety – they seemed quite game, as they worked their way around the gang, Mike and Dave getting their fair share of attention too. The evening was bright and sunny but a chill in the air – we all braved it until the sun went down and retired to the camper for more beer before settling down for the night – Mark had now joined us – this weeks team complete.

Morning dawned all too soon – more cars and service crews arriving – our corner of the service park beginning to look a bit tight – but we will manage. Malcolm set to – moulded slicks being the tyre of choice – a new pair on the front, whilst the wets were packed away. All set – bacon sandwich, cup of coffee and 3 downloads – ready for off. The outing on the Tyneside stages a few weeks earlier had me fired up – I had to 25 overall and top 10 in class as my goal. The stages were very similar to last year – so no excuses!!

The first 2 stages completed without event – faster than last year saw us 15th in class. Back to service and a quick check-over – another 20 litres of fuel and off again. This time stages 3 and 4 were completed without drama and saw us climb to 10<sup>th</sup> in class and 35 o/a. The car was on song – the brakes a little spongy but you don't need them – Malcolm keeps telling me!! A bit of air in the system was bled out – another can of fuel.

Alan was hovering – “where are all your tyres”, he asked. I responded – “we've slicks for dry and wets if it rains – that's all we need”. He looked a bit surprised that we could do a full event on one set of tyres. Later he commented “you don't have to do much to keep this Subaru running do you. All you do is put fuel in”! Malcolm doesn't like to have too much to do on rallies – so he does it all beforehand – right down to giving it a good polish!

Stages 5 and 6 were now under our belt and the feeling was good although we did get out of shape a couple of times – but when your trying – you need to find the limits – and we did – but the car felt good and we were on a mission. 28<sup>th</sup> o/a and 8<sup>th</sup> in class as we went in to stage 7 – more lucozade and pro-plus needed.

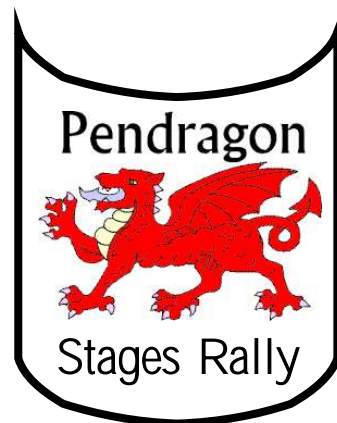
Stage 8 was a re-run of 7 – can we make top 25?? As we queued up at the stage start – the car running in front of us was Sierra – we have passed him earlier in the day. How long before we catch him – I asked Mark. “About as long as it takes to eat a Mars bar” was the answer. The scooby was in good shape – Mark was on the pace and I was pumped up – perhaps a little too pumped up. Final stage – “5 4 3 2 1 GO” Mark shouted. We're off – it wasn't long before I had the Sierra in my sights – must have been a bite-size Mars bar!! Oooops a Mk2 parked up – does that make us 27o/a I thought – keep focussed !! Pass the Sierra and 2 more cars – we were on fire!!! Can I make top 25!!!!

But we will never know – square right, in to 6 left, open hairpin left up hill – bump – bump –stop!! Game over!! – I was a little too pumped up – carrying too much speed in to the hairpin and we slid off the tarmac on to some rather long grass hiding a couple of rocks – and that was it – rally over – but what a day we had!! Had I done enough to get in the top 25 – we will have to wait till next year. All we had to do was about another half mile – 2 right, 2 right over grid, 1 left at tower, flat over brow down hill to 5 left over bridge and stop.

What a fantastic event – my thanks to the organisers and marshalls for making it happen – the MoD for the use of the land. Malcolm for looking after the car, Mike and Dave for catering and service. Last but not least – Mark – for having the ba\*\*s to sit in the car with me.

Thanks you all!!

**Neil Andrews**



# Old Forge Garage Mewla Rally

## COLE'S MEWLA

Damian Cole & Paul Morris won the Old Forge Garage Mewla Rally, the latest round of the MSA Asphalt Rally Championship, in their Ford Fiesta WRC, over the August Bank Holiday weekend, but the very fact that the event took place at all was down to some sterling last-minute work by the team from Epynt Motor Club!

For the second time in just over a decade, an illegal 'rave' had taken over the Drovers on the Epynt Ranges, rendering it unusable by the rally. Joint Clerk of the Course Brian Jones was not alerted to the problem until 6.00am on the Sunday morning but then, with the efficiency that we've come to expect from such an experienced team of organisers, they set about instigating amendments to the route and all the other aspects of 'Plan A' that required altering, such that the first car was able to leave the start at the Showground in Builth Wells just 30 minutes later than originally intended.

Fortunately, the stages were not affected and Cole/Morris were immediately into their stride, setting FTD by four seconds from a returning Rob Tout/Dylan James (Lancer EVO9). David Tinn/Giles Dykes (Proton Satria Neo) were next, just a second up on the leaders' main rivals for the Championship title, Steve Simpson/Patrick Walsh (Impreza WRC). Cole was fastest on SS2 by one second from Bob Fowden/Paul Wakely (Impreza WRC) while on SS3, the last of the first loop, it was Fowden himself who set FTD. Through the second loop Fowden was Cole's closest rival but then on SS7, the longest of the day at more than 13 miles, Simpson pulled out all the stops to take five seconds back from Cole and fully 17s from Fowden, in the process elevating himself and Walsh to 2nd overall. The Top Three would then remain static for the final four stages to give Cole his third maximum points score of the season. At the same time, Simpson is keeping up the pressure on the leader and, having missed the Manx National Rally, still has a score in hand.

Richard Clews produced another workmanlike performance in his Impreza to finish 7th and take a class win. With two events to go, he is 3rd in the overall points table and leads Class B13 such that, whatever happens on the Patriot Stages, he would still lead the race for the Kwiktrak awards! However, Richard & Ben Slinger and Stu Bainborough finished less than a minute apart in their respective Lancers and both are handily placed to benefit from any problems that may trouble Clews between now and the end of the season!

We haven't seen Phil Turner since the Tour of Epynt in March - and that outing ended in tears! Notwithstanding, he and Andy Moss brought their Escort MkII home to a Top Ten finish, taking maximum points in the Millington Rear-Wheel Drive Challenge to boot! However, Geoff Glover/Keith Barker's fourth finish from four starts keeps their Astra RWD in the pound seats here!

Wynne Watkins/Ashley Trimble won the Group N battle in their Impreza from Oliver Hopkins/Ian Taylor (Lancer EVO9) who, by all accounts, were lucky to survive a 'moment' during the afternoon. This result keeps the two drivers just a point apart and we look forward to this one 'going the distance'!

William Hill/Richard Crozier (Fiesta R200) had another successful outing to take a class win on Epynt, not to mention maximum AB Motorsport Front-Wheel Drive Challenge points but, nevertheless, Tim Seipel/Val Thompson (MG ZR) were keeping them honest - the final margin being less than 15s. Paul Clackett/David Millard weren't far behind - an untraceable (at the time!) oil leak was causing smoke to permeate their Suzuki Swift S1600's cockpit and give them some worrying moments, not to mention warm feet!....



**Damian Cole/Paul Morris**  
(Fiesta WRC)  
**Mewla Rally Winners**



**Geoff Glover/Keith Barker**  
(Astra RWD)  
**Millington RWD Challenge leaders**



**William Hill/Richard Crozier**  
(Fiesta R200)  
**AB Motorsport FWD Challenge Leaders**



**Continued on Page 41**



## **Mewla Rally**

**Continued from Page 40**

Meanwhile, Ian & Mags Kelly had an untroubled run to a 1400cc class win in their Nissan Micra but, even so, there's still plenty of mileage in this category before it's finally sorted!

The 'mixed-surface' BTRDA Rally Challenge turned to the Mewla for its final outing on asphalt and it was Steve Simpson/Patrick Walsh who were the major beneficiaries, their runners-up spot on the event giving them maximum points in their respective categories. Leading driver Stephen Petch, with defending Rally Challenge Champion Co-driver Jack Morton alongside for company in his Fiesta R5+ on this occasion, finished 5th overall on Epynt - more than enough for Petch to maintain his position at the top, while Morton leapfrogged erstwhile leader Richard Crozier to put himself in an unassailable position, confirming his back-to-back Co-driver titles. William Hill/Richard Crozier (Fiesta R200) had another successful outing to take a class win on Epynt, not to mention maximum AB Motorsport Front-Wheel Drive Challenge points but, nevertheless, Tim Seipel/Val Thompson (MG ZR) were keeping them honest - the final margin being less than 15s. Paul Clackett/David Millard weren't far behind - an untraceable (at the time!) oil leak was causing smoke to permeate their Suzuki Swift S1600's cockpit and give them some worrying moments, not to mention warm feet!....

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**Andrew Hailles**

## **Bala and District Motor Club The Minafon Garage Gareth Hall Memorial Rally**

**The Ranges Motor Sports Centre,  
Trawsfynydd**

### **Charity wins again at Rally**

A quality field of 33 cars took the start of the event with a close battle for the lead throughout the day between Geoff Jones / Kylie Evans and Len Jones / Don James both in Mk2 Ford Escorts and the giant killing 1600cc Citroen Saxo of Mathew Roberts / Sarah Edwards. This was only resolved on the 10<sup>th</sup> stage where Geoff Jones suffered heavy landing and lost some time handing the lead and overall win to Machynlleth's Len Jones / Don James. Coming home second were Mathew Roberts / Sarah Edwards, also winning the 1600cc car class; they were followed home in third by Geoff Jones / Kylie Evans who in turn also took the up to 2000cc car class.

In the four wheel drive class a damaged steering arm ruled out the local crew of Ken Pugh / Keith Morris, with David Paveley / Andy Bull taking the class award and coming home 4<sup>th</sup> overall. The class for up to 1400cc cars was taken by Gareth Roberts / Martyn Quant who also took a very impressive 10<sup>th</sup> overall. The Road Rally car class was won by James Evans / Lloyd Bettison in their Ford Focus.

The event once again welcomed back contenders from The Gwynnespeed Citroen C2 Challenge with the South Walian crew of James Giddings / Dan Johnson lifting the trophy in this hard fought class.

As usual the club use the event to raise money for the North Wales Air Ambulance and in what is becoming a bit of a tradition former Nissan and Proton works driver and local rally car preparation expert Geoff Jones auctioned off the navigators seat for the event raising £530, his mechanics then had a Play Station rally challenge raising a further £53 on the day, this combined with the proceeds of the spectator car park and a donation of £45 from North Wales Honda will see a cheque in excess of £1000 being presented to this worthy cause.

**Emyr Hall : Bala & DMC**



**Overall winners Len Jones / Don James**  
**Photo courtesy of Steven Jones Photography**



**AMBIWLANS AWYR CYMRU  
WALES AIR AMBULANCE**





# Harry Flatters Rally

Back on the Epynt ranges again for the 4th round of the 2016 King of Epynt championship the Harry Flatters Rally and Adrian and Mark were hoping for a better run than they had on the previous round the Mini Epynt stages were a small off on stage 2 dropped them to 46th A/O but such was their pace that they managed to fight back to 6th O/A by the end of the rally, which still kept them in the lead of the King of Epynt championship.

The weather was perfect for the rally with the roads being nice and dry and with the previous years winner Damian Cole out in his Ford Fiesta WRC seeded at 1 it was going to be a tough rally. Adrian and Mark were seeded at 2 with Bob Fowden in his similar Subaru Impreza WRC S11 seeded at 3. Also on the entry list was John Stone in his Ford Fiesta 2.5L Millington at 4 and Andy Fraser at 5.

Into the 1st stage a 15 miler starting down near the Llandeillo Fan triangle and ending at the end of the New Road, it was a tough start to the rally, nearing the end of the stage Adrian was catching Damian Cole who had had an off and picked up some punctures when a sheep appeared unseen from a ditch at the side of the road, which unfortunately Adrian hit even after breaking hard to avoid it as the sheep stopped in front of them, with the car badly damaged and Adrian watching for signs of mechanical issues, they caught and past Damian Cole. However Andy Fraser was on the pace and set the quickest time beating Adrian and Mark by 2 seconds, with Adrian and Mark 4 seconds quicker than Bob Fowden. A quick look at the car and although the car was badly damaged no mechanical damage was evident, so they returned to service to assess the damage.

The service crew of Paul, Barry, Joe and Taff set about sorting the car and with no immediate issues and being 2nd overall, it was off to stage 2 a repeat of stage 1. With John Stone retiring with engine issues and Damian Cole's car now with 4 inflated tyres it was looking a 4 way fight between Adrian Spencer, Andy Fraser, Damian Cole and Bob Fowden for the win. With no sheep in the way but a bit wary Adrian was 3rd fastest, but Damian Cole was flying trying to make up for the loss of time on stage 1 and set the fastest time 14 seconds faster than Andy Fraser and 26 seconds faster than Adrian who was still 2nd O/A behind Andy Fraser with Bob Fowden 3rd.

With more work on the car and with no apparent mechanical issues it was off to stage 3 which was stage 1 in reverse starting at the Drovers end and heading back. With Adrian gaining in confidence that the car was OK a good run ensued beating Andy Fraser by 4 seconds, a new set of Pirelli's latest tyres working to good effect, but Damian Cole was flying beating Adrian by 21 seconds to move up into 2nd and drop Adrian down to 3rd. The modifications and improvements carried out by M Sport on Damian's car obviously transforming the car since the Tour of Epynt. Stage 4 was a repeat of stage 3 and again Damian Cole set the fastest time beating Adrian by 13 seconds and again Adrian pulled some time back from Andy Fraser beating him by 3 seconds. Bob Fowden was hanging on to 4th but was slowly falling back from Adrian.

Into stage 5 the last of the rally, again another 14 miler starting at the Drovers end and ending at Picadilly and with Adrian having closed the gap to Andy to 7 seconds a big push was on to try and get 2nd as Damian Cole was just too far ahead unless he had a problem. Nearing the end of the stage and Adrian could see Andy and they caught him just as they entered the control, although happy to have taken 2nd it was obvious that Andy Fraser must have some problem when smoke started coming from the engine compartment which then caught fire, it took approx 10 mins and 19 extinguishers before finally the fire was put out. Fortunately the car was not too badly damaged, but enough not get to the finish.

So at the end Damian Cole took the win with Adrian Spencer and Mark Hewitt 2nd followed by Bob Fowden in another Subaru Impreza WRC S11.

This result means that Mark Hewitt wins the King of Epynt Co-drivers Championship, but unfortunately they are not able to compete on the last round as the car could not be repaired in time for the Mewla and having to drop scores now means that a good result from Damian will see him as Champion again, however he has to get the result so anything can happen.



**Adrian Spencer : Wigan MC**  
(A bit late, but better late than never)



# LYNCH EXTENDS ADVANTAGE WITH SECOND STRAIGHT VICTORY

Wigan racer Tony Lynch has extended his lead in the Super-national Championship standings after enjoying another dominant weekend on track as the MSA British Rallycross Championship in association with ODYSSEY Battery headed for Lydden Hill for the sixth round of the year.

Westhoughton-based Tony made the trip to Kent looking to build on a first win of the year last time out at Maasmechelen, with the main focus being to try and maintain his advantage in the race for the title.

On what would prove to be the best weekend of the year to date for his **Lucas Oil Team Geriatric team**, Tony was on the pace throughout at the wheel of his Ford KA - leading the way in each of his qualifying heats and then taking victory in his semi-final to secure his place at the head of the pack for the all important final.

Although rival Steve Cozens took the lead early on in the final, Tony soon reclaimed his position at the front and went on to take victory for the second meeting in a row, adding Fastest Time of the Day to secure maximum championship points.

With closest rival in the points Paige Bellerby taking fifth place after a spin, Tony now leads the standings by 21 points with two rounds remaining.

"It's been a brilliant weekend again, and certainly better than I expected," he said. "Since Julian Godfrey helped us to make some tweaks to the set-up, we really seem to have hit the sweet spot with the car and it showed again this weekend to help us to a maximum score.

"To win each of the heats, the semi-final and then the final against a highly competitive field is a sign of how well we are performing at the moment and hopefully we can keep this run going in the final events of the year.

"As ever, my team deserve a lot of the credit as they have done a fantastic job to prepare the car and I wouldn't be in a position to enjoy these kind of results without them.

"Our aim this season was to learn as much as we could about the KA and to try and make an impression in the points. Given where we stand with two rounds to go, there is no doubt that the championship is now a real possibility, but it's important that we don't get complacent and put all our focus into getting the job done at Pembrey and Croft."





## Lynch retains lead despite Welsh woes

Wigan racer Tony Lynch retained his lead in the Supernational category of the MSA British Rallycross Championship in association with ODYSSEY Battery despite running into trouble in the penultimate meeting of the year at Pembrey.

Westhoughton-based Tony went into the weekend looking to take a step closer to the class title at the wheel of his Lucas Oil Team Geriatric Ford KA, with back-to-back wins in the previous two meetings putting him firmly in the box seat in the race for the championship crown.

Things started well for Tony in South Wales with a dominant victory in the opening heat of the weekend, and he then repeated the feat in heat two to leave himself well placed for pole position going into the final qualifying run. That was when things went awry however as, having posted the quickest time, Tony then suffered driveshaft failure on the final lap that left him to crawl to the finish in last place.

With only limited time to try and fix the issue before the final, it was all hands to the pump in the team awning but it soon became apparent that it wouldn't be possible to repair the damaged driveshaft in time.

Instead, Tony was left to take his place on the grid for the final with the stricken KA being powered though just a single wheel and, having taken the start, he was left with no option but to pull off and retire to prevent any further damage to the car.

The fact that Tony was able to make it out onto the track for the final meant he was able to pick up vital points for his championship tally and also minimised his losses to his closest challenger in the title race.

It means that, when dropped scores are taken into account, Tony leads by 13 points going into the season finale at Croft, where a top five finish will be enough to secure the title.

"Going to Pembrey, we knew we were in a great position in the points but also knew that things could change very quickly – and that's exactly what happened," Tony said. "The car was fantastic in the first two heats and also in the opening laps of heat three when we posted the fastest lap of qualifying, but then the driveshaft let go.

"Despite our best efforts, there simply wasn't time to fix the problem for the final and it would have been easy for us to just sit it out as we were never going to be able to finish. However, it was important for us to make it out on track as the points we scored there could prove to be vital when we get to Croft.

"The points we lost were a lot less than they could have been, so despite it turning out to be a weekend of disappointment, we still have a healthy lead in the standings. Pembrey has really shown that we can't afford to be complacent though, and we'll be working hard to make sure that when we get to Croft, there is no repeat of the issues we faced this weekend."



# Rally Forum 2016

in association with Dragon2000  
26th October 2016 7.00 pm  
Chester Racecourse

2016 Rally Forum moves to the iconic scene of Colin McRae's 1995 WRC Victory at Chester racecourse.

**RALLY FORUM** looks to celebrate 30 years since the halcyon period of Group B ended, with crews from that period.

## Special celebration of the British Rally Championship.

The 2016 Rally Forum again joins forces with Dragon2000 to bring you up close and personal with the stars of the stages both past and present, brought to you as ever by Broughton-Bretton Motor Club and Lightning House Ltd.

2015 saw an unprecedented 350 people attend, where they were treated to many of the greats from the sport and a surprise star guest in Sebastian Ogier. 2016 promises more of the same and we can today announce our first batch of crews from our special opening British Rally Championship feature.

The first segment will include 2011 BRC Champion David Bogie, Swedish hotshot Frederik Ahlin, 2016 DMack British Junior Champion Rob Duggan and Fiesta R5 driver Rhys Yates. There will be more names to come!

Hosted as ever by the ebullient Howard Davies the forum will be looking to increase its charity fundraising figure. So far it has raised over £18000 for worthy causes and this year it will look to build on that with monies going towards Air Ambulance and the Down's Syndrome Association.

Dragon2000 MD Mark Cooper: Mark said: "Without the quick actions of the Air Ambulance, things would have turned out very differently for my navigator Mike Hughes after a serious rally crash – although not in one of my cars! "I really can't believe that such a fantastic service survives on charitable donations alone. "We are delighted to lend our support to what promises to be an amazing evening.

**Tickets priced at £16\* including ample free parking available from September the 2nd via Nia Jones on 07777659186.**

I took my wife to a restaurant.

The waiter, for some reason, took my order first.

"I'll have the rump steak, rare, please."

He said, "Aren't you worried about the mad cow?"

"Nah, she can order for herself."

My wife was hinting about what she wanted for our upcoming anniversary.

She said, "I want something shiny that goes from 0 to 165 in about 2 seconds."

I bought her a bathroom scale.

My wife sat down next to me as I was flipping channels. She asked, "What's on TV?" I said, "Dust."



## Marijan Griebel has provisionally claimed the FIA ERC Junior Championship\* with victory on Rally Liepāja.

Griebel's rival and Opel team-mate Chris Ingram retired from the rally with two stages remaining, but Griebel still had to win the rally to claim the title, and was under pressure from Miko Niinemäe.

Chris Ingram was forced to stop and was out of Rally Liepāja. Electrical issues forced Ingram to a halt on SS11, having been fourth in ERC Junior coming into the final loop of stages.

Niinemäe was faster on the very last stage but Griebel did enough to take the win by 4.7 seconds.

Alex Forsström completed the ERC Junior podium on his second appearance, while Mārtiņš Sesks claimed fourth on his debut on his 17th birthday.





# PLENTY OF 'HORS'POWER AT OULTON'S GOLD CUP

After years of attempting to shoe horn the Oulton Park Gold Cup into my schedule, the 2016 rendition would be my first visit to the Cheshire circuit's finest historic event. And what a day and year to pick; glorious August Bank Holiday Monday sunshine the perfect conditions to take in 13 (yes thirteen) largely HSCC organised races. And as a paying spectator on this occasion, £24 represented great value for money with a vast array of car and period military displays nicely complimenting the jam packed circuit schedule.

Whilst the F2 and F5000 cars in the Derek Bell trophy as well as a fine mix of 20th century touring cars were the big draws for me personally, the Gold Cup itself would be awarded to the aggregate winner of two 20 minute races for the HGPCA Pre-66 Grand Prix cars. And after strong drive in race 1, Peter Horsmann in his Lotus 18/21, carried a 13 second lead into leg 2 of the event which would take place on Monday lunchtime.

Any thought of another Horsmann whitewash in race 2 however was quickly dismissed when Rod Jolley in his Cooper T45 made the better start and leapt into an early lead. And whilst few anticipated the class 7b machine keeping the more advanced Lotus behind for long, Jolley put up a great fight; twice holding top spot before Horsmann made the decisive move on lap 6 to take his Lotus 18/21 to victory by a mere 1.1 seconds and claim the infamous Golden trophy. Sensational racing!

As always the Historic Formula Fords provided great entertainment in their 20 twenty minute races. After an opening lap collision in race 1 brought out the red flag it would be Sam Mitchell who claimed victory in the shortened race. Lying third entering lap 7, the Cheltenham man was in the right place at the right time to take advantage of a final lap incident between race leading duo Benn Simms and Callum Grant.

The day would vastly improve for Simms however. After claiming second in the Rear Engined Formula Junior event, the Jomo JMR 7 pilot would go one better in the second Historic Formula Ford race. Lying at the back of a lead group of six in the early stages, the Leicestershire man would take an excellent victory; capitalising on the mechanical woes of others whilst throwing in some fantastic overtaking manoeuvres.

The Historic Touring Cars never fail to catch my eye and whilst Warren Briggs in his Ford Mustang was able to take a couple of dominant victories the battle behind was far less clear cut.



*Continued on Page 47*



**Oulton Park  
Gold Cup  
Continued from Page 46**

16 year old James Clarke was in many ways the star of the day; consistently the quickest Lotus Cortina pilot, the youngster went on to claim a well deserved second overall in race 2. It is a rarity for such a young driver to feature in this series; 3rd placed John Avill best summing it up by claiming all his grandchildren were older than the man standing on the second step of the podium!

The largely 1990's built machines in the Super Touring Car challenge were in fact the only field of cars that I was fortunate enough to witness racing in period; the very technologically advanced machines bringing back great childhood memories from the spectator bankings of both Donington and Silverstone.

After recording an impressive 7 second race 1 victory, Stewart Whyte was again in a class of his own in Monday's second race of the weekend. Not even John Cleland, again re-united with in the Vectra he once professionally campaigned, could stay on terms with his fellow Scotsman; the Honda Accord pilot going on to record another dominant victory.

In fact double wins were the theme of the weekend as Andrew Park claimed two impressive Formula Ford 2000 victories whilst Mark Dwyer, in his F2 March 742 twice got the better of the F5000 runners in the Derek Bell Trophy. Meanwhile Andrew Hibberd and Mark Woodhouse would claim double glory in the respective Formula Junior front engined and rear engined events.

Further 20 minute races for the Classic Racing Cars and Classic Clubman machines would round off the days entertainment where John Murphy proved just too strong for Julian Stokes and Mark Charteris was yet again the pick of the Classic Clubman runners; the reigning champion building a winning margin of over 38 seconds by the time the chequered flag was waved!

In all there was little not to like about our relatively short Bank Holiday Monday trip across the A50. The Cheshire circuit has long been a personal favourite and seeing some of the best machinery of yesteryear grace the undulating asphalt was a sight to behold. Viewing is second to none at Oulton, partly as a result of being able to get close to the action without having ones view obstructed by thick catch fencing. I will make every effort to return in 2017.

**Paul Commons**

## **Paul Commons Motorsport Photography**

Paul Commons is a credited motorsport photographer covered by public liability insurance to the value of £5m. His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

### **Product**

- JPEGs, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
- For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.

For pricing and any other enquiries please get in touch via email

**paul.commonso@yahoo.co.uk**

**Or visit the website <http://paulcommonsmotorsport.com>**



- Strawberries are the only fruits whose seeds grow on the outside. ·
- Avocados have the highest calories of any fruit at 167 calories per hundred grams. ·
- When a person dies, hearing is the last sense to go. The first sense lost is sight. ·

- Due to earth's gravity it is impossible for mountains to be higher than 15,000 meters. ·
- The moon moves about two inches away from the Earth each year. ·
- The Earth gets 100 tons heavier every day due to falling space dust. ·

# Airedale & Pennine MCC

## Uniroyal 2016 Autotest & Car Trial Sunday 4th September

Me, Sam Oddy, Rupert North and Steve Waddington entered both the autotest and car trial and Michael Nicholson entered just the car trial.

It was an overcast start to the day, 3 tests had been set out each done 4 times, it was very slippery but loads of fun.

Rupert was his usual self driving to the conditions well the rest of us had a few hiccups but Rupert got 1st in class, Sam got novice award.

Onto the afternoon car trail and 7 hills were set out, the bit of rain we had about dinner time would make for an interesting afternoon. Sam /me /Leon Humphries were in the same class and Sam (with his new tyres) set about driving like an expert and lead me and Leon all afternoon (must have been in a rush to get to work) he won 1st in class I won novice award but we all had fun.

*Gary Ross*



## Hexham & DMC 'The September Sortie' 12 Car Rally

I think it was way back in July that I saw the notice on BRF about the Hexham 'September Sortie'.

'Fancy that' I said but the problem was which idiot could I talk into sitting in with me to navigate round the lanes of Northumbria.

Poor Tony Vart was approached. Tony is retired like me and therefore we could get away early enough for the 2 hour jaunt up to the Dr. Syntax in Stocksfield. Tony agreed to give it a whirl. Silly chap. Combined age of crew a touch under 130. We set off at 4pm and Tony made the mistake of posting on FB what we were up to. Consequently we got lots of abuse (probably well deserved).

We knew that Jonathon Webb (New Clerk of Course) had spent a lot of time in the planning of his first event and we were expecting some very complex navigation. We needn't have worried. Everything was relatively straightforward. Yes there was a herringbone, spot heights, tulips, map features & grid lines but with all the time controls given out at signing on and 40 mins to plot those and the quiet if we got lost we could at least get to the next control. The only problem was how hard was it to do the bits in between. Answer: not too bad. We thought we were on the right road all night but somehow we missed three code boards so we must not have been. Other competitors did worse than us. We finished 5th O/A and were chuffed to bits with that. However at the front of the field with no missed boards and only dropping 51 seconds all night was Ali Proctor and second was Hexham stalwart Ed Graham (some 50 odd years since his first Hexham event). Rather liked Eds comment 'Dug my map out for this event and the Legend 'Hadrian's Wall' had written next to it 'Under Construction'

We both had a cracking good time tootling round some of Northumbria's finest roads. One or two close calls but nothing too serious

Finished back at the Dr. Syntax for a really superb Buffet supper that was well worth the Entry Fee alone.

Eventually got home at 2am and Tony a little later because he had to drive then to Preston.

Would I do another of Hexham's 12 Cars. Yes but it's a long way to go. I covered 300 miles Home to Home.



# NORTH WEST RACERS

*With Dave Williams and Rachel Bourne*

## THINGS GET SERIOUS IN NORTHERN FORMULA FORD 1600

*Things are getting serious as races come thick and fast this Autumn for those involved in the Avon Tyres Northern Formula Ford 1600 Championship with their final 8 rounds taking place in the space of 6 weeks.*

### **Pre90 – Donington Park 27<sup>th</sup>/28<sup>th</sup> August**

The Pre90 Class has become a battle of the Nations this season with Holland's Jaap Blijleven and England's Jamie Jardine duelling it out for victories all year. Both drive Reynards with Blijleven's 88FF model fielded by UCLAN Racing while Jardine's 84FF is prepared by Dave Hart.

As the two rounds at Donington counted towards the National as well as the Northern title the pair by joined by Ben Tinkler – another Reynard driver, his version is an 89FF.

Jardine can usually be relied upon to be the fastest in qualifying however on a drying circuit he pushed too hard too soon and found himself beached in a gravel trap. This meant Blijleven would start race 1 from pole with the Mondiale M89S of Michael Beaver alongside while Jardine and Tinkler occupied row 2.

When the red lights went out, Blijleven and Beaver made average starts enabling Jardine to take the lead with an opportunist move on the inside of both at Redgate. While the Dutchman got into Jardine's slipstream immediately, Beaver slipped down into the mid-field where his unexpected appearance on the approach to the Old Hairpin caused Chris Stones to take the grass in avoidance. He lost control on the slippery green stuff and his Van Diemen RF88 collected Beaver's Mondiale putting both into the gravel with considerable damage.

Out front, Jardine had too much pace for the oversteer-troubled Blijleven to keep up and began to ease away as his pursuer came under increasing pressure from Tinkler. On a couple of occasions Tinkler was able to get ahead coming out of Coppice but the Dutchman was always able to take the place back under braking for the Roberts Chicane enabling him to hold on to the runner-up position until the end.

For their second encounter, the UCLAN Team had made changes to make the rear of Blijleven's car so that it gripped the road more readily. Although Jardine was ahead exiting the first corner, Jaap was able to keep up with him and, indeed, was repeatedly able to draw alongside on the run down to Roberts Chicane.

Matters came to a head on lap 5 at this section of track. This time it really looked as though Blijleven was going to take the lead but Jardine braked ultra-late... so late in fact that he was unable to make the corner and ploughed straight on. Blijleven was unable to turn in and had to follow Jardine's trajectory. While the erstwhile leader was able to rejoin the track, albeit behind Tinkler, Blijleven hit the kerbs so hard that he spun, recovering to finish a distant third.

Jardine soon passed Tinkler but at the start of the last lap he had to slow to avoid overtaking a backmarker in a yellow flag zone allowing Tinkler to carry more momentum down the Craner Curves and demote him to unexpectedly take the win. At the chicane, Jardine made a lunge but spun although this did not prevent him from finishing in the runner-up position.



***Jaap Blijleven heads the pre 90 battle***



***Matt Cowley leads Matt Round-Garrido***

***Continued on Page 50***

## **NORTH WEST RACERS**

**With Dave Williams**

**Continued from Page 49**

### **Post89 – Donington Park 27<sup>th</sup>/28<sup>th</sup> August**

Unlike the Pre90 Class the National Post89 category is very high on quality and the weekend's two races were won by the Bernard Dolan prepared Van Diemen RF99 of Niall Murray. In fact, this has been pretty much the case all season and resulted in the Dubliner tying up the National title with 3 rounds remaining securing him a place in December's Mazda Road to Indy Shootout at Laguna Seca where a US\$200,000 Scholarship in the 2017 USF2000 Championship is up for grabs.

Of the Northern based drivers, Tom McArthur finished fourth in race 1 in his B-M Racing Van Diemen LA10 after an exciting 20 minutes which saw him run wide at Coppice at one point before banging wheels with American Chase Owen as he came back on to the tarmac. He failed to finish the other contest because he spun off having discovered going 3 abreast at McLeans doesn't work.

Tom's elder brother and team mate, David, upheld family honour by being classified sixth. He had charged up the order from the back of the grid after part of his carburettor fell off on the way to the first grid of the day. He may have gained more places but the event had been reduced to 15 minutes from 20 after a pile-up at the back of the pack brought out the reds flag and caused a restart.

### **Pre90 – Oulton Park 17<sup>th</sup> September**

The Post89 and Pre90 Classes ran together at Oulton Park where the races only counted towards the Northern Championship. Having traded the fastest Pre90 lap throughout qualifying, Jardine and Blijleven lined up on the second row of the combined grid. The former's best time was a couple of tenths quicker than his Dutch rival's and he had such a good start to the opening encounter of the day that he took the overall lead. He was still there when the field returned to the Pits Straight at the end of lap 1 but the fastest Post89 cars were piling on the pressure so that Jardine found himself running wide onto the grass on the exit of Old Hall. This dropped him to fourth and, more importantly, second in the Pre90 Class behind Blijleven.

As the two leading Post89 cars pulled away, Blijleven felt he had the threat from Jardine under control but then on lap 4 disaster struck. As he braked and downshifted approaching the banked hairpin at Shell, a gear selector fork snapped and he pulled onto the grass just before Brittons.

From then on, Jardine may have thought he was going to have an easy run to the finish but it was not to be as Calum McHale, competing in only his second meeting of the season, had his white Van Diemen RF89 right on the gearbox of the two-tone blue Reynard 84FF. Indeed, McHale got a good run out of Cascades on lap 8 and was able to get ahead at Island Bend but Jardine was back in front on the next circuit. He stayed there to take the win.

Having taken a break from racing during the summer, McHale really enjoyed the battle. Ironically, even though he won the second encounter as Jardine retired with clutch problems and Blijleven collided with another car as he charged through from the back of the grid, the lack of someone to dice with made this victory something of an anti-climax.

Jardine headed off to the final 4 rounds of the Championship with a slender 10 point advantage over Blijleven. We'll report on the outcome of this titanic battle in future editions of Spotlight.



***National FF1600 Champion : Nial Murray***



***Ben Tinkler surprise Donnington Winner***

***Continued on Page 51***



## **Post89 – Oulton Park 17<sup>th</sup> September**

Two young drivers called Matt made their mark in the Post89 Class in Cheshire. Aged 16 and competing in only his third meeting behind the wheel of a single-seater, Matt Round-Garrido put his Van Diemen JL16 on pole with a time which was less than a tenth better than 2 years old Matt Cowley could manage in his Van Diemen JL13.

As mentioned earlier, both these drivers were beaten to the first corner by Jamie Jardine in his Pre90 car. Round-Garrido had too much wheelspin and dropped all the way down to fourth overall. He quickly made amends and was leading by a healthy margin by the second corner of the second lap.

Cowley reeled him in during the course of the 20 minute contest and made a move round the outside at Lodge on the penultimate lap. Contact was made and Cowley was launched on to two wheels. He brought his car under control just before he hit the barriers to finish as runner-up before getting his revenge later in the day when he took a decisive lead in race 2 with a pass on Round-Garrido under braking for the Hislops Chicane. This was the first win for the Mancunian since stepping up to the newer cars having been the National and Northern Pre90 Champion last season.

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

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

A young jackaroo from outback Queensland goes off to university, but halfway through the semester he has squandered all of his money.

He calls home. 'Dad, 'he says, 'you won't believe what modern education is developing...they actually have a program here in Brisbane that will teach our dog Ol' Blue how to talk.'

'That's amazing!' his Dad says. 'How do I get Ol' Blue in that program?'

'Just send him down here with \$2,000,' the young jackaroo says, 'I'll get him in the course.'

So his father sends the dog and \$2,000.

About two-thirds through the semester, the money again runs out. The boy calls home.

'So how's Ol' Blue doing, son? his father wants to know.

'Awesome! Dad, he's talking up a storm... But you just won't believe this. They've had such good results with talking, they've begun to teach the animals how to read.'

'Read?' exclaims his father. 'No kidding! How do we get Ol' Blue in that program?'

'Just send \$4,500. I'll get him in the class.'

The money promptly arrives. But our hero has a problem. At the end of the year, his father will find out the dog can neither talk nor read. So he shoots the dog.

When he arrives home at the end of the year, his father is all excited.

'Where's Ol' Blue? I just can't wait to talk with him, and see him read something!'

'Dad,' the boy says, 'I have some grim news. Yesterday morning, just before we left to drive home, Ol' Blue was in the living room, kicked back in the recliner, reading the Wall Street Journal. Then he suddenly turned to me and asked, 'So, is your daddy still bonking that little redhead barmaid at the pub?'

The father groans and whispers, 'I hope you shot that bastard before he talks to your Mother!'

'I sure did, Dad!'



The guy that invented these bar stools is a genius .....  
I had to look twice.

The guy that persuaded the nuns to sit on them is another.

# Gemini Communications Motor Sport Team

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

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**WRC (GB)**

**Wales**

**Sat 5th November**

**Neil Howard  
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**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**

## Golden Microphone Championship

**Past Championship**

**Winners**

**2016**

**this could be you !!**

2015 - Ian Davies

2014 - Peter Langtree

2013 - Tony Jones  
& Peter Langtree

2012 - Tony Jones

2011 - Stuart Dickinson

2010 - Eve Fisher  
and Graham Bray

2009 - Paul Henry

2008 - Chris Jarvis  
& Lee Skilling

2007 - Tony & Dan Turner

2006 - Tony & Dan Turner

2005 - Chris Jarvis  
& Stuart Dickinson

2004 - Dave Crosby

2003 - Stuart Dickinson

2002 - Keith Lamb  
& Adrian Lloyd

2001 - Tony & Avril Lee

2000 - Ian Davies

1999 - Keith Lamb

1998 - Dave Crosby

## 2016 Golden Microphone Trophy Latest Results After Round 18 Heroes Stages Rally

G	23	Ian Davies	105	points
G	48	Peter Langtree	75	points
G	57	James Atkinson	70	points
G	56	Tony Jones	70	points
G	11	Mark Wilkinson	70	points
G	21	Derek Bedson	65	points
G	31	Duncan Stock	65	points
G	03	Les Fragle	60	points
G	33	John Ellis	60	points
G	01	Bill Wilmer	60	points
G	09	Keith Lamb	55	points
G	13	Stuart Dickenson	50	points
G	25	Chris Woodcock	45	points
G	37	Lee Skilling	45	points
G	04	Ian Winterburn	45	points
G	12	Chris Jarvis	45	points
G	55	Steve & Matt Broadbent	40	points
G	41	Jerry Lucas	40	points
G	07	Tony & Avril Lee	35	points
G	65	Brian Eaton	30	points
G	24	Paul Henry	30	points
G	14	Adrian Lloyd	30	points
G	69	Maurice Ellison	30	points
G	17	Robin Mortiboys	25	points
G	02	Graham Cookson	20	points
G	41	Jerry Lucas	20	points
G	39	Alan Shaw	20	points
G	28	Andrew Taylor	15	points
G	06	Dave Crosby	15	points
G	32	Bryan Flint	15	points
G	18	Eve & Graham Fisher	15	points
G	05	Steve Coombes	10	points
G	58	Geoff Ingram	10	points
G	51	Gerry Morris	10	points
G	62	Colin Evans	10	points
G	45	Ray Kavangh	10	points
G	54	Pete Shuttleworth	10	points
G	26	Mark Dickenson	10	points



# October

## Radio Mutterings

A busy month for me with a couple of rallies, sandwiched between one of the Gemini team supported mass bike rides.

### Accident Advice Solicitors Promenade Stages Rally

Friday 2<sup>nd</sup> September and it's the half hour skoot under the Mersey for the evening opening stages of this year's Promenade Stages Rally organised by our friends in Wallasey Motor Club. It's a beautiful late summers evening with fine blue skies and a warming wind. I sign on with Phil Mostyn (Kay Control) a little before five and get a chance before the road closure takes effect at 6pm to explore the service area and the 'rally village'. As has been the case in recent years the village has something for everyone, young and not so young. For me I can't resist some of the exhibition cars and in particular a superb looking Audi Quattro in 'works' colours and a road going Lancia Integral.

Strolling through the service areas some of the service set ups would put a full blown WRC 'works' team to shame, with awnings and structures of every size and shape covering some spectacular looking cars. Two cars in particular catch my eye, the Ford Anglia 4X4, yes four wheel drive of Andy Phipp and Colin Silvester all the way from Devon and of course the ex WRC Skoda Fabia RS of Neil Simpson.

As the road closure takes effect it's time to get into position and as is usual I am posted to the split junction in the run down to the Clown Roundabout. I park up well off the course and soak in the evening sun, as we count down to first car due off the line at 19:30. The weather is bewitching and such a surprise, during the radio check Summit 5 reports "that he is sunbathing out on the sea wall (hopefully not topless, hey Alan !).

As the sun sets the actions certainly heats up and running unusually in reverse order we start Stage 1 with Car 92 spot on time. I must pause to comment on the usually excellent set up and packs from Wallasey, this year the stage plans were so small as to make the reading of the stage set up details quite frankly impossible, come on Wallasey next year let's go back to having proper A4 plans for each stage for all radio crews. Anyway back to the action and the events car breaking reputation proves correct as the second car in, Car 91 is pushed off the stage at Roundabout 3 with an apparently snapped drive shaft. Car 72 the Mini then lays down a smoke trail worthy of the Red Arrows appearance at the weekends Southport Air Show, before unsurprisingly pulling off with a blown engine, quickly followed by the next Car 73 who grinds to a halt with "overheating problems". For me the highlight of this first run is the completely mad, popping, banging and flame spitting Anglia that is just pure entertainment to watch. Although to be fair the BAT Motorsport Corsa, Car 20 gives the Anglia a run for their long distance money as they fly past on a hugely sparking nearside wheel rim. By the end of this first run from the 90 full entry starters, 86 more or less make it to the Stop Line.





## **Radio Mutterings** **Continued from Page 53**

With the sun slipping over the horizon it's time for me to fire up the generator and lights provided by the organisers to help illuminate the split. I don't have high hopes for the lights, as in previous years they haven't really helped me see the car numbers. How wrong could I be as the pair of lights brilliantly (sorry for the pun) light up the split and I manage to catch each and every car number as they fly by. Surprisingly with no Judge of Fact reports on the first run, I manage to spot a couple of single and triple lap errors and although we lose another runner, Car 89, a total of 81 finish the pair of night stages.

Saturday morning breaks early and dry but slightly chilly, although the weather forecast for the day ahead isn't good by any stretch of the imagination and boy is the forecast proved accurate later on in the morning !. Signing on with the Chief Marshal brings the welcome addition of a refreshment 'goody bag', breakfast voucher and entry to a marshal's draw. Joined by my younger brother Simon, recently registered as a Radio Marshal, we are allocated to the merge just after or before the start at the far end of the stages by the Lifeguard Station. With the roads closed at 7am, the scene is soon set for first car, this time running in numerical order as reset from the results of the previous evening's stages for an 8am start.

Stage Three, the first of the day starts on time with Car 1 and to be honest most of the cars seem a little slow in getting up to full speed, perhaps it's the early start. The stresses that the event puts on the crews and cars is immediately evident as we see Car 28 stuck between the Arrival and Start Controls with clutch failure and Car 32 pulls off with a loose breather pipe although they eventually restart. In total 84 cars make it to the end of the first run as the weather begins to take a turn for the worst and rain begins to roll in.

As soon as the last car is clear of the finish we start the next run through the stage. This year instead of the usual barrel chicanes the organisers switch to those supersized round hay bales and almost immediately cars seem to be magnetically attracted to them all in front of a very patient and busy Summit 5. Car 71 has a severe impact into the bales but limps away, unfortunately Car 25 isn't so lucky and the kerbs bite back and they lose a rear wheel bringing their run to an end, meaning 82 cars finish.

With changes to the circuit made Stage Five is soon underway after some slick turnaround by the now soaked marshals and the now usual procession of 000, Pilot One and 00 through the stage. Car 1 manages to let the backend slide at the hairpin and cones fly across the track, briefly forcing the next car off the start line Car 4 to a complete standstill as the marshals clear the debris off the stage. With the RNLI Lifeguards now 'clocked on' and in their seawall lookout, the safety cover for the event is complete and with the rain belting down who knows we might need them on the stages !. The main casualties of this run are Car 74 who spins backwards heavily into the 'clown roundabout' and are pushed off the stage to a safe location to await a suspended or flatbed recovery and then Car 80 who suffers wheel damage at roundabout 1.

**Continued on Page 55**





## Radio Mutterings Continued from Page 54

The next run gets off to a bad start as the start timekeepers release the first car into the stage before getting clearance from Control, although with the long stage recovery crews are well off the stage by the time the first car gets round to them. A few very 'strong' words from Phil via the start line radio remind everyone of the importance of always getting permission from Control before releasing any cars and that includes officials on the ground who may not always appreciate what is happening on the far side of the stages. Stage Six keeps everyone busy and we see Car 58 come to a halt, possibly 'grinding' with a report from Pan 2 of "no gears" and then Car 68 hits one of the notorious promenade kerbs hard and that pops a drive shaft. By the end of this stage we are down to 75 runners still braving the very wet elements with large amounts of standing water along the sea wall stretches of the stages.

After some more changes to the route Stage Seven sees the action resume a little after 12 noon and as the commentator remarks to everyone that he has "lost Liverpool in the murk", as marshals try to find what little shelter they can as the horizontal rain lashes in. With a few cars popping in and out of the running we keep 75 cars more or less on track, although Car 42 is eventually pushed through the stop line, Car 67 is off with a "blown clutch" and Car 68 is off with reports of "no drive". Once again as soon as the last car is clear we start Stage Eight. By now the somewhat overexcited commentary team report that Car 1 who was in the lead has been given a 'stage max' penalty for Stage 5 plunging them down the order. With comms perhaps not as they should be from results there follows what seems like hours of endless speculation as to what might or might not have happened to justify the imposition of such a penalty. Finally after much conjecture the commentator informs everyone that the penalty was a "timing error, probably due to the rain" and Car 1 assumes their place back up the leader board !. This stage sees the demise of another handful of cars, with Car 57 stopped on the pavement after the seawall chicane, Car 40 struggling and Car 63 simply reported as being 'off'.

Next it's time for the big switch around as the stage direction is reversed and the start becomes the finish and vice versa, me I stay put overlooking the hairpin and Lifeguard station. Another slick change around means that we are ahead of schedule and Stage Nine starts at 14:18 hours. This time around cars have to pass around the tight hairpin twice and with thirty second starts multiple cars come screaming into the junction together. With standing water and a slick surface the action is almost balletic in nature as various techniques with or without the use of the handbrake are employed.

A total of 68 cars make it out of the stage, although with three wheels on their wagon Car 62 must await recovery after the next run. Stage Ten means another busy time for Gemini 39 Alpha down at one of the roundabouts, as they have to check upon various cars who seem to struggle with the conditions and reverse direction. Car 52 is added to the lengthening recovery lists with another damaged wheel.

With only a fag paper to separate the top two crews, cars 1 and 5 there is all to play for as we enter the final pair of challenging stages. Almost immediately there is high drama as Car 5 is reported as having a damaged wheel and as they head into the finish I can see that the nearside wheel is completely smashed and missing completely, as the 4WD Skoda runs on the remain of the wheel hub. A shout on the radio from nearby Gemini 57 reveals that the remains of the wheel and tyre flew off the car and landed near them at roundabout 1. Gemini 39 Alpha gets wet again as they investigate Car 11 off with a differential problem. Meanwhile elsewhere on the stage a safety shout from Summit 5 reveals that Car 82 has had a very heavy impact into the chicane bales and the stage is temporarily blocked. Sensibly Alan asks that before the final run of the day the stage start is briefly delayed so that the over-worked marshals can have a chance at building something that resembles a chicane out of the mangled remains of the straw bales.



*Continued on Page 56*

The final stage of the day starts with Car 8 as everyone wonders about the whereabouts of Car 5, who is finally reported as sitting outside arrival with his crew frantically trying to repair the havoc caused by the wheel loss on the previous stage. Minutes tick by and as maximum lateness come and goes we learn that sadly Car 5 will not return to the fight and this in effect hands victory to Car 1, although to be fair the two have been fighting a close battle all day. With by some miracle no more losses on the final stage a total of 63 cars finish this punishing event. In the end Car 1 Simon Bowen / Richard Robinson seal their victory with a time of 42:10, over the second place Escort of Wil Owen / Rob Hopewell with a time of 43:24 and in third place the rather fine Metro 6R4 of Paul Evans / Steve McNulty with a time of 44:28.

A final word must be made of our very own Gemini 14 Adrian Lloyd who is co-driving the Escort of Stephen Ellison, Car 53 who finish a respectable 34<sup>th</sup> place, well done Adrian.



*The 'Lost' Wheel*

## **Manchester 100s Cycle Ride in aid of The Christie.**

*In the words of Monty Python 'and now for something completely different'.*

Sunday morning the 4th starts early for me as I head out into leafy Cheshire for one of the Gemini Team supported mass bike rides, the Manchester 100. Starting at 06:45am and finishing in Wythenshawe Park the event offers riders the choice of a 100 mile or half distance ride out into the Cheshire countryside. Organised by Bike Events, the Gemini Team co-ordinate the marshalling teams and essential radio and safety crews needed for such a large event that attracts some 3,500 odd riders of every shape, size, ability or inability to ride a bike. For me I am located at the twenty mile optional rest halt outside The Mooring's restaurant at the Anderton Boat Lift in Northwich. I arrive a little after seven and set up, joined by one of the Primecare Ambulance teams from Wigan and local bike mechanics.



Road opening Car Tony Jones arrives a little after seven thirty and the first group of 'professional' amateurs fly by my junction at 07:54, not bad 20 miles travelled in not much more than an hour on wet mainly country roads.

The riders come thick and fast, with questions of "where are the loos" or "how far have I come", being the most regular shouts. The 'pit crew' mechanics are kept busy with a variety of mechanical maladies, punctures and sales of energy gel and bars. Radio Control is equally busy as Stuart takes various calls for assistance, pick up or route queries. The locals seem to take the disruption in their stride and one elderly dog walker proudly informs me that the mass cyclists passing through seem to have cured his dog of a phobia of bikes and for the first time in years he hasn't barked or chased a bike !.



My duties finish a little before eleven thirty as the course closing car piloted by Chris Jarvis arrives to close down the route up to my location. It's funny but many of the skills the Gemini team deploy in rallies are of equal value on an event such as this, experienced marshals, good communication and effective control. As I stand down a shout comes over the airwaves of a serious road accident some twenty odd miles further along the route. With medical teams, bike marshals and the Police deployed I hope the rider is OK. Anyway it's home for me and a couple of weeks off before the next event The Heroes Rally at Weeton on the 25<sup>th</sup> of the month, but more about that follows.

**Ian Davies : Gemini 23**



# ***A Bit More October Radio Mutterings Heroes Stages Rally Weeton Barracks***



THE MILLENNIUM  
COUPLING COMPANY  
WE WORK UNDER PRESSURE

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

*In association with Millennium Coupling  
Company and Century Autosport*

### **Weeton Barracks**

**25th September 2016**

An early start today for the short hop north to Weeton and the Heroes Rally. With the entry gates locked at 8am radio crews gather early to sign on with our controller Bill and Tony. A little bit of 'self help' is in order and we sort ourselves out whilst waiting for Control, a good job as five minutes after they arrive the heavens open with a torrential downpour. The signing on tent has never been as popular as we all look for some shelter as it properly pelts it down, never mind, the organisers meal ticket is much appreciated. Refueled we head into the stage for our various locations, hoping that we haven't forgotten anything ?, Ah, what about the rescue unit, a call over the airwaves reveals that Calder Rescue have themselves been 'rescued' by a very nice RAC man, although other reputable and I'm sure efficient breakdown organisations are available.

The rain continues to pour down and by the time of first car at 9 o'clock the standing water makes for some very challenging conditions for the 39 runners. It's a real shame that more entries weren't forthcoming as the event is very well organised and if things don't improve going forward you have to worry about the future of this compact and challenging venue in the longer term. Anyway back to the rallying or more like boating as cars struggle particularly the likes of the rwd BMWs in the very wet conditions. The concrete bases of the former hangers at my location in the far corner of the site provide some real entertainment as the surface is more glass like than road. On this first run we only see Car 2 fail but when the closing details for the stage are passed over the airwaves something odd dawned on a number of us. Although 39 cars started the stage, at my location I only actually had 28 cars come past me, it seems that a ridiculous numbers of crews failed to navigate their correct route through the first stage, meaning results are going to be busy, trying to sort things out !.

The second run is equally tough, although by some miracle the cars seem to now know where they are going this time and 37 cars complete the run, with only one incorrect routing past my location. In stage, Car 5 gets stuck in a ditch but is eventually pulled out and Car 29 is off somewhere around junction 8.

After a very quick turnaround and with weather improving the action resumes with stage 3 and cars continue to explore the boundaries of the Weeton roads, never a good thing with the big hidden concrete kerbs. Predictably we see Car 38 bogged down in a field and Car 36 off in a dangerous position, minus a front wheel. The latter means we have to delay starting the next stage as Extractor Recovery is called upon to lift the car clear of the stage and move it into service. A total of only 31 cars make it into Stage 4 and with somewhat drying and windy conditions the marshals at my post play that old game of 'chase the barrel', as a combination of glancing blows from ever more confident cars and gusts of wind send barrels spiralling into the undergrowth. Sadly I witness firsthand the demise of Car 10, just as he screams past me there is an almighty bang and the front suspension apparently collapses and the car grinds to a halt.



***Continued on Page 58***

After four stages we have one of the major change arounds and it's all hands to the pumps and yes that does mean a radio crew leaving the warm and dry confines of their car to help switch the stage around, as we all pitch in to changes things around as the dark rain clouds return. Thankfully this fifth run is pretty uneventful with 28 cars in and safely out of the stage. Stage 6 passes of in a similar calm manner.

Moving location slightly for the next pair of stages I park up safely to observe the merge and to my astonishment and that of control everyone more or less behaves themselves and only a couple of crews decide to swop paint at the exit to the merge, but with no real damage done. Elsewhere Car 38 suffers a mechanical malady and is pushed off stage and back into service. The second run through this layout produces similar results with the demise of Car 35, meaning we have 24 cars running more or less.

After some more changes to the stage layout and a quick check by the Stewards the action resumes with stages 9 and 10 and there may be a small field left running but boy are they trying, as they slip and slide their way through the twists and turns of the stages, moving from one surface to another with ever changing levels of grip. Yet more mechanical woes see the demise of Cars 11 and 17 in stage 9 and a total of 20 runners complete stage 10.

A call from Control sees me relocate across the site to cover the split junction for the final pair of stages, although there is much discussion about where to park safely, although I eventually find a reasonable location and Wallasey One swops locations with me. The rain returns for the final runs of the day and contrary to all bets my first look at the split passes off with no errors and for me a 'clean sheet', with no Judge of Fact reports to complete. The final stage of the day sees only one car manage to short cut to the finish after missing a lap, I suspect because of a sick car and a total of 17 cars finally make it to the finish.

Pendle District Motor Club & Garstang & Preston Motor Clubs laid on a thoroughly enjoyable event that was well organised and run, and quite frankly deserved a much bigger entry. In recent years there was some criticism that the venue was being over used, today we seem to have the reverse. Perhaps it's time that the organising clubs and regional associations got their heads together to explore what might be done to encourage more entries in the future and preserve rallying at this venue.

**Ian Davies**  
**Gemini 23**

# Silverstone

## MSA F4 British Championship



Silverstone hosted the penultimate round of the BTCC-supporting MSA F4 British Championship at the weekend but for Fortec Motorsport driver Frank Bird, he missed out on adding to his points tally after a tough three races.

Driving the Be Wiser, Hager and Frank Bird Poultry-backed car, the Penrith-born 17-year-old was hoping to bounce back after missing out at the previous round at Rockingham which followed a brilliant run of races in mid-season which saw him regularly in the points.

Changeable weather conditions during qualifying made it difficult but he ended up qualifying in an impressive 11th place before a decent start in the opening race saw his hopes dashed when he was forced wide on the opening lap and dropped back to finish 15th.

Old tyres for race two meant he could finish no higher than 16th and following a few mistakes in the third and final race, he missed out on the points again when he brought the car home in his best finish of 13th.

Now Frank's focus turns to the final round at Brands Hatch early next month whereby he hopes to end the season in positive fashion with a repeat of his points scoring races from earlier in the season.

Frank Bird: *"On Saturday, qualifying started off wet but it was starting to dry up so we took the gamble and went for slicks. It was starting to pay off as it was getting dryer throughout the session but then the rain hit and we had to pit for wets with not much time remaining. Still I managed to put a decent lap time in and qualify 11th. In race one, I made a great start and got up to seventh by the second corner but then got pushed wide and dropped back to 14th and then stayed there for a bit until getting pushed wide again and finishing in 15th. In the second race, I started 14th and made a good start and stayed in 14th for most of the race but really struggled on the old tyres making lots of mistakes and finishing in 16th. For race three, I started 14th but didn't have the best of starts dropping into 16th but had a hard battle all the way through to finish in 13th. I'm now looking forward to the season finale at Brands Hatch."*



# Grumpy Old Git

Still Wittering On & On



I found myself with a few hours spare and decided to have a clear out of some of the files that were littering up my hard drive and of no further use on my computer and came across the article that I have now shown in the column on the right hand side of this page.

I checked the date that it was created (21st September 2011) and thought it was probably written to go in either the trial edition of Spotlight (September 2011) or the first edition (October 2011).

I then checked both of these editions and could not find it in either of them. I even checked the next 6 issues and couldn't find it anywhere. Maybe I wrote it to present to the SD34 committee meeting but I can't now remember if that was indeed the case.

So I thought it might be of interest to let you into my initial reasoning as to why the SD34MSG needed a newsletter and how it should be structured.

It is now some five years since that article was written and things have moved on. Despite the fact that this newsletter has doubled in size since the first edition it is still like drawing teeth to get any news (*with a few notable exceptions*) about what clubs are up to. The only time these clubs communicate with me is to ask me to publish something to get marshals for their event. It still surprises me when I get requests from a club member of an sd34 club to send them spotlight because their club does not send it to them (*I get on average 3 requests per month*) and I still don't understand why some clubs don't bother to promote the sd34 championships to their members. I can think of several crews who regularly compete on sd34 stage rally championship rounds and are not even registered. If any of these crews had registered they could now be winning the sd34 stage rally championship. Thankfully the Road Rally Championship is now very strong. The downside of the road rally championship being strong is that my chances of winning it have now significantly diminished and to make matters worse I am getting more dodderly and can only see myself slipping further down the leader board in future.

Sadly we have seen the demise of Bury AC but on the plus side we have seen the addition of Matlock MC, Preston MC, Hexham & DMC and Airedale & Pennine MMC and a return to the fold of Blackpool South Shore MC, Liverpool MC and Lancashire AC.

I am not claiming that spotlight has regenerated sd34 but it has played some part in its current success, however we cannot sit back and rest on our laurels. We must continue to find ways to promote the sport itself, member clubs, our championships and of course sd34msg as an organisation.

And finally SD34 when sd34 was founded one of its Key aims was for member clubs to work together for the benefit of the sport and for its members. Whilst I think we do reasonably well at working together in some instances we could still do so much better.

Here endeth the Sermon for this month

## What is the objective of the Newsletter

- To inform members of the Club of its activities
- To generate interest
- To promote Motorsport
- To increase membership

### To inform members of the Club of its activities -

Minutes of the SD34MSG Committee can inform members of activities IF the delegates bother to communicate it back to members but what really happens is that they only tell their committees of the bits that they consider relevant (and that's if they remember any of it at all) and therefore much is lost. The delay between SD34MSG meetings, Club Committee Meetings and Clubnights also leads to partial information being passed on to members and that information (if communicated to club members at all) is old news and as such not much happens or is of little interest.

**To Generate interest** – to accomplish this, the newsletter has to be current, and have a content that readers/members can relate to.. Events that members are interested in competing / marshalling on Events / Competitions / Competitors / Teams that members are interested in News about Other Clubs, News about Club Members and their activities

**To promote motorsport** – If the idea is that it only promotes SD34MSG events then it would be a very lean newsletter. Gone are the days when I could compete every weekend on events run by SD34MSG clubs and their championship was meaningful. The SD34 Road Rally Championship only has 2 crews in contention and as such not exactly an accolade to be proud of winning.

**To increase membership** – Current membership of SD34MSG consists of a few strong clubs but also includes some very weak clubs who don't seem to have much of a membership, competitors or organise events (Bury, Lightning, 2300) (I may be wrong – I have been out of the SD34MSG loop for a long time). Within SD34MSG there is a sub group [Motorsport(North West) Ltd] which appears to me as a very viable alternative to SD34MSG that only has Clitheroe & DMC & Bolton-le-Moors CC missing to make it a stronger group than SD34MSG. Shouldn't it be an objective of SD34MSG to attract the none SD34 members of the M(NW)L into the SD34 club as individual members not as members of a sub group.

A healthy, informative and **CURRENT Newsletter** should not be restricted to the SD34MSG membership only. If freely available to clubs outside of SD34MSG it should encourage Clubs to join SD34MSG providing those clubs can see that SD34MSG is vibrant, has a clear vision and is forward looking organisation and has a Championship series worth competing in and has the information that is both up to date, knowledgeable and informative.

I am by no way saying that 'the cure to all the ills of motorsport' are to be found by my editing and producing the SD34MSG newsletter but it is a tool to be used to stimulate interest and can be used to great effect.

Nor am I saying that without a newsletter SD34MSG are doomed – but as a (slightly informed) outsider looking in - SD34MSG is a long way away from the force it used to be and if it wishes to continue it needs to get a facelift. Morecambe CC, Kirkby Lonsdale MC, Liverpool MC & Blackpool South Shore MSC, all seem to survive without SD34MSG – so why bother to be a member – SD34MSG needs to be needed.



# South of Scotland CC Doonhamer Classic Rally Sunday 18<sup>th</sup> September

In previous years (well in the previous years that I have competed on this event) the Doonhamer has always had at its base the Baroney Agricultural College just to the North of Dumfries. This year the start, scrutineering, finish and Prize Presentation were all held at Lockerbie Lorry Park.

Scrutineering opened at 8:00am and we presented our car bang on our schedule time of 8:15. Following Scrutineering it was time to sign on and collect our Road Book and Test Diagrams before enjoying a 'Truckers Breakfast' however the queue to sign on seemed extraordinarily long and with just one person checking documents and handing out the packs it took us just short of 40 mins to get to the front of the queue and collect our pack. The queue behind us as we went in for breakfast was as long as it was when we arrived. We ordered our breakfasts and waited and waited for them to be delivered to our table. By the time they arrived the Drivers Briefing (9:10) had started and with Car 1 due to start the first test at 9:30 I was expecting to have to go without, however my breakfast arrived but it was not a pretty sight as I shovelled bacon, beans egg and tomatoes down as fast as possible before dashing out to the car to do our first test. Several crews missed their breakfast.

With the loss of the Agricultural College we also lost four of the usual tests within the college grounds. But there were still 17 tests on offer with the good news that we were going to have four runs at the 'Fingland Fell' forest test.

**Tests 1 & 4 were at Lockerbie Lorry Park.** In the previous Doonhamers I have found these tests quiet difficult. It's a forest of cones and very easy to get a wrong test. I must point out that this was only my drivers second ever classic rally. (*And just in passing the Mk1 Lotus Cortina we were competing in was originalty built by Dave Scaife*). With the delay over signing on and breakfast I missed seeing the first 3 crews through this test but managed to witness the highly entertaining driving display provided by Andy Beaumont in his Sunbeam Rapier H120 as he threw this big car around with accomplished aplomb. So good was the spectacle that he got a round of applause from the crews waiting to start this test. On the upside we managed to not get a wrong test but it wasn't from a lack of trying we made 4 serious attempts to get it wrong and recorded a time 1 minute more than the next slowest car. Despite Andy Beaumonts heroic driving he was still only 7<sup>th</sup> fastest on this test (fastest Archie Simmonds 1:02)

**Next up was Finglands Fell. (tests 2, 3, 5 & 6)** As far as we were concerned we would have been happy to have kept going back to this test all day long and not bothered with the rest of the event. With our times dropping with each run we both enjoyed it enormously. Still not as quick as the leaders with Andy Beaumont setting the fastest time (Last run & Test 6) of 1:43 (both Archie Simmonds & John Bertram tying on 1:45)

**Tests 7 & 8 were at the Woodyard 'Rammersgill'.** Another superb test site that I include as one of my favourite Classic test venues although on this occasion I managed to get a wrong test on both runs. I was not alone in getting this test wrong, there were 5 of us but we were the only ones to do it twice. (John Bertram was fastest on the first run with 1:51 and Archie Simmond fastest on the second run with 1:48)

*Continued on Page 61*



*Pete Whitaker / Maurice Ellison*



**T 7 & 8 : Which Way Next ????????????**



**1st O/A Archie Simmonds/Bob Hargreaves**



**2nd O/A John Bertram/Andrew Fish**

**Photos Courtesy of Tony North**



## Doonhamer Classic Rally Continued from Page 60

It was starting to get very tight at the top. After Test 8. It was a three way tie between Archie Simmonds/Bob Hargreaves. John Bertram/Andrew Fish & Andy Beaumont /Roy Heath. All on 13:15

**Test 9 'Eastriggs'** A Tight and twisty test with big curbs to catch the unwary but still a joy to do. Even more so because we didn't hit a curb or a cone and we didn't get a wrong test. Archie Simmonds clipped a cone and incurred a 10s penalty (1:40) and John Bertram (1:31) took 5 seconds out of Andy Beaumont (1:36)

**Tests 10 & 11 'Cochran'**. A relatively simple affair compared to previous years, however Andy Beaumont managed to get a wrong test here and dropped down the leader board on test 10. Test 10 was followed by lunch and then we did it all over again for test 11 (No dramas for anyone on test 11)

**Tests 12 & 15 'Collin'** I think this may have been an old Sand & Gravel Quarry. Only the odd cone here and there. Instead of cones we had big blocks of sandstone to mark the chicanes. I don't think anyone had a problem on these test except us. On our first run we came up to one block that we had to do a 360° Left at. By the side of the track was Phil James taking Photographs. I don't know if Pete wanted more photos of the car or what but he only did a 180° Left and then wanted to go back down the track that we had just come up. Suitably chastened he reversed and went back to go round the rock again and again do a 180° L heading once again back to where we had come from. By this time the air was blue. Back we went and this time did the right thing. On returning to this test (T15) I reminded Peter of the earlier mistake. Lo and behold despite shouting 360°L he tried to do a 360°R. If the air was blue on test 12 it was deepest royal navy on test 15. Although I cant really complain (remember my 2 wrong tests : 7 & 8)

**Tests 13 & 16 'Oakbank'**. A very long and complex test. John Bertram/Andrew Fish went wrong mid test on their first run. They stopped and then unwound themselves to where they went wrong but in doing so dropped 24seconds to Archie Simmonds/Bob Hargreaves (fastest on 2:22)

**Tests 14 & 17 'Jones's Yard'**. Another long test on loose and broken concrete with the way to cones obstructed by some scrubby vegetation. A couple of crews managed to get wrong tests on the first run.

Test 14 Fastest John Bertram 1:12.

Test 17 Fastest Archie Simmonds 1:13

### Day over and back to Lockerbie for results.

1 <sup>st</sup>	Archie Simmonds/Bob Hargreaves	MG Midget	27:42
2 <sup>nd</sup>	John Bertram/Andrew Fish	Ford Escort Mk1	28:10
3 <sup>rd</sup>	Andy Beaumont/Roy Heath	Sunbeam Rapier H120	29:57

All in All – A very enjoyable day out. Brilliant Test venues, fantastic scenery on the route between tests. We both had a whale of a time and never stopped laughing despite the errors and expletives from both sides of the car.

The only **downside** was what appeared to be a shortage of manpower particularly at signing on

On the **upside** we won a pot. Not for being last finisher (which we were) but for Best presented car at scrutineering  
Happy as Larry despite our time of 3 days + a bit !!!!

**Maurice Ellison : Clitheroe & DMC**  
**From the Silly Seat of Car 15 (1962 Mk1 Lotus Cortina**



**3rd O/A Andy Beaumont/Roy Heath**







We competed in our third Doonhamer in a newly acquired MG midget built several years ago by Archie Simmonds and campaigned recently by Colin Rose and Bob Shearer---much to live up to! We had not driven it around a cone before the event so were getting a feel for its and our capabilities. Great start to the day with a full breakfast with the haggis option. Struggled on the first tarmac tests on the sharp turns, not brutal enough according to 'spectators' or too tight a rear diff---could do with a hydraulic handbrake!!! This midget, with telescopic front shocks, handled much better than our old road going one on the forest stages and we spent less time floating in mid air.

Got a bit more confident as the day progressed (no wrong tests due to the 'management' seated beside me) and bagged a joint fastest time on the second run at Rammerscales (got somewhat lost on the first run). Spent a bit of time having the crack with other competitors between stages and enjoyed the hot dog at lunchtime.

The car spat out around 300ml of oil in to the catch tank over the first three tests then spat none for the next six tests---the reason being that we had lost the oil filler cap somewhere down the road and it was breathing much easier. Several suggestions of improvising a cap with a plastic cup, water bottle, hot dogs, etc, but wrapped it with tape and left a biggish hole and it got us around and back to the truck stop without further losses.

Finished with no wrong tests and 13<sup>th</sup> overall, 6<sup>th</sup> in the classics—one second behind the 5<sup>th</sup> place escort of Dave Marsden and Mike Garstang---one second in 1800 odd! The times are really quite close and nicely competitive but we seem to be seeing fewer classics at each event. Great event overall but pity about the rain late in the day as the marshalls had kept dry up to then.

**John and Marian Sloan,  
No 9, Green/white MG Midget**

Kirkby Lonsdale Motor Club

**DEVILS OWN RALLY**  
8<sup>th</sup> October 2016

## Kirkby Lonsdale MC Devils Own Rally Saturday 8th October

Kirkby Lonsdale Motor Club are running The Devils Own Rally on the 8th of October.

Historic event part of the HRCR national championship run between 12:30pm and 22:00pm.

Compact route in the South Lakes on OS 96, 97, 98.

We have a full entry of 60 cars with a reserve list. A great variety of cars ranging from Escorts to 911's. Anglia's to Triumphs and everything in between!

The event is based at Crooklands Auction Mart just off the M6, with an afternoon of tests, evening meal at the Lakeland Motor Museum followed by a 60 mile evening section in the southern lake district.

**But we need lots of marshals to make the event work. So if you're interested in manning a test or a road side control drop me an email.**

All marshals will receive a goodie bag including an event mug and torch, as well as the usual goodies. Plus if you marshal 2 or more controls we will even feed you!

If you are going to Mull or are not available to help out, please pass this message on to fellow club members who might like help.

See the website for more details and the entry list.

**[devilsownrally.co.uk](http://devilsownrally.co.uk)**

Don't assume it's a bunch of old blokes in flat caps, tootling across the countryside.....

## MARSHALS NEEDED To help run TESTS & TIME CONTROLS

Round 12 of the  
HRCR HAGERTY INSURANCE  
ROAD RALLY CHAMPIONSHIP

**Chief Marshal  
Miles Whitelock  
07774977586**

**[hotel@heaves.freeseve.co.uk](mailto:hotel@heaves.freeseve.co.uk)**



**CLUBMANS**  
ROAD RALLY CHAMPIONSHIP 2015



# WMC/Gates Tyres Rally Awards 2016.

## Round 6,

# The Doonhamer Classic Rally,

## September 18th.

A 6am start had us quickly onto the M6 and heading north for Lockerbie with the prospect of 17 challenging tests in the Lockerbie and Dumfries area. We were joined by another 18 historic crews and 13 Targa crews representing some of the quickest and experienced crews in the area covered by NESCR.

Among the Historics, Archie Simmonds (Midget), ably supported by Bob Hargreaves, made a return from temporary retirement and showed that his speed and accuracy was undiminished. John Bertram/Andy Fish (Mexico) and Andy Beaumont/Roy Heath (Rapier H120) were to push Archie and each other hard all day. We were surrounded by many of the WMC/Gates Challenge competitors and others including Graves/Palmer, TR4; Agnew/Jackson, 911; Slingsby/Fox, MGB; John/Marion Sloan, Midget; David/Paul Garstang, Fiesta Mk1; Bradley/Marsland, Mini 1275; Dixon/Welsh, MGB GT; Alexander/Humphries, Viva; Fenwick/Carmichael, Golf GTi Mk1. McCausland/Dillon brought their Escort Mk1 from N Ireland, Morrison/Humphrey were down from East Lothian, Whitaker/Ellison, brought along the Cortina Lotus from Bolton le Sands and Eland/Eland were out in their Alfa.

Among the Targa entries Graham/Edminson, Puma, would go well; with Hunter/Tyson, MX5, Geoff/Maggy Bateman, 295GTi, all pushing for WMC/Gates Challenge points. Other quick Targa crews included Place/Iveson, 309GTi, McLean/McLean, MX5, Robertson/Robertson, Fiesta ST, Jennings/White, Peugeot 106, James/Howe, Citroen C2GT and Hay/ Thomson, Toyota Paseo.

Tests 1/4 took place at the excellent Start/Finish venue, Lockerbie Truck Stop, and comprised a traditional autotest on a smooth tarmac surface. The test flowed well and Simmonds/Hargreaves put down a marker with 1m02s&1m.09s, Bertram/Fish had 1m04s&1m03s, we tied with Beaumont/Heath on the first run with 1m11s but while they improved to 1m08s on the 2nd run (T4) we dropped to 1m15s, Agnew/Jackson had 1m13s&1m13s and Team Sloan on 1m15s&1m15s - both crews winning the "prize" for scoring identical times on the two identical tests!

Among the Targa entries Robertson Robertson took their Fiesta ST to 1m06s&1m07s, Kellett/Meins 1m08s&1m06s, Jennings/White 1m09s&1m10s, Hunter/Tyson 1m09s&1m25s, Graham/Edminson with 1m12s&1m11s, James/Howe 1m16s&1m16s(!). and Bateman/Bateman 1m19s&1m18s.

The action moved to the excellent road through Fingland Fell for Tests 2/3 and 5/6. Four runs through this excellent forest venues with enough chicanes to keep crews alert and scrub off the speed. Of the Historics, Beaumont/Heath set the quickest time through the test with 1m43s and the best times for the following crews was: Simmonds and Bertram 1m45s, we had 1m48s, Agnew/Jackson 1m49s, Garstang/Garstang's flying Fiesta 1m50s, Team Sloan had 1m54s, Dixon/Welsh and Thomson/Lauder tied on 1m57s, Graves/Palmer and Whitaker/Ellison tied on 1m58s. Going well in the Targas were Graham/Edminson and Place/Iveson tied on a best time of 1m45s, Robertson/Roberson and Hay/Thomson tied on 1m48s, Hunter/Tyson had 1m50s and Bateman/Bateman 1m52s.

By the time crews headed for Tests 7/8 at Rammerscales sawmill, Beaumont, Simmonds and Bertram were beginning to open up a gap to the rest of the Historics; and, while Graham, Place, McLean and Robertson were scrapping for the leading places in the Targa class there were plenty of crews snapping at their heels. Rammerscales caused problems for many with WTs and big hesitations causing time losses. Agnew/Jackson's WT here forced them to focus hard for the remainder of the event and we lost a handful of time when both crew members became disoriented while circulating around the rack-saw. The problem cascaded through the Historics with Alexander/Humphries, Slingsby/Fox, Bradley/Marsland, Thomson/Lauder and Whitaker/Ellison all taking WTs and heavy penalties. Meanwhile, Team Sloan nearly set the sawmill alight with a 1m46s (they're hot!!), with Simmonds on 1m48s, Beaumont/Heath on 1m50s and Bertram on 1m51s. In the Targa class, Place/Iveson and Haw/Smith equalled Team Sloan and tied on 1m46s, Kellett/Meins had 1m47s, Hunter/Tyson on 1m48s, Graham/Edminson on 1m51s and Bateman/Bateman on 1m53s

Test 9 was a long, fast test on the perimeter of an MoD site. Fastest crews through Test 9 were: Historics: Bertram 1m31s, Agnew 1m35s, Beaumont 1m 36s, Team Sloan 1m38s and Simmonds 1m40s; Targas: Graham/Edminson 1m32s, Place/Iveson and Robertson/Robertson tied on 1m33s, Kellett/Meins on 1m40s, Bateman/Bateman 2m01s but Hunter/Tyson suffered a WT which seriously impacted their class position.



## Doonhamer Classic Rally

### Continued from Page 63

Test 10/11 held either side of the lunch halt was another long fast test on a mixture of loose and tarmac surfaces. Beaumont's chances of a win in the Historics was put in jeopardy by a WT on T10 but in true Beaumont style he was fighting back with a very quick 1m11s on the second run (T11). Bertram was quickest Historic with 1m10s, Simmonds also had a best of 1m11s, Agnew 1m16s, Team Sloan and Garstang/Garstang tied on 1m17s, we tied with Brian Bradley on 1m18s and Dixon/Welsh had 1m19s. Of the Targa crews, Hunter/Tyson were outright quickest with their 2nd run time of 1m06s, Haw/Smith had 1m09s, Graham/Edmison 1m10s and James/Howe a useful 1m14s.

A ride over to the Dumfries area took us to the final 6 tests set up in pairs as 12/15, 13/16 and 14/17. These were all good sized tests but with very different surfaces and configurations. Competition remained fierce among crews at all levels in both the class and overall battles. Both Beaumont and Agnew went well through these 6 tests and pulled back significant time to minimise the impact of their WTs.

Test 12/15 comprised a single track lane with tarmac and loose surfaces, chicanes and 360 degree turns. Beaumont flew through to record 1m33s, Simmonds had 1m35s, Bertram 1m37s, we tied with Agnew/Jackson on 1m45s, Bradley/Marsland and Morrison/Humphrey had 1.48s, Garstang/Garstang and Graves/Palmer were on 1m49 and Team Sloan 1m50s. Robertson/Robertson were quickest Targa here with an excellent 1m32s, Hunter/Tyson 1m36s, Graham/Edmison 1m37s and the Baemans had 1m50s.

Onto Test 13/16 which was a large concrete surfaced truck depot. The 1st run (T13) was blessed with dry conditions but despite the rain and a very slick surface for the 2nd run some crews went faster on T16 (amazing!). Simmonds' 2m22s in the dry proved quickest Historic, Agnew had an impressive 2m30s in the wet, Bertram made up for a modest 1st run with a wet 2m31s, Team Sloan and Garstang/Garstang improved in the wet and tied on 2m36s, we had 2m39s. Haw/Smith lead the Targas with a 2m21s in the wet, Graham/Edmison had 2m22s, Hunter/Tyson 2m23s, James/Howe 2m31s and the Batemans 2m38s.

The final pair of tests 14/17 was in a disused industrial area and comprised both tarmac and loose surfaces. Bertram was quickest Historic on 1m12s, Simmonds had 1m13s, Agnew 1m15s, we tied with the Sloans on 1m18s, Beaumont had 1m20s as did the Garstang/Garstang duo (but with a WT on their first run (T14) there was little opportunity to claw back time), Graves/Palmer had 1m21s and Eland/Eland's Alfa 1m22s. Graham/Edmison lead home the Targa crew with 1m12s, Place/Iveson had 1m13s, James/Howe 1m16s, Murray/Murray and Hunter/Tyson were on 1m17s and Geoff/Maggy Bateman 1m23s.

Food, drink and Results were all available back at the Lockerbie Truck Stop. Results were Provisional by 6.30pm and the Historic win went to Archie Simmonds/Bob Hargreaves with John Bertram/Andy Fish 2nd, Andy Beaumont/Roy Heath 3rd, Dave Agnew/Alan Jackson 4th and we took 5th. Andrew Graham/George Edmison took 1st Targa, Daniel Place/Sam Iveson 2nd, Drew/Karina McClean 3rd, Grainger/David Robertson 4th and Simon Jennings/Clive White 5th.

Good tests, a compact route and with the many ups and downs for the competitors the 2016 Doonhamer provided for a great day of grass roots motor sport. *Well done SoSCC, please do it again on 2017!*

Finally, the last Round of this year's WMC/Gates Rally Challenge, the Solway, takes place on Sunday October 16th. A glance at the Challenge Points Table (Version 6) will show that there are many positions in the overall and points table that could easily change on the Solway - it should provide an exciting finale to this year's Challenge so be there.

**Mike Garstang Wigton MC**

## WMC/Gates Historic and Targa Challenge 2016 - Results

Drivers	Class	R1 W'Heather OA/CL	R2 Hexham OA/CL	R3 Berwick OA/CL	R4 LDC OA/CL	R5 B' Streak OA/CL	R6 D'hamer OA/CL	R7 Solway OA/CL	Organisers Marshals	OA/ CL
David Agnew	H2	25/10	25/10	21/09	10/	22/09	25/10		10/	128/48
Ian Dixon	P2	22/09		20/08	17/07	21/09	18/09			98/42
David Marsden	P2			24/09	24/10	25/10	24/10			97/39
Geoff Bateman	T2	22/08		24/09	20/06	23/08	24/09			113/40
Chris Hunter	T2	25/10			24/09	24/09	23/08			96/36
Joe Harwood	T2	19/06		25/10	23/08	22/07				89/31
Andrew Graham	T2				25/10	25/10	25/10			75/30



# Durham AC Wearside Classic

## September 4th

It was business as usual for Paul and Jessica Swift who took their pristine Mark 1 Escort to a dominant victory on Durham Automobile Club's Wearside Classic, repeating their victory of the previous year although the professional stunt driver could never relax as he was harried all day by the MG Midget of Archie Simmonds / Tom Hall and the neatly driven Escort of John Bertram/ Andrew Fish.

Held once again within the vast confines of the Nissan UK manufacturing plant, the competitors certainly got good value for money with no fewer than 18 tests laid out in the car parks and the car manufacturers test rack which provides the opportunity for some unique test layouts. The entry was, disappointingly, down on previous years with the venue's somewhat abrasive surface cited as the main reason and, indeed, tyre wear was a topic of conversation throughout the day.

The Swifts started as they meant to go on, sharing quickest on the opening test with Simmonds/ Hall, then were quickest on the following two tests before slipping up on the test round the venues helicopter landing pad when they took the wrong direction coning into the finish and incurred a maximum. The Fiesta MK1 of Carmichael/ Fenwick suffered the same fate while Neil Campbell/ Sandy Horne ( Escort MK1 ) spoiled a good run by collecting a couple of cone penalties, the big man from Blairgowries was driving in his usual flamboyant style and was certainly entertaining the marshals.

The next loop of four tests were all repeats of the first loop and, while the Swifts were quickest on all of them, they were never more than a second or two ahead of the chasing pack which continued to be led by Simmonds/ Hall. The neatly driven Chevette of Mark and Julie Thornton started to feature on the leader board but had the misfortune to have the brakes lock on although some emergency repairs got them going, they would complete the remaining tests without being able to use the footbrake !!

After an excellent lunch in the Nissan Social Club, the afternoon session featured some modified tests which were fast and open and gave the more powerful cars in the field a distinct advantage which certainly suited the Swifts who continued to power away at the head of the field. The Talbot Sunbeam of Clive Escreet/ Tom Leeming started to show well but spoiled it all with a wrong test penalty, Campbell/ Horne lost time when a plug lead disintegrated and the MGB of Ian Dixon/ Richard Walsh started spluttering, a quick adjustment of the carburettors soon cured the problem.

The final two tests of the day were remarkably long affairs which required considerable concentration from the drivers and accurate reading of the instructions from the navigators and, unsurprisingly, there were several crews went the wrong way or, indeed, came to an involuntary halt while they decided the correct direction. The Swifts had no such bother however, and reeled off another couple of quick times to wrap up a convincing victory with Simmonds / Hall and Bertram/ Fish the best of the rest. The rally was again voted a successful and enjoyable day and that the proceedings had run like clockwork with no delays was a great credit to the hardworking Gordon Dundee and his colleagues in the Durham club.

### RESULTS :

1. Paul & Jessica Swift	Ford Escort MK1	1240
2. Archie Simmonds/ Tom Hall	MG Midget	1263
3. John Bertram / Andrew Fish	Ford Escort MK1	1293
4. Mark & Julie Thornton	Vauxhall Chevette	1301
5. Clive Escreet / Tom Leeming	Talbot Sunbeam	1379
6. Neil Campbell / Sandy Horne	Ford Escort MK1	1424
7. Ian Dixon / Richard Walsh	MGB	1493
8. Bernard Watkins / Adam Roper	Morris Mini	1535
9. Doug Carmichael / John Fenwick	Ford Fiesta MK1	1593
10. Ray & Ben Jude	Triumph TR7	1611

Class Awards : Simmonds/ Hall, Bertram / Fish, Escreet/ Leeming.

**Ed Graham : Hexham & DMC**





# Durham AC Wearside Classic & Targa Rally September 4th

Once again I find myself sat in with the irrepressible Steve Price in his 1275cc Suoer S Micra.

The Wearside, last year, was the first Targa Rally that Steve had competed on. He enjoyed it so much that he asked me to do the full 2016 season of NES-CRO Challenge events with him (*Silly Fool*)

Unlike all other events in the NES-CRO series the Wearside (previously called the Durham Dales) has no road mileage. It all takes place within the Nissan Factory at Sunderland and utilises the various test tracks, helicopter pad and canteen/social club carpark. When I first competed on this event, some four years ago, I described it as an Autotest on steroids. And not a lot has changed in those four years. It is still an Autotest on Steroids.

On offer you have 18 tests in total and because there is virtually no road mileage to speak of, its all go with one test following another very quickly but the stinger is after lunch when Durham AC join all the 'outfield' tests (bar the Social Clubs test) together and make it one very long and demanding Test (the Test Diagrams takes up three full sheets of A4 for the 'Big One') and you hardly have time to draw breath before you do the same test (or a variation of it) all over again.

With this event being an 'Autotest on Steroids' it is not as popular with the Classic brigade as others in the NES-CRO series and a lot of the regular NES-CRO competitors were not competing but it still manages an entry of 40 competitors with 32 out of the 40 entries tackling the Targa side of things. Most unusual competing car being the Smart Roadster which was OK until they went wrong on a test and had to 'unwind' themselves. The Smart seemed to take minutes before reverse could be selected so it just sat there and waited and waited and eventually started to reverse.

For the first time this year we didn't do a 'Wrong Test' nor did we hit a cone so we finished penalty free other than the time taken on the tests, not that we didn't make the odd mistake but we managed to quickly correct them before incurring any penalty.

In the morning we had rain and were able to hand-brake the Micra around the cones but as the day progressed the weather improved, the road dried out and we then couldn't get the handbrake to work as well as we would have liked on the very grippy surface despite significantly increasing the rear tyres pressures.

There were 4 Micras competing this year and we managed to beat the other 3, however we only managed to come home 4th in class 7th out of 10 in the class (by far the biggest class). I was particularly chuffed to beat the Honda S2000 which had the advantage of oodles of horsepower and rear wheel drive to overcome the grippy roads. A very enjoyable and well run demanding event.



**Maurice Ellison : Clitheroe & DMC**



# NESCRO CLASSIC CHALLENGE

Pos	Driver	Total
1	John Bertram	527.3
2	David Marsden	385.2
3	Ian Dixon	183.1
4	John Sloan	179.2
5	Archie Simmons	176.7
6	David Short	174.2
7	David Agnew	167.7
8	Jim Hendry	163.6
9	David Garstang	163.3
10	Paul Slingsby	158.8
11	Ben Blanchard	158.3
12	Gavin Thompson	155.1
13	Stephen Byrne	147.5
14	Ray Jude	142.5
15	Charles Graves	140.0
16	David Alexander	135.0
17	John Fenwick	131.7
18	Clive Escreet	120.0
19	Neil Morrison	111.5
20	Brian Bradley	107.5

Pos	Navigator	Total
1	Andrew Fish	527.3
2	Mike Garstang	385.2
3	Bob Hargreaves	258.3
4	Roy Heath	254.2
5	Marian Sloan	179.2
6	Alan Jackson	167.7
7	Paul Garstang	163.3
8	Michael Fox	158.8
9	Dave Lauder	155.1
10	David Byrne	147.5
11	Ben Jude	142.5
12	Ron Palmer	140.0
13	Mark Humphries	135.0
14	Tom Leeming	120.0
15	Michael Marsland	107.5
16	Ali Procter	106.7
17	Roger Birkill	103.3
18	Peter Birtles	102.3
19	Pauline Dignan	97.5
20	Nicky Staniforth	95.7

# NESCRO

*North of England &  
Scottish Classic Rally  
Organisers*



## 2016 Events Calendar

**Sun 16<sup>th</sup> October**

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

**Solway Classic  
& Targa Weekend  
Wigton MC**

**Sat 22<sup>nd</sup> October**

**Stocktonian  
Targa Rally  
Stockton MC**

**19<sup>th</sup> & 20<sup>th</sup> Nov**

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

**The Caledonian 200  
(Classic & Targa Road Rally)  
CCHMSC**

*Caledonian Classic & Historic Motorsport Club*

**For a Full List of Standings,  
Events & News  
Visit :**

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

# NESCRO TARGA CHALLENGE

Pos	Driver	Total
1	Quentin James	399.8
2	Chris Hunter	311.6
3	Joe Harwood	311.0
4	Andrew Graham	309.0
5	Drew McClean	282.2
6	Simon Jennings	228.6
7	Grainger Robertson	224.2
8	Geoffrey Bateman	218.3
9	Ryan Hay	213.8
10	Craig Wallace	189.7
11	Daniel Place	179.6
12	Chris Marsh	168.2
13	Stephen Palmer	153.0
14	Chris Dodds	145.0
15	Angela Jones	124.2
16	Sean Young	103.8
17 =	Matin Lloyd	97.5
17 =	Mark Burton	97.5
19	Jon Hill	95.7
20	Liam Charlton	93.1

Pos	Navigator	Total
1	Tom Howe	399.8
2	Fionna Tyson	311.6
3	George Edminson	309.3
4	Karina McClean	282.2
5	Margaret Bateman	218.3
6	Niall Thomson	213.8
7	Jai Wall	211.5
8	Clifford Auld	189.7
9	Sam Iveson	179.6
10	Andy Beaumont	168.2
11	David Robertson	164.2
12	Jack Palmer	153.0
13	Clive White	152.9
14	Josh Davidson	145.0
15	William Jarman	124.2
16	Michael Pears	117.5
17	Chris Cuthbertson	103.8
18	David Lumsden	99.5
19 =	Rob Lloyd	97.5
19 =	Zoe Wright	97.5

**Results Updated following the Doonhamer Classic & Targa Rally**

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



# Vale of Clwyd Classic Rally

3rd September

This rally on the HRCR calendar has a 'reputation', it's set in North Wales by Guy Woodcock and his team from Clwyd Vale MC. Never having competed on it before I was slightly intimidated by the hushed tones of awe and respect with which most other competitors used in discussion, tight roads, precise navigation, and pedantic attention to the detail of the road book seemed to be the cautionary advice dispensed. Game on.

To make life more interesting, Niall, my son, was not available to sit beside me for this, he had suggested Dan Pidgeon from HERO sit beside me, his last event was this one a year ago, with Andy Lane, winner of last years LEJoG, he kindly agreed, not entirely sure he knew what he was letting himself in for! We met over beer and food in Mold the night before, I think both a bit daunted, with a start number of 21.

The forecast day of rain arrived as we set off from The Druid Inn at Llanferres for the first test in a car park just up the road, no errors and earned a 'that's a good time' from the end control, settled the nerves nicely.

On to Regularity 1, called 'Wakey Wakey', aptly enough. The handout at MTC1 was a jogularity, containing distances both intermediate and total, descriptive terms (road narrows sign on the left, garage door on right etc.) and time expected at each point, plus intermediate times. With between 0.03 and 0.29 miles between instructions, there is a lot of reading and teamwork involved, I'm driving, looking out for the detail on the road, watching the time and distance readouts to try and match all 3, Dan is reading the next instruction or two ahead and managing speed changes that were incorporated in the text, very intense, and some devilish detail made to catch you out in subtle ways. 22 speed changes in 16.25 miles, 142 instructions and time of 41 minutes 52 seconds as ideal! Go figure = eyes on stalks, sore brains and certainly well awake.

6 tests next, one of which took us past someone's house and grounds with a real Spitfire parked on the lawn, I never saw it though we passed really close, concentrating on the next set of cones and trying to get traction out of the barge. Another took us round farm buildings, slippery as ....., then onto 2 field tests, pouring rain, grass polished flat by previous cars.....'erm, cone M is over there' as we slithered sideways in all directions other than towards cone M! The last test in this group was a blast round a car park, then coffee.....and breathe.

Regularity 2 was a mixture of ascent / descent arrows, passing under power lines and passing spot heights totalling 364, and had to be plotted on the run, so to speak. Only 7 speed changes, and the theme of the day emerged, missed speed changes, it is just so easy to do when you are concentrating on reading the map, we did however decide that for us the best thing to do was to reset the clocks and trip as soon as the missed change became evident, therefore fixing the error to that point rather than trying to outguess ourselves, worked OK once we realised that and in fact worked quite well in the long run.

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*Photos Courtesy of Tony North*



## **Vale of Clwyd Classic**

### **Continued From Page 68**

Regularity 3 was defined by use all roads, a start point, an end point and use no more than 600m but less than 850m of B road, and pass through 16 red diamonds. I think I prefer driving!

Regularity 4 was the only pre plot, herringbones with some whites thrown in, and 8 speed changes, and some more missed, but we got there and our times were improving, being close to or on ideal time at a number of controls.

Test 7 took us round the grounds of Ruthin Auction Mart and then to lunch. I felt a bit shell shocked, it had been full on concentration, terrible wet weather and no idea how we were going really. It was, however, fun. Dan had a relaxed air in the car that suits me, with clear calls for junctions and general direction, he always sounded in control, though he did complain of scrambled brain syndrome a number of times, especially when trying to carry time up or down at speed changes.

Next regularity was 'London Map', where you are given a map with points marked as letters on the alphabet, and you have to route through some of them in order, and the map is often of an older style so that you have the additional complication of translating onto the current OS map, there are always subtle route differences! Why not, no point in making it easy?

More tests, 2 in a farm (different one to earlier) which, with all the rain and other cars was even more slippery than the earlier one, and did I mention tight? We took a maximum on one of these, it was diabolically slippery and tight, I had to do a several point shuffle to get the Volvo round between bales, where the road was covered in sharn (a quaint Scottish expression for grass after it has been processed by a cow)

A really tight laned regularity that was defined by a string of numbers, I've yet to work out how it plotted, but Dan managed, all credit to him. It took us over some spectacular areas, I think, the rain battered down, you end up concentrating on the immediate road, time and speed notification from the navigator, and listening to the car.....was that a usual creak, squeak, rattle, or a new one?

One more test round Ruthin Auction Mart, then onto the last regularity, 'The Final Fling' it was called. To be navigated 'as you see it', not all junctions shown (carry straight on the road you're on), the information doesn't tell you which way to turn but there is enough for you to work it out.....blimey, we managed. You drive down the road looking for a 'quarry' sign, turn at mirrors and follow blue sign etc. All very intense.

All credit and sincere thanks to Dan for his calm perseverance, sitting in his seat is best repaid if you do this regularly, and in a settled team, where you both know how each other works and have an understanding of each other's different roles and responsibilities, he was brilliant for not having done one of these for a year, with a new driver, new car (remember it is LHD so he sits facing the oncoming traffic. We came 13<sup>th</sup> O/A and second in class by 10 seconds only, the first time all year that we've been beaten by another Volvo too, albeit a younger one. The most credit has to go to the marshals, unfailingly cheerful and polite, despite some truly atrocious weather, a credit to themselves individually and as a body of rally supporters, tremendous sport would not be possible without them.

Awesome finish in first place by Matt Warren and Andy Pullen, again, they've won 8 from 8 entered I do believe, something to aspire to but really.....time you retired guys?

**Simon Frost : Clitheroe & DMC & Kirkby Lonsdale MC**  
**2nd in Class E1 & 13th O/A**





# BONESS HILL CLIMB

**3 & 4th September**

## 12,000 people at Boness Revival Hillclimb.

Unbelievably its only eight years since a group of keen enthusiasts put on the first Boness Revival Hillclimb with help and blessing of Falkirk Council who own the historic venue at Kinneil House, Boness overlooking the Firth of Forth.

In that short space of time it has not only become Scotland's biggest Historic motoring event attracting 12,000 people over the two days but its reputation is now worldwide with one driver flying in from Australia just to drive at the event.

All the money made is ploughed back into the venue, upgrading the track, footpaths, viewing areas, toilets, in fact facilities in general. The paddock has been enlarged, decent roadways provided, better parking for trailers and motor homes, erection of Armco or safety fencing, even a fantastic craftsman built stonewall in the very sensitive area near the historic Kinneil house which is grade one listed. All in all a great asset to the locality being the result of careful forethought and planning by the hard working committee over the eight years.

It's even more amazing that prior to the first event there wasn't even a Boness Hillclimb Revival Club. In order to get away from inter club rivalry's a completely new club was formed with the sole intention of running this event.

Members come from not only the local area but many of the officials live miles away yet spend countless hours working at the venue and it's a great credit to them all. What a fantastic legacy to pass on to future generations.

With officials heavily involved with other top events such as Goodwood Revival, Shelsley Walsh, Prescott and Silverstone the event has to be on a date that doesn't clash. Not only are scrutineer's, clerks of the course, medics and marshals from other venues but two of the most important guys of the whole weekend are Chris Drewitt and Steve Wilkinson the commentators.

These guys are fantastic, they know almost every car and regular driver, can tell you who designed the cars, their history, successes and failures of various models and anything they don't know they will be down in the paddock enquiring and making notes for future reference.

Chris Drewitt is also a top aircraft commentator and pilot, when Goodwood is on the TV his descriptions of world war two aircraft, what they are like to fly, who the pilots are at the controls and which bases they are flying from adds a whole new dimension to the air displays to millions of people. Without them and their knowledge Boness just wouldn't be the same, even their voices have a lovely tone and clarity to them Well done guy's, keep up the good work.

Each year the event has grown, Boyd Tunnock owner of Tunnocks caramel wafers that world famous biscuit was a former competitor and sponsored a grandstand last year. This year "Event Scotland" the tourist arm of Scotland and "Peoples Ford" were main sponsors with other smaller companies helping out with the financial outlay running up to the weekend.

The fact that over 12,000 people arrived through the gates made it a financial success and hopefully gave the various companies a return on their outlay. A large classic car show plus trade stands were selling everything from motor spares to trailers, Lotus cars to toys, souvenir tee shirts, mugs, memberships of BHCR the host club plus countless other goodies.



*Continued on Page 71*



## **Boness Hillclimb Revival Continued from Page 70**

Jim Clark's memorial museum in Duns was represented. In fact Ian Scott Watson the guy who was Jim Clark's sponsor, mentor and great friend presented some of the weekend's prizes. This shows how highly the event is regarded by the great and good of the Scottish motor-sport community.

Lovely weather each day after heavy overnight rain made the track conditions tricky to say the least, however it was great spectator viewing. A few cars were in the bales, up on two wheels or spinning around in the narrow straw bale lined courtyard through the cottages but fortunately without serious damage to drivers, cars, cottages or residents.

An extension to the paddock plus a longer track allowed twenty more cars this year to compete, meaning 115 cars tackled the hill each run. Very few cars were alike or even similar in specification. Even the MG class had everything from a very attractive WSM bodied MG Midget driven by the equally attractive lady Lorraine Noble –Thompson to the immensely powerful MGB V8 of Martin Breen from Workington who did exceptionally well in his first time at Boness. He put up some great times and did really well to hold a massive slide through the courtyard which is captured on a photo if you go to the Facebook page of Boness hillclimb.

David Smith in the Alvis 12/70 special seemed to steal all the silverware in his group taking awards on both days not only for class wins but walking off with trophies for class records as well. He didn't even leave any silverware for his Dad Ian who was driving the same car. A bit more parental control required Ian and from David more respect please in future !

John Hunters 1936 Riley TT special one of the nicest cars at the event was going well with 2<sup>nd</sup> in class to David on both days. Lorton driver Dick Smith was only doing the Saturday event, he too was 2<sup>nd</sup> in class to his son Adam both driving their own fantastic Frazer Nash Supersports from the 1920s. Another case of no respect for parent's.

Chris Spencers lovely Formula Vee racing car was competing for the second time at Boness and set some cracking times. How on earth does anyone make a 1967 VW Beetle sound so crisp and go so well. My beetle many years ago revved so slowly that you didn't need a rev counter you could actually count the revs as they happened. Mind you it was a 1949 split rear window model left hand drive, registration number 366MPT, quite a banger but my first car bought for £15. Worth a serious amount of money now I'm told. Why did I not keep it I wonder but that has happened to most of us I suppose. Does anyone know of its whereabouts these days?

Maryport is a town full of characters but none more so than Marcus Bewley again driving his Triumph GT6. He wasn't in the awards this time but kept everyone amused by telling them "snake" pies were a famous Maryport delicacy. He enjoyed his weekend so much he asked me to send a group photo he had someone take to be put on the Boness Facebook page. Incidentally he isn't on Facebook and has no intention of doing so he tells me. Rather perverse!

Carlisle resident Chris Hodgson competing for the first time in a speed hillclimb loved it too, although more used to driving in sporting trials cars with "fiddle brakes" and passengers that bounce you up the muddy hills. He did wonder about all the expense having to buy a race suit, special gloves and helmet but was really pleased he did succumb and is now looking forward to doing more events in the future. Chris's son Ben was spectating, guess where he plans to be driving this time next year !



**Continued on Page 72**



## **Boness Hillclimb Revival** **Continued from Page 71**

Hexham's Clive Kennedy was another newcomer to this branch of motorsport and he too had some trepidation about having to spend a few hundred pounds on equipment in case he didn't like it. I kept encouraging him to spend money as Clive and his wife live 70 miles from me so I felt relatively safe hoping against hope he would enjoy it. Fortunately he did and not only that but his wife, brother in law and other family were at the event and it was voted a success by them all so he too is planning future visits to Boness.

Thinking about it for the future, would it be possible for clubs to buy and hire a couple of race suits, helmets, gloves etc maybe from someone packing in motorsport. People could then try out the sport without spending about four hundred pounds minimum to buy them. You also need a speed licence which is probably about £80 or so, a substantial outlay just to test the water.

Historic cars need very little else but some classes need HANS devices ie head restraint systems as needed in rally cars so either check the blue book or ask someone who has up to date knowledge of such matters.

Geoff Mansfield was driving the ex Simon Taylor Jaguar engined Cougar and a Triumph TR3 so was kept very busy swopping from one car to the other, both really nicely prepared cars, the Cougar looks like a BRM or similar type Grand Prix car of the early 1950s.

On a personal note my Buckler was going well on Saturday but with only 1172cc sidevalve engine although supercharged, a 3 speed crash gearbox and 4.7 diff it was too low powered and too high geared for that particular course. Selecting first gear cleanly at the two hairpins is not really an option.

After going well on Saturday I used the first practice run on Sunday to assess the rather slippery track conditions caused by the very heavy rain washing mud onto the track overnight. Unfortunately in the top paddock something in my diff sheared and locked up my diff just after I set off to return down the hill from the top paddock parking area. Poor Maurice Jennings set off with me but crashed into the back of my car as my diff locked up so suddenly he had no chance to avoid a crash. Fortunately very little damage was caused to either car. My diff didn't seem repairable so I spent most of the rest of the day spectating and chatting which was a great shame but still enjoyable in the sunshine I have to say.

In my class there were only two other cars, one was Maurice's Jowett Jupiter probably with similar power to my car but the other one was by far the most powerful in the event driven by a guy called Fraser Ewart, a classic car and Bentley dealer from Edinburgh with his 1950s Bentley special.

This is fitted with a Rolls Royce Silver Cloud engine of 6.75 litres boasting twin turbo's and driven as always very exuberantly, wildly or entertainingly which ever word is most appropriate by Fraser who is a real crowd pleaser.



**Continued on Page 73**



## **Boness Hillclimb Revival** **Continued from Page 72**

He rearranged the bales on each run using the tail of the Bentley to move the heavy bales with gay abandon seemingly with little damage to his car.

With two cars are on the track at the same time to keep the event flowing smoothly Fraser was running directly about twenty seconds before me. On almost every run I was red flagged and sent back to the start whilst the marshals swept up the straw or rearranged the bales further up the course caused by the tail of the massive Bentley hanging out so much.

Fraser was grinning from ear to ear each time I pulled up behind him in the top paddock. He loves it and the crowd love him

Come to think of it that is probably the reason my diff failed, my car had twice as many starts as Fraser did!

He gets a few strange looks when coming to the event, he tows either his very rapid full race Frogeye Sprite which he was also driving in another class or his sons MG Midget with a solid A frame behind his Bentley special. It looks very strange a car with no driver only 3 feet behind the Bentley. His wife I gather brings the motorhome and another car in the race shuttle type trailer, its' like a wagon train arriving !

Many other people tried to rearrange the bales but every other car bore witness to its excursion on its return to the paddock some much worse than others.

We met some really interesting people, one guy came up to see me and had just imported a Buckler from New Zealand having just sold a Stangulinni Formula Junior car to an American as it was eligible for the Monaco historic races. No doubt he would have a bit of loose change left after that transaction !

Many friends old and new including Ken & Glynis Rudkin, Marion & John Sloan, Dave Agnew & family plus countless others came to say hello, it was so frustrating with track conditions and weather near perfect to be sitting out the event. In desperation I drained out the oil in the diff hoping the errant tooth would drop out to allow the diff to function for the three remaining runs but to no avail.

At home the following day we fitted a spare axle with a 5.5 ratio diff and stripped out the naughty diff. A 3/16 dia cross pin retainer had sheared allowing the cross pin to jam the diff pinion but no apparent real harm appears to have been caused so that was some consolation.

Another great event, organisation was superb, the organisers try to improve on anything brought to their attention, no resting on laurels for those guys.

Already everyone is really looking forward to next year it's that sort of event and a friendlier crowd it's impossible to meet.

Fastest time on both days was set by Andrew Patterson in a really nicely prepared and superbly driven Lotus 61 with a 1600cc Ford engine.

With every sort of car from Austin 7 to Stutz Speedster, vintage Bentleys, Cooper, Marcos, Mallock, Porsche, Healey, TVR, Cobra and countless others this event attracts them all. The entry list was oversubscribed but with entries on a first come first served basis it is possible to get an entry if you get in early. Why not give it a try next year?

**Keith Thomas.**







# PRESCOTT AUTUMN CLASSIC

## 1/2nd OCTOBER

Prescott Hillclimb is situated in a lovely rural part of the Cotswolds not far from the M5 motorway near Cheltenham so very easy to get to. Set right in the centre of the vintage and classic vehicle world, competitions held there always attract the top cars and events are invariably oversubscribed. This particular weekend has all the normal classes for MGs, Scimitars, Morgan's, Austin Healy's, Lotus, Aston Martins etc plus competitors in the Bugatti club challenge

Owned by the Bugatti owners club these iconic expensive French vehicles are a big attraction of course but every autumn they are joined by some of the biggest, brashest cars in the world as the American Hot Rods, Rat Rods, Funny cars and even dragsters come to town so to speak.

Initially the two cultures didn't seem particularly compatible but having competed at the event since its inception nothing is further from the truth.

Prescott is a permanent venue and very unique. It was purchased by Bugatti owners club in the 1930s and since then they have invested serious money into the infrastructure over many years. Permanent toilets, bars, restaurant, club offices, club shop and even a Bugatti museum are really wonderful assets yet all these structures blend in to the surroundings in a very large apple and cherry orchard.

The track is fantastic to drive and equally fantastic for spectators as much of the track can be viewed sitting in the natural amphitheatre on the permanent wooden benches. Over exuberance by drivers can mean a trip into the kitty litter that seems to suck you in or a sudden stop if you are very unlucky against the solid Armco.

At this event the spectator's car park especially on Sunday is filled with old American classics, Corvettes, Mustangs, Plymouths, Buicks, Pickup trucks with massive "blowers" and Harley Davidson and Indian motorbikes are everywhere.

The AC Cobra was the brainchild of Carroll Shelby an American who had the idea of putting in a big American V8 into an AC Ace. He did this and it spawned an industry of "fake snake" replicas that are at every classic car show today.

This first car was nicknamed "Old Yellar" being yellow in colour and it will be at this year's event so a chance to see the genuine article in the flesh so to speak.

On Sunday which is the best day to watch the American cars there is a "Flathead" class which is for sidevalve engines. This means the cylinder heads are virtually a flat metal lid with no valves in the casting just spark plugs.

A number of V8 Allard's are competing. Sydney Allard also thought a "good big un" was better than a "good little un" any day so just after the war with plenty of big American V8s available he too put them in his cars and very successful they proved to be in the 1950s and still are today.

An unusual car in this class is a Hudson Super six racer with 4738cc engine to push it along. Also a Ford Coupe with 4200cc to propel it, Ballamy Ford special of 4100cc, plus two 1172cc side valve's, one being my supercharged Buckler plus a sit up and beg saloon Ford Pop 103e. This is no ordinary Pop however and is driven by Ian Moss who is a current class record holder at Prescott in a saloon car class driving his Hillman Imp.

Ian is a lovely guy and was telling me last year what to do with my car to make it go much faster as he is a renowned Ford side valve tuner. Unfortunately I haven't yet heeded his advice much to the annoyance of my wife but being one who leaves things alone if going ok I hadn't touched my car until it broke down at Boness recently. I will be under pressure now to heed Ian's advice and do some more work on the car.

So if you want to see something completely different but absolutely fascinating get you self to Prescott for the American Autumn Classic, if you can only go for one day go on Sunday, you will not be disappointed I am sure.

**Keith Thomas**



# WILBERT McKee RIP.

The old chap with cap on was called Wilbert McKee a lovely guy who owned a Buckler and died on 12th September he was from Stockport.

He was a lovely, really interesting guy and a great engineer who helped countless people over very many years, he will be sorely missed.

He was an Irishman and started working for Irish newspaper owners Baird family on their competition cars before coming to this country and working for Connaught on race cars until they went bust.

He then worked for Derek Buckler at his factory in Reading, who he described as a fantastic engineer, great driver and a gentleman to work for.

Colin Chapman offered him ten shillings a week more so he went to work for him building race cars, he said Colin was a bastard to work for and regretted leaving Bucklers.

He went on to work for all kinds of race teams and was working for Mike Hawthorn at the time he was killed, he said Mike and his mate went out in two cars but Hawthorn was killed and never came back.

He went on to work for Aston Martin and worked for them for a long time building engines and cars and was working with them at LeMans when they won.

He was presented with an award by Aston Martin a year or two ago when they found out he was the only one still alive from their staff that won LeMan.

He ran an Isle of man TT motorbike race team and had a restoration business near Stockport Manchester for many years. Lots of tributes to him on facebook. (See Track and Classics motorcycles.)

He was still working at Simon Isles restoration shop until ill health overtook him, but even in his nineties still went every day that he could.

(Google Simon Isles if you have time and see the fantastic jobs Simon has done over the years for cars at Peeble Beach Florida, Bonham's Auctions etc.) Simon said he was the most talented guy he ever knew. Coming from Simon that is some compliment.

Simon is a very talented guy, he was rolling panels on one of his English wheels at the restoration show on the Buckler stand a couple of years ago for one of his own Buckler cars which was on the stand.

I took the photo at Prescott last year, everyone is looking at the ex Gordon Parkers Jaguara which Wilbert built, it had a supercharged Jag XK120 engine and won many FTD in 1952/53.

It had just been restored when the picture was taken its owner is on Wilberts left with walking stick.



## MSA JLT CLUB OF THE YEAR AWARD 2016

This award aims to highlight the fantastic motor sport activity you put on over the year, providing opportunities for your members to compete, volunteer and socialise. No matter how big or small you feel your contribution to the sport is, we want to recognise your efforts and achievements and want to hear from you.

All nominations will receive a certificate in recognition of your continued role in making motor sport great.

The top three clubs will all receive cash prizes and a commemorative flag trophy. In addition the winning club will receive two invitations to the MSA Night of Champions to accept their award in person and celebrate their success with the wider motor sport community.

We ask that your Regional Association / Association of British Kart Clubs supports your nomination into this year's awards.

The Awards Panel will evaluate nominations and your entry will be considered using the information you provide.

**Nominations will close on the  
31st October 2016.**

**Some of the activities we suggest you may want to highlight include:**

- Working with other clubs, for example co-promotion of events, sharing best practice and engaging with the Regional Association
- Growing your club, for example engaging with the local community and providing opportunities for people to get involved with motor sport
- Sustaining your club (how is your club keeping afloat) for example retaining members, attracting entries to events and encouraging volunteer officials to your events
- Development of volunteers and officials (both new and existing) for example encouraging new officials and arranging training opportunities
- Delivering events (both new and existing)
- Club promotion
- As a club, going above and beyond in your efforts

**To get the forms online.**

**[www.msauk.org/The-Sport/Awards](http://www.msauk.org/The-Sport/Awards)**





# Liverpool MC Aintree Sprint

Oh dear.... what an incredibly disappointing day at Aintree today.

Unfortunately, the weather was almost exactly as the weather man forecast, dry at 7.30am, wet by 9.30, heavy rain by midday, and fine by 6pm.

It was so frustrating to have to halt the event because of the water streaming across the circuit, but it simply wasn't safe. We tried hard, physically hard, to stop the water flowing onto the circuit by digging channels to divert water onto the surrounding scenery, but eventually even that became so waterlogged that it would take no more.

We are particularly grateful for the many expressions of support for our attempts to keep the meeting running but unfortunately we were beaten by the weather and for the first time I can remember we ended up abandoning the event early in the afternoon and declaring the results final after the first timed run.

It was an incredible shame to have to abandon the event, and the Club thanks the many competitors who had travelled substantial distances to take part - the conditions were certainly not what we usually see at Aintree - and we hope we shall see you back at the Circuit next year.

Finally, thanks have to go the marshals who valiantly stood out in all that rain. Once again, you are all stars!

Having reached the end of our own season of events for this year, we would like to thank not only the competitors who have supported our Sprints at Aintree and Hillclimbs at Barbon Manor, but also all the volunteers who have helped run and marshal the events at both venues. Our own events may have finished for 2016, but the Club will be involved with a test on LeJog at Lymm M6 Services on 4th December, North West Stages in February and Tour of Cheshire in March.

**John Harden, LMC Chairman**

Results for this and previous LMC events are available at

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



Photos Courtesy of Brian Taylor  
[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)  
This is just a small selection of the photographs available





# ***Inside the Industry***

## ***with Paul Gilligan***

### **So You Think You're Driving?**

As the debate over driverless cars goes on many people say to me that they aren't looking forward to this, that they actually still enjoy driving. Sometimes I say, but I don't believe anyone enjoys driving on the M25 in the rush hours? In any case driving has changed out of all recognition since the older ones amongst us started on the roads, some would say it's not *really* driving any more.

Let's take a look at a typical journey, and compare that to the same thing in the 1950s or 60s. Our pilot rises early to begin a long trip. It's winter and snowing lightly. As he and his passengers walk towards the car he "plips" the remote control which opens all 4 doors and the tailgate, no tiresome walking round to admit passengers and luggage. Once installed in his seat he starts the engine which of course fires immediately, no messing around with that choke thing. Then he switches on the heated front and rear screens, heated seats, and sets the climate control to a comfortable temperature, which will be achieved quickly as modern engines warm up much quicker than older designs. If it's an expensive car there will be 4 zone climate control enabling each passenger to choose their ideal temperature.

No need to have spent time last night planning his route, he simply pops the destination post code into the sat nav and Joyce the Voice will politely guide him also taking him to fuel stations and refreshment stops along the way if required. 50 years ago of course no post codes existed in the UK, never mind sat nav! Neither did he have to check his tyre pressures yesterday in preparation, the TPMS (Tyre Pressure Monitoring System) fitted to his car checks for him. It's still dark and still snowing but no worries, the headlights and wipers come on automatically. Our driver knows it's 3 miles to the main road which of course will have been gritted. Very few roads were gritted 50 years ago. Those 3 miles may be a little tricky but ABS (Antilock Brake System), TC (Traction Control), and EPS (Electronic Stability Programme) are there to assist, and the car may well be 4WD.

Once on the main road sat nav guides him to the motorway (no motorways until the late 1950s). Great visibility is provided by the powerful Xenon headlights and no need for him to remember to dip them when there's something coming the other way, HBA (High Beam Assist) sees to that chore. On the motorway he sets the CC (Cruise Control) to 69mph (honest!) to stay legal. Of course he can then think nostalgically about those far off days before the 70 mph limit was imposed, but in fact he'd have been very lucky to have had a car that could comfortably exceed it then. He's grateful he paid the extra for ACC (Adaptive Cruise Control), which "sees" cars or trucks pulling out in front of him, automatically slows his car to suit, and speeds up again when the lane clears.

Then to the serious business of making a few business phone calls while his passengers read their daily newspapers on their tablets and argue over which of about 100 radio stations available on the DAB (Digital Audio Broadcasting) radio is best. Of course motorway driving can be very boring and it's easy to nod off, but the DFW (Driver Fatigue Warning) avoids that. And should he lose attention for a moment and wander a little the LDW (Lane Departure Warning) beeps into action. He's also assisted from making a mistake when changing lanes by BLIS (Blind Spot information System).

So the journey passes without incident. Because even at a steady 69 mph his car achieves over 60 mpg (about double what a typical car would have done 50 years ago) there is no need to stop for fuel, good job as a gallon costs more than 10 times as much as in the 1960s.

Journey's end is a crowded city centre and finding a parking space isn't easy, the downside of there being so many more cars and vans on the roads these days. Eventually he finds a slot that looks just big enough, quite a challenge for many drivers. However using the PAS (Park Assist System), including 360 degree cameras and front and rear park sensors, the car neatly parks itself with no input from the driver.

Driverless cars? Seems to me we're more than halfway there already.

### **VW Woes Continue**

Following being found out for cheating emissions test VW have already set aside a mere \$10.2 BILLION to settle law suits in the US. Now they've been hit by claims in Germany totalling at least another \$9.1 BILLION from investors who've seen the value of their VW shares plunge as a result of the company's cheating. Share values initially dropped by 45% and are still down 28%. Two German states have large investments, the state of Hesse claims to have lost 3.9 M Euros and is seeking recompense.

VW have set aside 16.2 BILLION Euros to cover the claims, it now looks like that won't be anywhere near enough and it's time to wonder if even a company as rich as Volkswagen can actually pay these bills?

***Continued on Page 78***

## Real MPG Figures Now Available

Linked to the VW scandal, many fleet and private buyers have become increasingly fed up with the difference between manufacturers' official mpg figures and those achieved in real life. This is important to the individual with one car doing say 8000 miles a year, but a fleet manager with 100 cars doing 25000 a year faces a much bigger problem.

Now at last realistic figures are available. Go to [www.emissionsanalytics.com](http://www.emissionsanalytics.com). This company has completed on road testing of over 60000 model variants. On average they say real economy is 29% worse than the official figures, some cars are more than 40% adrift.

A recent survey of fleet managers said that only 5% were seeing 95% of official figures, with around a third seeing shortfalls of 11-20%. Peugeot/Citroen have just issued "real world" mpgs, between 30% and 40% worse than their "official" figures.

Anyone who saves a sensible sum of money on the basis of this information is welcome to send a donation to my favourite charity which is my beer account at the Boot & Shoe Inn Greystoke!

## September Pre Registration Activity Builds

As I write we have about 10 days of September left. The second most important month of the year for new car registrations (I nearly said sales there!). Many dealers expect the pre registration of unsold new cars to represent over 20% of cars registered in the month. If this is the result almost 100,000 unsold cars will be registered in September. Add to this the deals offered to rental companies as month end approaches and you will see a mountain of metal available to the discerning buyer at bargain prices.

## Less New Car Dealers In The Future

New car dealers are caught in an unattractive trap. Manufacturers demand ever higher standards in terms of the property facilities required. One industry report recently said that "premium" manufacturers typically asked for a dealer to invest between £8M and £20M in property to represent their franchise. In my view this is simply not sustainable going forward. I spoke to one large dealer owner recently who has greatly expanded his collection of dealerships over the last decade. He has invested heavily in expensive showrooms as the manufacturers he represents have demanded. He told me his turnover is double what it was 10 years ago. His profit is less than it was then?

Changing customer behaviours and expectations mean that simply less new car dealers are needed. Customers do a great deal of research on the internet, many have pretty well decided what car they want before they go near a showroom. Servicing requirements have dropped, many cars now go for 2 years or even more before a service is needed. And independent service centres can provide this at well below main dealer prices, and protect the manufacturer warranty.

One recent survey made the following assumptions (all reasonable in my view):

1. 5% reduction in volume for other manufacturers as a result of Hyundai and Kia expanding their sales.
2. Internet price comparisons reducing profit margins by £125 per car.
3. Service profits reducing by 10% due to reduced service requirements and competition from independents.

The result would be a reduction in dealer profit on turnover from the current measly 0.6% to a loss of 0.2%.

Expect to see far fewer multi million pound showrooms in the future, and perhaps spare a thought for those who've been forced by manufacturers to build them?

*Paul Gilligan* **GVC**

07785 2932 222 : [pg@gilliganvc.co.uk](mailto:pg@gilliganvc.co.uk)

Accrington Motor Sport Club

## **Roger Barfield Memorial** **Autosolo, Autotest and Production Car Autotest** **4th December 2016**

Accrington Motor Sport Club will organise a National B & Clubman's Autosolo, a National B and Clubmans Autotest and a Clubman's Production Car Autotest (PCA) on Sunday 4th December 2016 in memory of former club member, Roger Barfield who passed away in August.

The event will raise money for the Christie Hospital – Roger's nominated charity. £10 of the £35 entry fee will be donated to the Christie Hospital. No class awards will be given, however, all event finishers will receive a commemorative mug.

**Regs available online at [www.anwcc.org](http://www.anwcc.org) and [www.sd34msg.org.uk](http://www.sd34msg.org.uk) .**



# Liverpool MC



For the sixth consecutive year, Liverpool Motor Club was kept busy the day after its September Sprint with another fantastic event at Aintree – the 2016 Sporting Bears Dream Rides for Kids day, and what a difference from the weather the day before.

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", is a dedicated group of classic car and sports car enthusiasts with one aim - to raise money for children's charities through their social and touring events, and to support the host event at the same time. Their annual subscriptions and sponsorship entirely support the club overheads thus allowing every penny raised from events to be directed towards the selected charities. Since the Club was formed in 1989 it has raised over £1.5m for children's charities in the UK.

Once a year in September no money changes hands, the public don't get the rides, but instead the children, many with serious or life threatening health issues, their carers, families and staff from various North West children's 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.

It's a fantastic day which not gives the kids a great day out, but it also gives their parents something totally different to look forward to – effectively a day of respite when they can relax, put aside their children's health problems and be treated to an unforgettable experience in cars that without the help of the Bears, they wouldn't ever imagine being able to ride in.

This year 36 cars took part, including two BMW traffic cars from Merseyside Police whose crews gave up their rest days to take part. The full list of cars is too long and varied to detail them all, but they included classic Jaguar, Lamborghini, Austin Healey, assorted classic and modern Porsches, Ferraris etc to a stunningly quick and very impressive Jaguar F-Type R. Goodness knows what the full array of cars was worth!

And which cars attracted the longest queues of kids? Maserati? Wrong. Ferrari? Wrong again. Aerial Atom? No.... the Police cars of course, chasing after other participants complete with blues & two's!

To get a hint of the atmosphere, just follow this link to a fantastic array of photos of the event:

**[www.paul-griffiths.net/Motorsport/Sporting-Bears/Aintree-Motor-Circuit-2016](http://www.paul-griffiths.net/Motorsport/Sporting-Bears/Aintree-Motor-Circuit-2016)**

But to experience it properly, you needed to be there. And once again, the weather played its part in giving us a dry day for the event.

Can you help next year? The 2017 Sporting Bears Dream Rides for Kids day will be on 3rd September. We need marshals to keep an eye on the activities on track & male & female helpers to run the changeover area, and the Bears are always looking for new members with suitable cars to give rides, not only at Aintree, but at other events during the year. For more information, have a look at **[www.sportingbears.co.uk](http://www.sportingbears.co.uk)**

Competitors, if there's one day a year when you should volunteer to put something back into motorsport, this is it.

**John Harden : Liverpool MC**



# 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](mailto:scottishrallygirls@gmail.com).**

**You'll be able to buy the calendar from mid-October on [scottishrallygirls.co.uk](http://scottishrallygirls.co.uk).**

## Ford Air Conditioning NOT A LOT OF PEOPLE KNOW THIS

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner.

On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter. Henry was curious and invited them into his office.

They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner,' on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show - Lo, Norm, Hi, and Max - on the controls.

## RALLY CHINA CANCELLED

### DUE TO WEATHER DAMAGE

**(8 - 11 SEPTEMBER),**

**ROUND 10 OF THE 2016 FIA**

### WORLD RALLY CHAMPIONSHIP.

The Federation of Automobile and Motorcycle Sports of China (CAMF) and event organiser Le Sports cited heavy damage to the route caused by torrential storms and flooding last month in the region around Huairou, near Beijing, where the rally was to be staged.

Despite a last minute visit to by representatives from the FIA and WRC Promoter, and the best efforts by all concerned, it was said to be impossible to affect the necessary repairs for the event to run safely.

According to CAMF and Le Sports the adverse weather left sections of the route to be used as special stages requiring major repair work which the region's Road Administration Authority confirmed could not be completed before reconnaissance for the rally was due to start.

Some of the worst floods in China for many years forced tens of thousands of people to evacuate their homes in the north of the country, prompting authorities to introduce emergency measures in the region, which continue.

The rally will not be replaced in this year's FIA World Rally Championship, which will now comprise 13 rounds.





# WALES Rally GB

27-30 October

## Marshals Newsletter

### TWO MONTHS AND COUNTING

There are less than two months until the start of the 2016 Dayinsure Wales Rally GB. In the past month we've been out in the forests to check the stages, we've been in Chester to work out Friday evening's programme, there have been regional and club meetings as the plans come together and we've all been pretending it wasn't meant to be summer holiday time! And then we opened entries...

### ENTRIES ARE OPEN AND FLOODING IN

The International section opened for entries on 24th August with the National section a week later on 31st August. We have a maximum capacity of 160 cars on the event, which will split 75 International and 85 in the National section.

For the third year running demand for the National entries has outstripped supply, as the clubmen take the opportunity to compete on the same stages as the world rally stars.

MSA British Rally Championship regulars Rhys Yates and Tom Woody were the first to register their entry in the International section, just minutes after entries opened. Rally GB will round off their first season in the Brettex Services-backed Fiesta R5.

Entries close on 27th September.



### FORESTS READY FOR WORLD CHAMPIONSHIP ARRIVAL

To ensure all 22 special stages are ready not only for the arrival of the FIA World Rally Championship but also for the ten of thousands of spectators who venture into the fearsome forests to catch the astonishing action, Clerk of the Course, Iain Campbell, Event Safety Coordinator, Sue Sanders and FIA Safety Delegate driver, Ryland James have just completed their final inspections.

And Campbell reports that the stages are in 'great condition'. "This was our last chance to cover the entire route and to be able to implement any changes to our safety plans that might be required," explained Campbell after two long days driving through the Welsh forests in an impressive Hyundai Santa Fe provided by the rally's Official Car Partner Hyundai Motor UK

*Continued on Page 82*

# TRACKING OF RALLY CARS - THE 'B' SYSTEM RADIO NETWORK

You may have noticed when parking up at your junction that there are three vehicles looking like hedgehogs – all of them are doing different jobs. On Wales Rally GB there are A system radios (management of the event back to Rally HQ), C system radios (the 'usual' 81 radios you see on events each weekend) and then also B system radios...

## Why the different jobs?

B system radios track the competing cars at the start, approximately every 5 kilometres and at the finish. There is a Radio Controller based at a strategic high position within the stage who can speak to the various locations, along with an Input Team who are entering the competition number of the vehicles passing through stage into a computer system that is connected to Rally HQ at Deeside, enabling an overview of the position of each vehicle. On the longer stages of the event, the Controller is able to work back from the Stop Line, as the system is able to 'back-fill' and auto-complete the other junctions for that vehicle, saving air traffic and getting the competitors in the system quicker.

The system is very advanced, in that if a vehicle goes missing within the stage (from the figures being inputted) it alerts Rally HQ which then enables the usual check through the stage over C system.

On the International event, there is also an aeroplane circling the stages picking up the signal from a transponder on the vehicles – and again relaying this back to Rally HQ. The B system is classed as our primary tracking system with the aeroplane system as the back-up.

On the National event, the B system is the sole tracking system so plays an important role in the safety of the crews.

If anyone would like more information on the role of a B system radio operator, or wants to offer their services in the future – **please email either** [Mark Wilkinson on mwilkinson@walesrallygb.com](mailto:Mark.Wilkinson@walesrallygb.com)

**or Bill Wilmer on bwilmer@walesrallygb.com**

## ON EVENT VOLUNTEER OPPORTUNITIES

### CURRENT STAGE VACANCIES

Tuesday	Regional Base - Tuesday	Active
Tuesday	Recce - Myherin	Active
Tuesday	Recce - Sweet Lamb	Active
Tuesday	Recce - Hafren	Active
Tuesday	Recce - Pantperthog	Active
Tuesday	Recce - Dyfi	Active
Tuesday	Recce - Gartheiniog	Active
Wednesday	Regional Base - Wednesday	Active
Wednesday	Recce - Shakedown & Clocaenog	Full
Wednesday	Recce - Brenig	Full
Wednesday	Recce - Alwen	Active
Wednesday	Recce - Aberhirnant	Active
Wednesday	Scutineering - Internationals	Active
Wednesday	Recce - Dyfnant	Active
Wednesday	Recce - Cholmondeley Castle	Active
Thursday	Regional Base - Thursday	Active
Thursday	Service Park - Thursday AM	Active
Thursday	Shakedown Service	Active
Thursday	Shakedown	Active
Thursday	Scutineering - Nationals	Active
Thursday	Service Park - Thursday PM	Active
Thursday	Ceremonial Start	Active

Friday	Regional Base - Friday	Active
Friday	Service Park - Friday AM	Active
Friday	Refuel - Llanidloes	Full
Friday	Myherin	Active
Friday	Sweet Lamb	Active
Friday	Hafren	Active
Friday	Refuel - Llangadfan	Full
Friday	Dyfnant	Active
Friday	Newtown Regroup	Active
Friday	Newtown Tyre Zone	Active
Friday	Dyfnant Out Time Control	Active
Friday	Chester	Active
Friday	Service Park - Friday PM	Active
Saturday	Regional Base - Saturday	Active
Saturday	Service Park - Saturday AM	Active
Saturday	Pantperthog	Full
Saturday	Refuel - Ceinws	Active
Saturday	Dyfi	Active
Saturday	Gartheiniog	Active
Saturday	Regroup - Corris	Active
Saturday	Cholmondeley Castle* (Nationals in front of Int)	Active
Saturday	Refuel - Lake Vyrnwy	Active
Saturday	Aberhirnant	Active
Saturday	Cholmondeley Regroup	Active
Saturday	Service Park - Saturday PM	Active
Sunday	Regional Base - Sunday	Active
Sunday	Service Park - Sunday	Active
Sunday	Clocaenog	Active
Sunday	Brenig	Active
Sunday	Alwen	Active
Sunday	Refuel - Ruthin	Active
Sunday	Regroup - Brenig	Full
Sunday	Car Wash	Active
Sunday	Llandudno Finish	Active





# MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT

## ENTRIES OPEN FOR UK'S PREMIER RALLY

Entries are open for competitors wishing to contest the 2016 Dayinsure Wales Rally GB (27-30 October), the UK's round of the FIA World Rally Championship (WRC).

Crews will tackle 22 timed sections over three days in the legendary Welsh forests.

This year's route also visits England for the first time since 1999, with Saturday's family-friendly RallyFest relocating to Cholmondeley Castle in Cheshire, as well as a noncompetitive time control on Friday evening in the centre of historic Chester.

This year's regulations allow drivers holding both an MSA competition licence and a UK passport to benefit from a discounted entry fee of £1995 (inc VAT) instead of £3000, providing that they fulfil the stipulated private entry criteria. International entries close on Tuesday 27 September – with the maximum number of entrants capped at 75.

Entries for the WRGB National Rally are also open, with the event expected to be oversubscribed once again. "It is important for the development of the sport in this country that we encourage as many British crews as possible to contest the high-profile International rally," said Ben Taylor, Managing Director. "British drivers benefit from a significant reduction in the entry fee and we hope they will take advantage of the opportunity to compete against the WRC regulars on the full event."



**ARR CRAIB MSA SCOTTISH RALLY CHAMPIONSHIP**  
Jock Armstrong secured his second consecutive MSA Scottish Rally Championship title on the Galloway Hills Rally.



## TEAM UK LEADS INTERNATIONAL RALLY CHAMPIONSHIPS

***"We are absolutely delighted to have taken the win. We dug deep and really wanted it"***

Opel works rally driver Chris Ingram took a commanding victory and his fifth consecutive podium at round five of the FIA Junior European Rally Championship, the Barum Czech Rally Zlín, last month (26-28 August).

22-year-old Ingram, and co-driver Elliott Edmondson, built up a 47-second lead on the opening leg and held on to the top spot over the challenging three-day event. The young rally star currently leads the FIA Junior ERC heading into the penultimate round in Latvia this weekend (17-18 September).

Ingram said: "We are absolutely delighted to have taken the win here. After my two most recent crashes it was quite difficult mentally to believe we could win. We dug deep and really wanted it. I was in sync with the car, setup and my co-driver on the bumpy and technical stages so was able to push to the limit when needed."

Fellow Team UK rally star Osian Pryce continues to lead the Drive DMACK Fiesta Trophy after a win on ADAC Rallye Germany last month. Pryce, and co-driver Dale Furniss, won the first two stages and never looked back as they cruised to their second DDFT victory on the renowned World Rally Championship event.



## MSA BRITISH RALLY CHAMPIONSHIP

Elfyn Evans and co-driver Craig Parry won the Ulster Rally to claim the 2016 MSA British Rally Championship title, 20 years after Elfin's father Gwyndaf did the same.

**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](http://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](http://www.autosportinternational.com)

### 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.

Regional Associations, Clubs and Groups are asked to submit nominations in various JLT MSA Volunteer of the Year awards categories, including: Steward/Clerk of the Course; Technical Official e.g. Scrutineer or Timekeeper; Marshal; and Medical/Rescue/ Recovery/Safety. There is also a category for 'Other', for example under-25s going above and beyond, non-licensed club officials, committee members or unsung heroes.

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.

Jess Fack, MSA Development Manager, said: "The volunteering award recognises excellence across the volunteer workforce and is open to volunteers of all stripes, whether marshals or officials. Meanwhile the club award aims to highlight the fantastic range of motorsport activity that clubs deliver over the year, providing opportunities for members to compete, volunteer and socialise; as well as attracting new people into the sport."



# Training

## MARSHALS REGISTRATION RENEW FOR 2017 ONLINE

MSA marshals can now renew their registrations for 2017 online by visiting the MSA members' web-site at [members.msauk.org](http://members.msauk.org).

Anyone who holds a Rally and/or Cross Country grade and who are renewing for 2017 must complete the MSA's online training modules prior to their grade being issue.

All 2017 Marshal Registration cards will be valid for the remainder of 2016 up until 31 December 2017. As such, clubs are advised that the 2017 marshal registration cards are valid for remaining 2016 events.

## ONLINE RALLY MARSHALS TRAINING UPDATE

Almost 5,000 people have engaged with the MSA's online rally marshals training scheme since its launch in January this year.

MSA Training Executive Alan Page urged all rally and cross country marshals to complete the training. "Marshal renewals for 2017 have gone live, so if you know someone who has yet to undertake the training, please encourage them to do so as soon as possible," he said. "We are looking to develop five additional modules across all disciplines during 2017, so watch this space for further updates. In the meantime, thank you to everyone that has engaged with the online training!"

## SINGLE-DISCIPLINE STEWARDS

In order to encourage more people to take up stewarding, the MSA is now accepting applications from those who wish to perform the role in their one preferred discipline.

An MSA Steward's main duties are to ensure that the event is run in a fair and safe manner, so far as possible. The MSA appoints the Chief Steward at an event, while Club Stewards can be appointed by the organising club.

The Stewards of the Meeting act as the second judicial body at any event and are responsible for hearing and adjudicating upon any appeal against a decision made by the Clerk of the Course or other Official.

As a Senior Official, an MSA Steward must be at least 18 and should be thoroughly experienced in motor sport. Of those appointed by the organising club, at least one must be a person whose motor sporting activity is not confined to that club alone and who is not an Official of that club.

**For further information,**

email [training@msauk.org](mailto:training@msauk.org). Application form available from [james.betchley@msauk.org](mailto:james.betchley@msauk.org).

## 2017 MSA LICENCED OFFICIALS SEMINARS

The MSA Officials Seminars will be open to MSA Licensed Officials

(Clerks and Stewards, including Probationary Clerks and Trainee Stewards).

Full day seminars will assemble at 9.30am for a 10am start and finish before 5pm. Seminars on Jersey and Guernsey will be half-day evening sessions, starting at 7pm. Once again each delegate will receive a £7.50 lunch allowance, which can be claimed after the training event.

Mileage allowance will be payable at the volunteer rate of 38p per mile. This allowance will only be payable for attendance at the delegate's most local – or next local, if necessary – venue. Lift sharing is encouraged and the extra mileage incurred in collecting any fellow officials will also be refundable. Mileage claim forms will be available on the day for submission to the MSA after the training.

## Dates and Venues

<b>Saturday</b>	<b>4 February</b>	<b>South West</b> (Exeter area)
<b>Saturday</b>	<b>11 February</b>	<b>Central &amp; Southern</b> <b>England</b> (Basingstoke area)
<b>Sunday</b>	<b>12 February</b>	<b>South East England</b> (Maidstone area)
<b>Monday</b>	<b>13 February</b>	<b>Guernsey</b>
<b>Tuesday</b>	<b>14 February</b>	<b>Jersey</b>
<b>Saturday</b>	<b>26 February</b>	<b>Northern Ireland</b> (Armagh area)
<b>Saturday</b>	<b>4 March</b>	<b>North (York area)</b>
<b>Sunday</b>	<b>5 March</b>	<b>East</b> (Peterborough area)
<b>Saturday</b>	<b>11 March</b>	<b>Isle of Man (Douglas)</b>
<b>Sunday</b>	<b>12 March</b>	<b>North West</b> (Haydock area)
<b>Saturday</b>	<b>18 March</b>	<b>South Wales</b> (Cardiff area)
<b>Sunday</b>	<b>19 March</b>	<b>Midlands (Telford area)</b>
<b>Saturday</b>	<b>25 March</b>	<b>Scotland (area TBD)</b>
<b>Saturday</b>	<b>1 April</b>	<b>Carlisle area</b>

Invitation letters will soon be sent to all licensed Clerks and Stewards (including Probationary Clerks and Trainee Stewards) requesting their attendance. It is important that attendees do not arrive on the day without prior notification.

Additional copies of the invitation letter can be requested by contacting the MSA Training Department on [training@msauk.org](mailto:training@msauk.org) or 01753 765000.

# Technical

Updates, clarification & advice



## FHR TETHERS

The photo shows an example of an FHR tether that was found at a recent event. The tether is badly frayed, potentially as a result of friction with the edge of the metal tether retainer.

Competitors are reminded that damage causes a massive reduction in strength to the webbing. This extent of wear will severely reduce the effectiveness of the restraint.



## BMSTT APPOINTS GENERAL SECRETARY

The British Motor Sports Training Trust has appointed Allan Dean-Lewis MBE, former MSA Director of Training and Education, as its first permanent General Secretary.

"Under its independent Chairman, Lord Rooker, and having recently appointed another highly experienced independent Trustee in Jane Slowey CBE, the Trust already has a new logo, and over the next few months is planning to develop its own website in order to provide a centralised information base about the work of the Trust," said Dean-Lewis.

Lord Rooker, Chairman of the BMSTT, added: "This is a great opportunity for all the good work which the BMSTT has done over many years to become more visible and widely known with its own identity to all concerned."

## COUNTERFEIT FIA SEAT LABELS

Competitors should be aware of a rise in the number of counterfeit seat labels seen at events this year, a few examples of which can be seen on the right. If you come across any FIA homologation labels that you are suspicious of, please take images of the labels and send them to the MSA Technical Department with an explanation so that they can follow it up with the manufacturer concerned and the FIA.



## Regulations for consultation

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

[www.msauk.org/regulations](http://www.msauk.org/regulations)

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](http://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation)



# Nico Rosberg holds off Daniel Ricciardo in Singapore, with Lewis Hamilton third

**Nico Rosberg retook the World Championship lead from Lewis Hamilton following a grandstand finish to the Singapore Grand Prix.**

He held off a late charge by Red Bull's Daniel Ricciardo in a nail-biting climax and leads his team-mate by eight points after Hamilton took third. Mercedes' decision to switch Hamilton to a three-stop strategy got him back ahead of Ferrari's Kimi Raikkonen. When Ricciardo followed suit, he closed rapidly on Rosberg, who just held on. Australian Ricciardo rejoined just under 30 seconds adrift, with 16 laps remaining, and initially sliced into Rosberg's advantage at nearly three seconds a lap. But as the laps ticked by the advantage of Ricciardo's fresh tyres began to fade and the edge was taken off his charge.

Rosberg had just enough pace, despite managing fading brakes, to keep the Red Bull at bay, crossing the line just 0.488 seconds ahead for a win that could prove crucial in the destiny of the world title.

Hamilton had an out-of-sorts weekend, qualifying only third, 0.7 seconds slower than Rosberg, lacking grip after failing to set up his car properly because of track time lost to a hydraulic failure in Friday practice. He drove a steady race, unable to do anything about Rosberg and Ricciardo ahead of him, and intermittently pleading with his engineers to come up with a strategy that could gain him places.

Both Mercedes drivers were struggling with overheating brakes and Hamilton struggled so much that he was caught by Raikkonen in the second stint, and actually lost third place following a mistake at Turn Seven just after half distance.

Raikkonen made his second stop at the end of the lap, Hamilton a lap later, and the world champion rejoined still in fourth place. At this point, Mercedes decided to switch Hamilton's strategy and unleashed him from managing his tyres and told him to close on Raikkonen.

Road rage: Kvyat defended aggressively against Verstappen - the man who replaced him at Red Bull this season Hamilton's final pit stop on lap 45 triggered his rivals to follow suit, with Raikkonen pitting on the following lap and Ricciardo the lap after that. The move worked for Mercedes - it leapfrogged Hamilton back ahead of Raikkonen and despite being on super-soft tyres rather than the ultra-softs chosen by Ferrari, Hamilton was comfortably able to hold on to the final podium place.

Behind the top four, McLaren's Fernando Alonso ran fifth from the start of the race after a quick getaway. It took him down the outside as Force India's Nico Hulkenberg and Toro Rosso's Carlos Sainz collided, and he passed Toro Rosso's Daniil Kvyat into the first corner.

Alonso held on to the place through the subsequent safety car period and the first and second stops, fending off heavy pressure from Sainz's team-mate Daniil Kvyat and Verstappen.

Around mid-distance, Alonso got some breathing space thanks to an intense battle between Kvyat and Verstappen. The fight had added needle because of the Russian's demotion in Verstappen's favour after four races this season and after Kvyat had squeezed Verstappen close to the wall on a couple of occasions to keep him behind, the Dutchman complained over team radio. In the end, Red Bull pitted Verstappen to give him some clear air to exploit his pace - a decision that ultimately won him sixth place.

But as the race progressed and strategies diverged, Alonso was passed by Ferrari's Sebastian Vettel, recovering strongly from a start at the back of the grid following a suspension failure in qualifying, and found himself defending from Verstappen, who was on fresher tyres, in the closing laps. The extra grip from the rubber and the superiority of the Red Bull car meant Verstappen could pull off an aggressive dive down the inside of Turn Seven with a handful of laps to go.

Alonso had to be satisfied with seventh, behind Vettel and Verstappen, a strong performance at the end of a difficult weekend for McLaren. Jenson Button retired at two-thirds distance after an early pit stop to replace a damaged front wing and spending much of his time struggling with poor grip at the back of the field.



16.17.18 SEP 2016 MARINA BAY STREET CIRCUIT



# Lewis Hamilton battles to second as Nico Rosberg wins Italian Grand Prix

Nico Rosberg cut Lewis Hamilton's championship lead to just two points with victory in the Italian Grand Prix.

Hamilton lost what had looked set to be a certain win with a poor start after he had taken pole position with a scintillating performance on Saturday. The world champion dropped to sixth at the first corner and despite fighting back to second and closing on Rosberg he could not challenge for the win. Hamilton told his Mercedes team the poor start was his own fault.

Hamilton had been on pole position by nearly 0.5 seconds - a massive margin on a track with relatively few corners and his dominance left Rosberg curt in his media exchanges afterwards.

But the race fell into the German's lap when Hamilton stuttered away from the line and was swamped by the cars behind him, with Ferrari's Sebastian Vettel moving into second ahead of team-mate Kimi Raikkonen, Williams' Valtteri Bottas and Red Bull's Daniel Ricciardo.

As Rosberg streaked away into a race of his own at the front, Hamilton started his recovery, passing Ricciardo at the second chicane on lap two and Bottas into Turn One on lap 11 before the Ferraris pitted out of his way on their two-stop strategy.

Hamilton, like Rosberg on a one-stop plan, was 15 seconds behind his team-mate by the time he was into second place on lap 17. He closed that to 12.2secs on lap 23 before Rosberg made his single stop the next time around, Hamilton following him in a lap later.

After the stops, Hamilton reduced the gap to 9.1secs by lap 31, with 22 to go, before Rosberg responded and it became clear that Hamilton did not have enough pace while keeping his tyres in shape to catch up before the end of the race. Mercedes' superiority was underlined by the fact that they were in a race of their own despite running what every other team believed was a slower strategy. All the other leading teams were on a two-stop and while there was excitement with some battles here and there, it was a largely mundane race.

The Ferraris were comfortably quicker than anyone else in the chasing group, and the excitement in the closing laps was around a battle for fifth between Bottas and Ricciardo.

Ricciardo, choosing super-soft tyres for the final stint rather than the softs on the Williams, closed in after their final stops and pulled a brilliant overtaking move from a long way back into Turn One at the start of lap 47 to take the place. Behind them, Ricciardo's team-mate Max Verstappen was also on a charge and he grabbed seventh from Force India's Sergio Perez with five laps to go.

Outside the top 10 points positions, Jenson Button put in a superb performance a day after announcing that he would not be racing in F1 next season. Button has signed a new two-year contract with McLaren but is to take a break from F1 in 2017. The team have an option on him for a return in 2018, but the deal may well end up being a precursor to a full retirement. Button started 14th, two places behind team-mate Fernando Alonso, but a terrible start left him 20th on the first lap, while the Spaniard moved up to ninth.

Despite that, Button had caught Alonso by lap 43, passing him into the first chicane for 12th place at the start of lap 44. Alonso tried to come back at Button, but the Englishman had too much pace and pulled away. Button managed to close on Alonso by running longer on his soft tyres after his first stop, which allowed him to fit the super-softs for his final stint while Alonso had the softs. He caught Haas driver Romain Grosjean with two laps to go but the Frenchman was able to hold him off. Button will come to some races in 2017, do simulator work and keep himself current while Alonso and Belgian Stoffel Vandoorne race for McLaren. Alonso's contract is up at the end of 2017 and he has said he will decide next year whether to extend his career beyond that.





# Formula 1

## Sale set to cross the finish line

**US-based Liberty Media is in advanced talks to take control of Formula 1.**

Talks with CVC Partners, which owns a 35% stake in F1, are at an advanced stage. Liberty Media has stakes in several sports and entertainment businesses, including the Atlanta Braves Major League baseball club.

Others that have considered buying into F1 include, Qatar Sports Investments, and Stephen Ross, owner of the Miami Dolphins American football team.

CVC has held a stake for the past decade but sold some of its holding in 2012.

A sale would end years of speculation and rumours about a potential change of ownership for the motor sport.

German magazine Auto Motor und Sport said the deal had been confirmed by F1 chief executive Bernie Ecclestone and was worth \$8.5bn (£6.5bn).

Mr Ecclestone, who owns a 5.3% stake (stake worth £345m), met with CVC co-chairman Donald Mackenzie and Daimler chief executive Dieter Zetsche, whose company owns the Mercedes team, at the Italian Grand Prix in Monza. Mr Ecclestone declined to comment about the sale. The potential takeover by Liberty Media was met with cautious optimism in F1 circles.

CVC has been criticised for taking considerable profits from the sport, which has suffered from falling TV ratings in recent years.

The domination of the Red Bull and now Mercedes teams has made races more predictable. Mercedes team has won 13 of 14 races this season.

Given that Liberty is a media and entertainment group, analysts hope it will give more consideration to the spectacle offered by F1.

Mercedes team chief Toto Wolff said: "If there is an investor that wants to buy the shares it is good news for Formula One. Maybe it is good news that an American media company buys Formula One. There are things we can learn from the American way, particularly in digital areas."

# FOR SALE



THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS



## SAVE THE DATE!



*'The One & Only'*

**Preston Rally**



**3rd/4th December 2016**



The one and only Preston Road Rally is back again, kindly sponsored by Preston Garages & as usual supporting the East Anglian Air Ambulance.

With new forests, new tracks and timing to help everybody keep within OTL, but still more than 100 miles of Norfolk and Suffolk's whites - definitely mud, probably water, possibly ice. But nothing rough enough to break a well-prepared car.

Come and join in the ultimate road rally challenge for experts and novices alike. Marshals especially welcome.

[chelmsfordmc.co.uk/Preston](http://chelmsfordmc.co.uk/Preston)





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



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**FRIDAY 12TH AUGUST AT 20:00**

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MELLORS ELLIOT MOTORSPORT  
**MALTON FOREST RALLY**



**MEM**



**Malton Forest Rally**  
**Sunday November 6<sup>th</sup>**

Once again based at Adderstone Field in the

**Dalby Forest complex,**  
the event this year will have

**6 stages split between**  
**Staindale and**  
**Langdale forests.**

**Northern Forest Challenge**  
**ANECCC Rally Championship**  
**ANCC Rally Championship**  
**ANEMMC Rally Championship**  
**SD34MSG Rally Championship**

**REGS**  
**www.maltonmc.co.uk**

MELLORS ELLIOT MOTORSPORT  
**MALTON FOREST RALLY**

**Marshals Make Motorsport**

We are running three stages, Staindale and in the Langdale forest complex we have Birch Hall and Blakey Rigg. All the stages will be run twice in the same direction.

**The stage commanders are**

**Staindale SS1 & SS4**

Stage Commander Steven Lewis  
Clitheroe & DMC

Tel 07743 758036

email : slewisbb1@virginmedia.com

**Birch Hall SS2 & SS5**

Stage Commander Chris Andrews  
Buccaneer MSC & Lindholme MSC  
Tel 0114 245 7730 / 07513 468 234

email : chrisandrews81@btinternet.com

**Blakey Rigg SS3 & SS6**

Stage Commander Ian Parkin & Elizabeth  
Klinkenberg. BRMC

Tel 01909 64124 / 07713 324499

email ; myrallyemail@gmail.com

You can contact the stage commanders direct or the chief marshal :

**email ; marshals@maltonmc.co.uk**

We are looking for in-stage marshals, timing marshals, radio marshals.

**Karen Spencer Chief Marshal**  
**Tel 07714 122194**



# POKER STARS

manx auto sport

## PokerStars Rally

**11<sup>th</sup> & 12<sup>th</sup> November**

The organising committee of the 2016 PokerStars Rally are pleased to announce that entries for the event are now open.

The 2016 event takes place on Friday 11<sup>th</sup> & Saturday 12<sup>th</sup> November. The 2016 event goes back to the popular format of rallying Friday evening and Saturday day. Competitors will compete over 14 special stages covering approx 80 miles.

The organising committee are pleased to announce that once again they are able to offer a travel inclusive rate, thanks to our travel partner Isle of Man Event Services Ltd.

Entry fees for the 2016 event are £320.00 exc travel or £595.00 inc travel.

**Regulations and entry form  
are available at**

**[www.manxautosport.org/news/2016/09/  
pokerstars-rally-2016-entries-open/](http://www.manxautosport.org/news/2016/09/pokerstars-rally-2016-entries-open/)**

What are you waiting for come on over to the Isle of Man and compete on some of the best stages in the British Isles.

**Sailings for this event have been  
allocated through IOM Events for a  
list of availability please contact  
reservations on  
+44 (0)1624 664460  
or**

**email [info@iomevents.com](mailto:info@iomevents.com).**

**Clitheroe  
& District  
Motor Club**



## HALL TROPHY Stages Rally 26<sup>th</sup> November



### A round of the Following Championships

**sd34msg Stage Rally Championship**

**ANCC Stage Rally Championship**

**AEMMC Stage Championship**

**ANWCC Stage Championship**

**sd34msg League**

**REGS :**

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



**On the B1205, Nr Blyton, Lincs DN21 3PE**

Hillary Clinton decided to send Donald Trump a letter to let him know she felt about him.  
Trump opened the letter and it appeared to contain a single line coded message:

# 370HSSV 0773H

Trump was baffled, so he e-mailed it to Vanessa Trump and his children. Vanessa Trump and the children had no clue either, so they sent it to the FBI.

No one could solve it at FBI, CIA or NASA. They eventually asked Britain's MI6 for help.

Within minutes, MI6 sent this reply: "Tell Mr Trump that he is holding the message upside down."

# 2300 Club

## The 'Andy Mort' Tour

### 22nd October

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

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

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

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

**[www.2300club.org](http://www.2300club.org)**



**WIN A FREE ENTRY TO ALL  
ROUNDS FOLLOWING YEAR**

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GRIZEDALE STAGES  
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BEST 3 SCORES COUNT**

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**[www.northernforestchallenge.co.uk](http://www.northernforestchallenge.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
2. The A.N.W.C.C. All-rounders Championship
3. The A.N.W.C.C. Ladies Rally Championship
4. The Threshfield Garage, Ravenoil ANCC Stage Rally Championship 2016.
5. The 6R4.com Three Sisters Rally Challenge
6. The SD34MSG Interclub League 2016 (Supported by Gazzard Accounts).
7. The SD34MSG Stage Rally Championship (Supported by Gazzard Accounts)

The organising team wish all competitors a good day's motor sport.

**Regs :**

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

***Duncan Littler***  
***SpeedSports (Wales) Photography***

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Anglesey,***

***Gwynedd. LL61 6YL***

***Tel:01248 430015, Mob:07740 179619***

***e-mail: [dunclitz@hotmail.com](mailto:dunclitz@hotmail.com)***

***Chris Ellison Photography***

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***Also see us at 'Chris Ellison Photo'  
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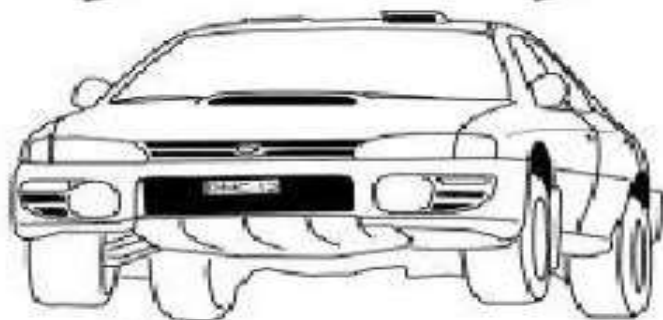
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**D**ANSPORT /// **RALLY**

**19 & 20 November 2016**

## Call for Marshals

- Start & Finish: Bakewell Show-ground
- 140 miles of Derbyshire, Staffordshire and Cheshire lanes
- 4 Special Tests in Bakewell
- Signing on from 6.30pm

**Marshal Goodies  
Free Breakfast\***

*\*[two or more controls or a control after Petrol]*

Please book your control with Charlie at  
[charles.wheeldon69@btinternet.com](mailto:charles.wheeldon69@btinternet.com)  
07973 567239

# **D**ANSPORT /// **RALLY**

**19 & 20 November 2016**



2015 Winners Martin Lloyd & Rob Lloyd  
photo courtesy of M&H Photography

- Start & Finish: Bakewell Show-ground
- 140 miles of Derbyshire, Cheshire and Staffordshire lanes
- 9 miles of unsurfaced whites
- 4 Special Tests in Bakewell
- New and familiar roads on maps 119, 118 & 110
- Organised by current road rally competitors and will be a no-nonsense event
- All handouts which require you to plot will be given out in "non-comp" sections
- Easy to read handouts: no tricks, no grids or complicated numbering
- Maximum entry of 45 cars: enter early to avoid disappointment.
- Entries open on October 2016

Look out for updates posted on the Matlock Motor Club website, Facebook page and Forums or contact us on  
[DansportRally2016@hotmail.com](mailto:DansportRally2016@hotmail.com).

Gary Evans & Ben Briant  
(Clerks of the Course)

A qualifying round of the EMAMC, ANEMMC, ANCC, SD34, ANWCC Road Rally Championships, and the HRCR Premier Rally Championship.

# ADGESPEED

Unit 14, Thames Trading Centre,  
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## Date Change Airedale & Pennine MCC PCT

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

*A qualifying round of the SD34MSG  
Non Race / Non Rally Championship*

**BEATSON'S**  
**MULL RALLY**  
**BUILDING SUPPLIES**

14th - 16th October 2016

**ENTRY FULL within 2hrs!  
STILL NEED MARSHALS**

EventScotland mullrally.org

**Diary Date**  
**LEGEND FIRES**  
**NORTH WEST STAGES**  
**24th / 25th February 2017**



## Neil Howard Stages

**Saturday 5th November 2016 : Oulton Park**

The 2016 Neil Howard Stages Rally, organised by Bolton-le-Moors Car Club will be taking place on Saturday 5th November at Oulton Park racing circuit in Cheshire.

As you may be aware, the NHSTAGES rally for 2016 is the first round of the Motorsport News Circuit Rally Championship in a/w MSVR and we fully expect the event to be bigger and better than ever before.

Marshals registration will open on 9<sup>th</sup> September 2016 at

<http://nhstages.blmcc.co.uk/marshals>

Information relating to the rally can be found at [www.blmcc.co.uk](http://www.blmcc.co.uk)

For any further information/requests etc you can contact us on [marshal@blmcc.co.uk](mailto:marshal@blmcc.co.uk)

**Or contact myself on 07989354260**

I'd like to take this opportunity to thank you for your continuing support and look forward to seeing you bright and in early in November

**Kind Regards : Andy Long – Chief Marshal**



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

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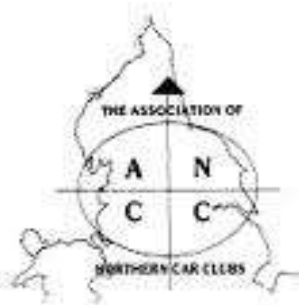
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**Stage Rally**

**Championship 2016**

**ANCC Tarmacadam Challenge**

**ANCC Forest Challenge**

**ANCC Multi-Use Challenge**

*Promoted by the Association of Northern Car Clubs*

**Overall Championship**

**Best 8 Scores from any of the 21 rounds to count**

**Three Separate Challenges**

**Tarmacadam, Forest & Multi-Use**

**Best 5 Score to Count**

**Class Based Scoring System**

**New for 2016**

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# RAC Rally of the Tests 2016

## 3rd - 6th November

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

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

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

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

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

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

**[www.heroevents.eu](http://www.heroevents.eu)**

Kirkby Lonsdale Motor Club Ltd

## DEVILS OWN RALLY

**Saturday 8<sup>th</sup> October 2016**

In association with [motorsportmugs.co.uk](http://motorsportmugs.co.uk)

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

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

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

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

For enquiries or to register for regulations please email [m.r.taylor@talk21.com](mailto:m.r.taylor@talk21.com)



**CLUBMANS**  
ROAD RALLY CHAMPIONSHIP 2016

**HAGERTY**  
CLASSIC CAR INSURANCE



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**MOB :07771 76-86-57**

**EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)**



# Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

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

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

A Special mention of gratitude to  
ALL THE PEOPLE WHO DO SEND IN REPORTS,  
Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
Rod Brereton,	Steve Hudson,
Dave Orrick,	Tim Whiting
Alan Bibby	Chris Ellison
Paul Buckel,	Jem Dale,
Steve Butler,	Alan Barnes,
Nick Townley,	Heidi Woodcock,
Paula Swinscoe	Andrew Davies
Antony & Georgia Shiels	Brynmor Pierce,
Geoff Bengough	Richard Barnard
Malc Graham	George Jennings
Dave Cook	Keith Thomas
Tony Lynch	Tony King
Ian Mitchell	Tony Vart
Gavin Frew	Jack Darbyshire
Dan Hurst	Henry Richardson
Jack Hartley	Tommi Meadows
Bob Hargreaves	Tony North
Paul Edwards (RallyRev)	Stephen Berresford
Songasport	Ed Bookless
Mark & Dale Carter	Matt Broadbent
Sam Spencer	Stuart Taylor
Niall Frost	Sam Collis
John Harden (LiMC)	Ken Quinne
Dave Graves	Paul Slingsby
Henry Richardson	Matt Broadbent
Rob Lloyd	Gary Ross
Neil Johnson	Jordan Joines
Chris Lee	Adrian Lloyd
George Jennings	Mike Fox
Allen Durham of Pro-Tec	James Redman
Phil James of Pro-Rally,	
Sue Carter of Carter Sport	
Dave Williams & Rachel Bourne (NW Racers)	
Bill Wilmer & The Gemini Communications Team	
Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Bryan Flint (Gemini32)	Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed)	
Lucy Owen-Moczadlo (Jucy Photography)	
Andrew Shepherd www.rally-images.co.uk	
Paul Gilligan 'Inside the Industry'	
Paul Commons : Paul Commons Motor Sport	
Duncan Littler Speed Sports Photography	
Arron + Stuart + Lynn Newby of TEGSport,	
Steve & Hazel Johnson - Go Motorsport	

and last but not least, Chairman / Secretary/  
League Compiler / Individual Championship  
Compiler (& my complaints manager) Les Fragle  
& if I have left you out,  
Sorry and PLEASE tell me

# SD34MSG

## Wednesday

## 16th November

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](http://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](http://www.anwcc.org)

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

**Deadline for copy**  
**for the November edition is**  
**Friday the 28<sup>th</sup> of October**  
**which is due out on**  
**Monday 31<sup>st</sup> of October**

PLEASE Email Reports etc. to  
Maurice Ellison at :

[sd34news@gmail.com](mailto:sd34news@gmail.com)

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



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