

# December spotlight 2016



**Matthew Robinson & Sam Collis**  
**Fiat 131 S**  
**Retired**

**Photo Courtesy of Richard Denney**

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

**Volume 7 : Issue 12 : December 2016 : Maurice Ellison**

# Chairman's Chat



What a month of rallying October was for me and several others. First I spent a week on the Isle of Mull including the Mull Rally then followed that three days later with a week in North Wales 'working' on the WRGB which included the recce days. Thankfully the Mull Rally went without serious incidents this year and for the WRGB the weather was somewhat kinder than last year even though I spent three days on the top of hills in low cloud and light rain !! Sadly the most regular item to hear in control was the consistent battle by marshals in trying to control unruly, and often drunken, spectators – again why does the minority try to spoil it for the majority who love their sport and have spent hard earned money trying to enjoy it ??

Congratulations to Sebastien Ogier for again becoming World Rally Champion but especially to Nico Rosberg for winning his first World Formula 1 Championship despite Hamilton disobeying his bosses orders in the last race – what a poor, sour faced, loser who blames everyone else but himself for his failure.

And finally it's that time again, where has this year gone ?, when I wish everyone an enjoyable Christmas and New Year break and here's to 2017.

Best regards,

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

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# SD34MSG : Member Clubs & Contact Details

## 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.clitheroedmc.co.uk



## Garstang & Preston MC

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



## Knowl Dale CC

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



## Lightning MSC

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

## Lancashire A.C.

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



## Liverpool MC

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



## Manx AS

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



## Matlock MC

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



## Mull CC

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



## Pendle & DMC

Contact : Ray Duckworth  
Email : raymond.duckworth@btinternet.com  
Tel. : 01282-812551 or 07484161972  
Website : www.pendledistrictmc.co.uk



## Preston MC

Contact : Louis Baines  
Email : louisbaines@hotmail.co.uk  
Tel. : 07792 903166  
Website : www.prestonmotorsport.club



## 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.co.uk



## Wigan & DMC

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



## 2300 Club

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





MOTOR SPORT GROUP

## Contacts

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

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

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

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

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

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

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

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

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

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



## Comprising the following 10 Clubs



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



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



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



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



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



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



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



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



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



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

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

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

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**Readership in Excess of 10,000**

**1/4 page (ish - we are very flexible) advert  
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Sent to all **26 member clubs** and then  
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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.amsc@gmail.com](mailto:steve.amsc@gmail.com)

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

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

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### YOUR Clubs:-

News, Views, Reviews, Club Profiles, Events,  
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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

## Wednesday November 16th

- MSA and ANCC sub's for 2017 paid, ANWCC sub's to be paid imminently.
- 2017 dates received by the Chairman were reviewed and the calendar was almost completed.
- The latest Championship positions were read out and are included in later pages.
- There was little to report from the recent ANCC meeting other than that the website is being redesigned and hopefully there will be Sprint and Hillclimb and Historic Championships next year.
- The recent ANWCC meeting was very well attended. There was a question as to how does anyone get onto the Rallies Committee and who decides they can join. The numbers of marshal grading were announced. People were reminded to complete the marshals on-line training modules or they will not be able to marshal alone from 1<sup>st</sup> January. Some clubs had not paid their sub's. There is an aim to run a Targa Challenge championship next year.
- Bill Wilmer, staffing officer, thanked all those who had helped on the WRGB.
- Nominations are now open for the Brian Molyneux Award which is awarded by SD34 MSG to people who have made a significant contribution to motorsport over the years. Nomination to the Chairman in advance of the AGM in January.
- Competitors/marshals who won a perpetual trophy last year are asked to return then to Gary Heslop at or before the AGM in January.
- The next meeting which will include the Annual General Meeting will be on 18<sup>th</sup> January 2017 at the Hartwood Hotel, Chorley.

## SD34MSG Perpetual Trophies

**Awarded at the 2015 SD34MSG Awards Night**  
**Need to be returned to Gary Heslop**  
**At the AGM on the 18th of January**  
**At the very latest**

# Paul Coombes Trophy

## For the Best Road Rally of 2016

Steve Butler (sd34msg Road Rally Championship Compiler) needs your votes for what you consider was the best Road Rally of 2016

The organisers of the winning rally will be awarded the Paul Coombes trophy at the presentation night at Blackburn Rugby Club on

**Friday 3<sup>rd</sup> February.**

**Email Steve with your vote at**  
**[steven.butler9@btinternet.com](mailto:steven.butler9@btinternet.com)**  
**The Qualifying Rounds Were as below**

### SD34MSG Road Rally Championship 2016

Date	Event	Organising Club
6/7 Feb	Rali Bryniau Clwyd	Broughton-Bretton MC
12/13 Mar	Ryemoor Trophy	Malton MC
19/20 Mar	John Robson Rally	Hexham & DMC
9/10 Apr	Derbyshire Rally	Matlock MC
21/22 May	Altratech 061 Rally	Stockport 061 MC
11/12 Jun	Memorial Rally	G&PMC
2/3 Jul	Beaver Rally	Beverley & DMC
23/24 Jul	Morecambe Rally	Morecambe CC
27/28 Aug	Colman Tyres	Ilkley DMC
24/25 Sep	Taybridge Clitheronian	Clitheroe & DMC
19/20 Nov	Dansport Rally	Matlock MC

# Exercise for the Over 60's

1. Begin by standing on a comfortable surface, where you have plenty of room at each side.
2. With a 5-kg potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can.
3. Try to reach a full minute, and then relax. Each day you'll find that you can hold this position for just a bit longer.
4. After a couple of weeks, move up to 10-kg potato bags.
5. Then try 50-kg potato bags and eventually try to get to where you can lift a 100-kg potato bag in each hand and hold your arms straight for more than a full minute. (*I'm at this level*).
6. After you feel confident at that level, put a potato in each bag







Despite heading into the winter months, the shorter days and longer nights haven't had much of an impact on Preston Motorsport Club's activity!

**We kicked-off November with the Neil Howard Stages at Oulton Park on Saturday 5<sup>th</sup> November**, which saw 4 club members competing with varying levels of success. Kameron Anderson represented the club in the charity autosolo, whilst a further 24 club members turned out in force to marshal a sector and enjoy the evening bonfire festivities.

**Sunday 13<sup>th</sup> November** marked our final autosolo of the year and the end of the club championship. The lack of daylight made set-up and pack-down a little tougher than usual, but it was well worth the effort. The faster track layout was well received by participants, though the weather caused it to be rather slippery in places – but it's all part of the fun! Kris Coombes came 1<sup>st</sup> place, David Moss in 2<sup>nd</sup> and Louis Baines in 3<sup>rd</sup>. Once again we were delighted to have a number of new members in attendance, with one describing us as "A very friendly club and a well run event."

**Saturday 19<sup>th</sup> November** saw a number of PMC members out competing in the Dansport Road Rally at Bakewell Showground. As is the theme for this time of year, weather conditions made an already challenging event particularly testing! The team of Louis Baines and Kris Coombes were forced to retire after the engine of their Ford blew up due to water damage. Alan Barnes and Alex Green also elected to retire after a series of setbacks, whilst Robert Grimshaw and Craig Shooter finished a very respectable 33<sup>rd</sup>. And it wasn't just the competitors who faced the freezing cold, snow and fog – so too did the marshals who turned out to help put on a great event. Thank you to all those who marshalled, and to Matlock Motor Club for putting on such a fantastic event.

**Club night on Tuesday 22<sup>nd</sup> November** saw members taking part in a scatter rally on map 102, organised by Robert Grimshaw and Craig Shooter. They didn't do half bad for their first attempt at organising a scatter! The team of Louis Baines and Alan Barnes came in first place. It was a slippery and challenging route, but it was well received and praised by all who took part.

### **Our next club night is on Tuesday 6<sup>th</sup> December**

at The Poachers, where we will be holding a forum for members to share their experience of taking part in the Mull Rally. Neil McCarthy and Alan Barnes will discuss how to go about doing the rally, the planning, budget, recceing, making pacenotes, and more. With them will be Chris Grimes and Richard Steele – the spanner men for the crew – to give their insights into what it's like to take part in one of the most exciting events in motorsport.

## **Looking to the New Year,**

**PMC will be holding their annual awards night on Saturday 14<sup>th</sup> January at Charnock Farm Restaurant.**

This includes a delicious 3-course meal, awards and prize giving for members, and a good old knees-up! There are 80 places available and tickets are priced at £25pp. Last year was sold out very quickly, and this year looks set to do the same, so don't hang about! Contact Kris Coombes for your tickets. There are also a limited number of rooms available at the venue for £45 per room, per night. These need to be booked directly with the venue.

### **Finally, we'd like to mention PMC's nomination for the MSA JLT Club of the Year Award 2016.**

Although we didn't take the prize, it was a great achievement as a young club to even be considered by the MSA for this award. We were delighted to receive a certificate of recognition for our efforts and achievements, none of which would have been possible without Louis Baines and Kris Coombes – so thank you guys for setting up what is considered by your members to be the greatest club going!



# HEXHAM & DISTRICT MOTOR CLUB NEWS

Firstly, a very big THANK YOU to everyone who pitched in to help make the Northern Dales Classic Trophy such an outstanding success. It was a lot of hard work and the weekend saw some long shifts put in by Andrew, George, Paul and Martin but it all came together wonderfully and produced a really excellent event which has left the competitors loudly demanding more.

As with any event, it is the unsung heroes, the marshals, who make things happen so to each and every one of you who turned up to lend a hand, jolly well done, your assistance is very much appreciated, not only by us but also, as I know from the numerous e-mails received, the competitors as well.

Eastgate proved to be a wonderful venue and the format we adopted of four tests run four times seemed to go down very well. We were fortunate that there were no delays, indeed, the whole event ran like clockwork with the tests following on, one after the other, while having Andrew shoot round after the last car and collect all the check-sheets meant that George could keep the results up to date. Must also give a huge thank you to Kerry who ferried all the time cards back to rally control, must have walked miles !.

As stated above, the feedback from competitors has been really positive, there has been a constant flood of e-mails and posts on social media congratulating the club on an excellent event with all saying they would love to come back and do it again. It's by no means certain that we will get Eastgate again, although I am extremely hopeful, and I am looking at other venues as possible alternatives. However, I think the competitors really liked the venue, it certainly gives scope for some interesting tests, so let's hope we are allowed back again.

Now moving on to the competitors, there was quite a bit of success for our own club members with Liam Charlton / Luke Tait finishing a remarkable 3<sup>rd</sup> overall, a great result in such exalted company, Simon Jennings brought his Peugeot home just behind in 4<sup>th</sup> place and first M1 car and Joe Harwood/ David Lumsden were 6<sup>th</sup> and took class M2. Further down the field, Chris Dodds/ Josh Davison zoomed round ( Mostly Sideways ! ) to finish 9<sup>th</sup>, the Dangerous Brothers (aka Keith & Geoff Fletcher) were 12<sup>th</sup>, Roger Broom/ Andy Brown were 15<sup>th</sup>, Stu Wilson took the TR7 to 16<sup>th</sup> and Ian Guthrie, debuting the ex Nigel Cardale Anglia, was 23<sup>rd</sup>.

## Future Events

### LE JOG Sunday December 4<sup>th</sup>

We have been asked to marshal a test at a new (For Us ) venue on Warcop Military Ranges, the same place as hosts the Pendragon Stages. We have to assemble for 3:00pm, the first car is due at 4:00pm and it should all be over by 6:00pm, so not too unfriendly hours. Really need to hear from folk willing to help ASAP please so if you can come and lend a hand, do let us know by return, time is passing .

### DECEMBER SCATTER 14<sup>th</sup> December

Jonathon Webb is putting this event on, he's put a lot of work into it so please give the event your support. It will be a bit different from the usual 12 car format but probably much more relaxed and a lot of fun.

**See Page 9 of Spotlight for details**

## Coming In January 2017 :

**The Annual Awards Night**

**The January Jaunt 12 Car**



## Hexham & DMC

Meet every Wednesday  
at the Dr.Syntax Inn,  
Nr. Stocksfield

## Hexham Motor Club John Robson & Hexham Historic Rallies 25th and 26th of February

Hexham Motor Club will be running the John Robson & Hexham Historic Rallies on the weekend of the 25th and 26th of February 2017.

There is a new organising team, with myself being COC (Jonathon Webb) and Ali Proctor being assistant COC Regulations and Entries will be available and open very shortly.

The entries will be limited to 40 on the John Robson and 20 on the Hexham Historic.

We will be using a few miles of whites for those who like the loose, there will be nothing too rough, so don't be put off, although you may want to use knobbies and a sump guard if you fancy being particularly flamboyant. Both Ali and I are current competitors, and are putting on an event we would both love to compete on. So plotting will be easy (a mixture of pre plot and plot and bash) and the roads will be challenging.

Lastly, one of the joys of Northumbria, and what makes our event unique, is our quiet roads. So once again we will be doing our traditional early start and we hope to have the first car away at 9pm.

We look forward to your support and seeing you on the event

(PS we are looking for an event sponsor,  
so if you are interested please email me)

**Jonathon Webb, Clerk of the Course**

**John Robson / Hexham Historic 2017**

**[jonathontwebb@icloud.com](mailto:jonathontwebb@icloud.com)**

# **Lancashire Automobile Club**



## **Annual Christmas Get Together**

**Thursday 8th December**  
**The Edisford Bridge Hotel,**  
**Clitheroe, BB7 3LJ.**

Select from one of four main meals and three deserts  
(and not a turkey in sight!) for the cost of

**£15 pp.**

Places are limited to 35 so please secure your tickets  
quickly using the application form.

**For more information, please contact**  
**Eileen Dyson by e-mail at**  
**[eileen.dyson@btinternet.com](mailto:eileen.dyson@btinternet.com)**

## **2017 Dinner Dance & Prize Presentation Evening**

**Friday 27th January 2017,**  
**Mitton Hall Hotel, Mitton**

What better way to bring in the new year than to celebrate the 2016 season? Enjoying a champagne reception, three course meal, live music and awards, makes this the great way to celebrate the 2016 season and look forward to the new road year. As the event takes place just after Christmas, and to help Carolyn with the logistics, it would be much appreciated if attendees could give an early indication of their attendance.

**Tickets, costing**  
**£35.00 per person,**  
**can be purchased by completing the**  
**application form and returning to**

**Carolyn Taylor.**

**For more information, Carolyn can be**  
**contacted by e-mail or alternatively by**  
**calling 01254 886 819.**

# **HEXHAM MOTOR CLUB CHRISTMAS SCATTER RALLY**

**AND END OF YEAR  
GET TOGETHER!**

## **Wednesday 14th of December**

For a change we will be having a  
Navigational scatter rally in December.

**Start and Finish: Dr Syntax**

**Start 20:00**

**Finish at the pub 22:00**

If anyone hasn't done one of these before they are  
great fun and very simple.

You will be given approximately 12 points on a map. All  
worth between 1 and 5 points.

You will be able to visit a maximum of 75% of these,  
and have to return to the pub for 22:00. The team with  
the most points wins.

This is a great event for beginners and experts alike.  
There is no set route, that's up to you.

The idea is that the points furthest away are worth  
more, so do you go for a nearer point and take 2 points,  
or do you go for one further away for 5?

We would expect you to cover approximately 50 miles  
for the event.

We don't need any marshals, and we will be limiting the  
entry to a maximum of 20 cars.

At the end of the event we will have the traditional Syn-  
tax buffet!

### **All the points are on MAP 87**

The clues will not be visible from the car, so a torch and  
good shoes would be advisable. They will be on the  
back of public footpath signs.

Other equipment you will need are a pen and pencil, a  
map 87 and maybe a bit of card to rest your map on.

The event is open to members of Hexham Motor Club,  
Whickham Motor Club, Hadrian Motor Club, Tynemouth  
Motor Club and Spadeadam Motor Club

**Entry is only £15 a car**

**Jonathon Webb : 07929 229 413**

**[jonathontwebb@icloud.com](mailto:jonathontwebb@icloud.com)**



# 'What's On' at CDMC

## December

**Tuesday 6th December**

**R3 : DECEMBER SCATTER**

**Map 103 Required**

**Sign On from 20:00**

**Clue Card issued at 20:15**

**Start & Finish**

**103 / 721 437**

**Tuesday 13<sup>th</sup> December**  
**Committee Night**

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

*Why not come along. You might enjoy it*

**Tuesday 20<sup>th</sup> December**  
**CHRISTMAS PARTY**

**Names to Heidi Woodcock**

secretary@clitheroeanddistrictmotorclub.co.uk.

## 2017 Club Nights

### January

**Tuesday January 3<sup>rd</sup>**

**Christmas Sweater Night**

Show off that 'Great' Christmas Sweater that Santa brought you. And More



**Tuesday January 10<sup>th</sup>**

**Committee Night**

**Tuesday January 17<sup>th</sup>**

**R4 : January Scatter**

**Tuesday January 24<sup>th</sup>**

**Steve Entwistle & Henry Carr**

Fresh from competing on the 2016 Rally of the Tests in Paddy Hopkirks Mini



**Tuesday January 31<sup>st</sup>**

**Mick Tomlinson with Rod Brereton**

**And in February**

**More Great Club Nights Planned**

**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.clitheroedmc.co.uk](http://www.clitheroedmc.co.uk)**

**Tuesday 1<sup>st</sup> November :**

**AGM**

Trevor Roberts (President) chaired the 55th Clitheroe & DMC AGM.. This AGM was Trevors 54th AGM. He missed one (*No real commitment some people*).

Another good year for CDMC. Increased membership yet again (Terry Martin : Membership Secretary).

Increased funds again (Steve Lewis : Treasurer).

Another good year for CDMC Competitors with very good results for the vast majority of crews.

More success in CDMC run events. The Clitheronian picking up Best ANWCC Rally of the Year and the SD34MSG Best Road Rally of the Year. CDMC now run 2 Road Rallies, 2 SV Stage Rallies, Co-Promote a Forest Stage Rally with Plans to run a TARGA event in 2018 As well as running a Winter Scatter Rally Series, Myerscough College Open Day Autotest, a couple of Autotests at Bentham and plan to run a Production Car Trial in 2017. CDMC won the 2015 SD34MSG League.

Club nights have had brilliant Guest Speakers that have all been well attended.

Gareth Shepherd & Alex Harper joined the committee



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

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

<https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x40>

**There is a problem with the OLD**

**Clitheroe & DMC Website**

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

The above address does not work anymore. You can still access it but we cant and therefor all the information on that site is now out of date. Please use

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

# Clitheroe & District Motor Club



## November Clubnights

### Tuesday 15th November Scatter Rally Round 2

Tony Vart was Clerk of Course for this the second round of the Winter Series of Scatter Rallies, (thought of calling it Winter Rally Challenge : WRC) Hindered in this instance by Maurice Ellison. Crews got their Clue Points at 8:15pm and had some 20 references to plot.

Whilst there was an odd code board to find the majority of clues referred to features such as Sign Posts and crews were required to complete the mileages shown on the Sign Post or other features to provide proof of visit. The organisers therefor didn't have to spend 3 hours before the event putting out code boards and another 2 hrs after collecting them.

A full entry turned out to tackle this round of the series with some old and new faces amongst the gathering of cars new, old and just plain motley! 20 mins into the event, Dan Fox's Clio set on Fire and they retired. Dominic McTear/Ian Raynor spoiled a good run by reversing into a ditch and had to be recovered by Steve Cotton.

The podium this month saw a return to form for The Dukes, in Seddys missus's car after the "Mull Oversteer Incident" - they took second. The welcome guests from Preston MSC, the bearded duo Louis Baines and Kris Coombes took a fine third despite a blowing exhaust leaking into the car making them feel ill. This left the top podium spot again visited by the Cottons in the QI WRC after a clear victory...this was their second win in a row so obviously Rob is on top of the maps now that he can see out of the car with the (much) older Cotton still proving a mean pedaller...come on lads, next month you need to raise your game to beat these boys

## Scatter Rally Championship

### Following the November Scatter

Drivers		Navigators	
O/A	Points	O/A	Points
1) Steve Cotton	43	1) Robert Cotton	43
2) Dan Sedgwick	28	2) Sam Ambler	28
3) Stephren Hardy	22	3) Sam Mitton	22
4) Ben Mitton	20	4) Levi Nicholson	20
5) Andy Lodge	16	=5) Arron Johnson	15
6) Louise Baines	15	=5) Callum Lambert	15
=7) Dan Fox	13	=5) Kris Coombes	15
=7) Paul Buckel	13	8) Steve Butler	13
9) Gareth Shepherd	11	=9) Tony Vart	10
10) Mark Johnson	9	=9) Maurice Ellison	10
11) Dominic McTear	6	=9) Sam Shepherd	10
12) Phil Shaw	5	12) Matt Worden	9
13) Josh Addington	4	13) Ian Rayner	6
14) Matt Horn	3	14) Elliot Shaw	5
		15) Ellis Pilkington	4

## SCATTER RALLY DATES

**R3. Tuesday 6th December**

**R4. Tuesday 17th January**

**R5. Tuesday 21st February**

**R6. Tuesday 21st March**

### November Scatter (Round 2) RESULTS

O/A	Crew	Points
1	Steve / Robert Cotton	400
2	Dan Sedgwick/ Sam Ambler	360
3	Louise Baines/Kris Coombes	350
4	Paul Buckel.Steve Butler	280
5	Ben Mitton/Levi Nicholson	250
6	Mark Johnson/Matt Worden	230
7	Andy Lodge/ Callum Lambert	220
8	Stephen Hardy/Sam Mitton	190
9	Dominic McTear/Ian Rayner	165
10	Phil & Elliott Shaw	140
11	Josh Addison/Ellis Pilkington	120
12	Matt Horn/Arron Johnson	70
13	Gareth & Sam Shepherd	10
14	Dan Fox/Leah Brown	DNF

### Tuesday 22nd November : Malton Forest Rally

A very full & frank discussion over the Malton Forest Rally took place. Problem areas identified and ideas on improvements discussed. It was not however All Doom & Gloom. The 'Set Up' crew learned a lot of new skills and as they progressed through the stage got into a rhythm and individuals within the crew took on separate tasks, but still working as a team, that enabled the Staindale Stage to then be set up to the MSA safety Delegates satisfaction. It would be useful to have more 'Set Up Crew' members to be able to pass on these newly learned skills to. Despite the weather everyone involved with the set up of Staindale had a fun weekend and really enjoyed the experience.

### Tuesday 29th November : Hall Trophy Rally

Well done everyone for a very successful event. We had an interesting ambience of freezing fog for a change instead of being blown into next week or washed away, which was unusual. I think in all the years the events have run, we have now covered all meteorological options.

Thanks to everyone who turned out to help set up, break down, marshal, or just allow those to come out to play. To the competitors thanks too, who without we wouldn't have a rally.

Next club rally is the Jack Neal Memorial at Blyton with a new day/date..... **Sunday 12th February 2017**, so get the Monday booked off folks as a party is booked for the Sunday night



**Clitheroe & DMC**  
wish  
**SIMON BOARDMAN**  
**A Very**  
**HAPPY BIRTHDAY**  
**28th November**  
**65 years Young**



**Warrington  
& DMC**



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

**Tuesday 13th December**  
**Final Round of the**  
**SCALEXTIC Championship**

The festive final round of the Scalextric championship  
with mince pies all around Tuesday night starts 8pm ish



**ALL NEW WEBSITE**  
For Warrington & DMC  
[www.warringtondmc.co.uk](http://www.warringtondmc.co.uk)

**MSA Asphalt Rally Championship**  
**takes sabbatical**

The MSA and BTRDA have agreed to rest the MSA Asphalt Rally Championship in 2017 following the retirement of long-time championship coordinator Andrew Haill.

Both parties recognise that this news will disappoint competitors but they can rest assured that the championship will be relaunched and reinvigorated in 2018. Rob Jones, MSA Chief Executive, said: "With the pace of the latest cars posing challenges for organisers, and with the future opportunities of closed roads legislation for this particular championship and discipline, the MSA and BTRDA have agreed that now is the time to regroup, refocus and ultimately relaunch the MSA Asphalt Rally Championship."

Mike Broad, President of the BTRDA, said: "The BTRDA has not taken this decision lightly and has made considerable efforts to organise a worthy series for 2017, but it has become clear that a sabbatical is needed to give us the opportunity to achieve this goal for 2018."



# 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)

## Liverpool MC Awards Night

Saturday 19th November

Over 75 members and their friends attended the Liverpool MC dinner and Championship awards evening on 19th November at Woolton Golf Club, Liverpool. After 11 years at a Social Club near Chester, it was with some degree of trepidation that we had decided to change both the location and the format of the evening, but the feedback tells us the new look event was greatly appreciated by those present.

Our members and guests who tell us the format, the atmosphere, the service and the food were all pretty well perfect which all made for a most convivial evening. Our guest speaker was original Top Gear presenter Steve Berry who entertained us with some of his exploits and forthright opinions. Many of us felt we could have spent a whole evening just listening to Steve. What a genuinely nice, down to earth chap who is clearly in his element in front of an audience of petrol-heads! Mind you he should be good given his background and he that currently presents a daily breakfast radio programme (with a very strong motoring bias) on XS Manchester (106.1FM) and on the internet.

Now the challenge is: how do we follow that next year?



**ANWCC**  
Association of North Western Car Clubs



Unfortunately our guest Rob Jones (MSA Chief Exec) was unable to attend the meeting due to a more pressing meeting that required his attendance, Jonathan Day (MSA Development Director) was due to step in to the shoes, however he was overcome by man-flu - our Chairman Bob Milloy had a lengthy telephone conversation with Jonathan earlier in the day and discussed the questions that were raised prior to the meeting and gave the responses to the room.

**2017 MSA Licensed Clerk & Stewards Seminars** are shortly to take place and invitations have been sent out. MSA Council has confirmed that the 30 minute per stage penalty on a single venue event does in fact need to also undertake 2/3 of stages throughout the event.

**Tracking on stage rallies** unfortunately has been pushed back due to technical delay - are aiming to ensure that it can be as future-proofed as possible.

**It was asked how the MSA Committee Members are elected;** it is an open nomination process through to a selection committee - the members of this committee are unknown to save any conflict. Bob Milloy mentioned that it should be treated as a job application process.

**Club & Volunteer of the Year** - had the largest nomination number for a good few years - over 70 volunteer and over 30 club.

**Awards Presentation** due to take place on Saturday 4th February 2017 at Hallmark Hotel, Manchester Airport.

**Discussion over championship amendments** for 2017 and these can be seen at <http://anwcc.org/2017-calendar-summary.pdf>

**Marshal training at Stockport on Saturday 28 January 2017** - registration form to be available shortly.

Bill Wilmer and Mark Wilkinson thanked all radio crews and marshals for their help on the recent Dayinsure Wales Rally GB.

**Jon Binns** gave a reminder that from 1 January 2017, all marshals should be registered on the MSA Grading Scheme and have undertaken the online accreditation, or you won't be able to marshal on your own - you will have to be buddied up. **This does include everyone - marshals, timekeepers, radio marshals etc.** The test can be found at <https://www.msauk.org/Marshals/Online-rally-marshals-training>

**Some stats from Jonathan Day re the MSA Grading Scheme:**

As of 2nd November:

5065 people have fully completed the training (marshals, media etc)

3700 members that have completed the training hold a marshal grade already (all disciplines)

1711 marshals have completed the online training and then continued to apply for their first time rally and/or cross country marshal registration.

So far for 2017, we have issued 4576 marshals with a 2017 marshal registration.

# 2017 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 2017 ..... 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)

# 2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

SIGNATURE .....

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

.....

## CLASSES

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

**Road Rally;** Expert; A competitor who, in the role registered has at least 3 top 10 finishes in a Nat B Or higher grade rally.  
Semi Expert; All competitors not eligible for Expert or Novice class. (NB you can only move up 1 class /yr)  
Novice; A competitor in the role registered who has never won a 1st Novice award (see full rules)

**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 / Hillclimb** In accordance with the 2017 MSA Year Book, cars shall be entered in the following classes:-  
Class 1 Road-going Series Production Cars conforming to Section S11 of the 2016 MSA Year Book.  
Class 2 Road-going Specialist Production Cars conforming to Section S11 of the 2016 MSA Year Book.  
Class 3 Modified Series Production & Specialist Cars conforming to Section S12 of the 2016 MSA Year Book.  
Class 4 Sports Libre Cars conforming to Section S14 and Hillclimb Super Sports Cars conforming to Section S13 of the 2016 MSA Year Book  
Class 5 Racing Cars conforming to Section S15 of the 2016 MSA Year Book

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



## 2016 SD34MSG Inter-Club

### Division A

### Position

Club	Points	Div	O/A
Clitheroe & DMC	925	1	1
Bolton-le-Moors CC	732	2	2
Liverpool MC	522	3	4
U17MC-NW	500	4	5
Blackpool South Shore MC	424	5	6
Stockport061 MC	402	6	7
Garstang & Preston MC	351	7	8
Warrington & DMC	322	8	10

### Division B

### Position

Club	Points	Div	O/A
Preston MC	529	1	3
Matlock MC	339	2	9
Wigan & DMC	266	3	11
Accrington MSC	228	4	12
Pendle & DMC	163	5	13
Wallasey MC	154	6	14
Manx AS	130	7	16
Knowl Dale CC	116	8	17

### Division C

### Position

Club	Points	Div	O/A
Airedale & Pennine MCC	150	1	15
Mull CC	80	2	18
Hexham & DMC	68	3	19
CSMA (NW)	52	4	20
High Moor MC	18	5	21
Lancashire A.C.	10	6	22
Lightning MSC	0	=7	=23
2300	0	=7	=23
Motor Sport North West	0	=7	=23

Last Updated 29<sup>th</sup> Nov. 2016

## Individual Championship

O/A	Competitor	Q	pts	Club
1	Andy Williams	Y	68	U17MC
2	Steve Price	Y	58	BLMCC
3	James Williams	Y	57	U17MC
4	Steve Johnson	Y	48	U17MC
5	Ian Bruce	Y	53	S061MC
6	Steve Lewis	Y	52	CDMC
7	Jonathon Webb	Y	49	HDMC
8	Jack Darbyshire	Y	42	PMC
9	Maurice Ellison	Y	40	CDMC
10	Lauren Cook	Y	31	U17MC
11	Kris Coombes	Y	30	PMC
= 12	Louis Baines	Y	28	PMC
= 12	David Goodlad	Y	28	BLMCC
14	Robert Grimshaw	Y	26	PMC
15	Mark Livesely	Y	20	PMC
16	James Swallow	Y	19	PMC
= 17	Ian Swallow	Y	12	PMC
= 17	Terry May	Y	12	PMC
= 19	Colin Baines	Y	11	PMC
= 19	Sam Coombes	Y	11	PMC
= 21	Gav Irvine	Y	8	G&PMC
= 21	Matthew Harwood	Y	8	G&PMC
23	Daniel Cookson	Y	7	PMC

### Not Yet Qualified

24	Pauline Merrills	75	S061MC
25	Brandon Smith	69	CDMC
26	Nigel Fox	55	LivMC
27	Phil Clegg	45	AMSC
= 28	Alec Tunbridge	44	BLMCC
= 28	Ashley Young	44	MMC
= 30	Gary Evans	41	MMC
= 30	Mark Warburton	41	CDMC
32	John Leckie	40	MMC
33	Dave Riley	39	BSSMC
34	Andy Larton	38	LivMC
35	Matt Broadbent	37	CDMC
36	Tony Harrison	33	CDMC
= 37	Robert Holt	32	Liv MC
= 37	Duncan Woodcock	32	LivMC
39	Chris McMahon	31	U17MC
40	Scott McMahon	30	U17MC
41	Michael Tomlinson	29	PDMC
42	Alan Barnes	24	PMC
= 43	Ayrton Harrison	22	CDMC
= 43	Nigel Trundle	22	G&PMC
45	Daniel Barker	21	ANSC
= 46	Adrian Atkinson	20	BSSMC
= 46	Garry Ross	20	A&PMMC
48	Richard Hunter	19	MMC
49	Roger Barfield	18	U17MC
50	Michael Judson	17	CDMC

Last Updated 29<sup>th</sup> Nov. 2016

## Road Rally Championship

O/A	Driver	pts	Class	Club	Scores
1	John Leckie	59	E	MMC	7
2	Mark Warburton	58	S	CDMC	7
3	James Taylor	55	E	CDMC	7
4	Tony Harrison	53	E	CDMC	7
5	Mark Standen	52	E	G&PMC	6
6	Richard Hunter	39	E	MMC	4
7	Paul Buckel	33	E	CDMC	4
= 8	Ayrton Harrison	27	E	CDMC	4
= 8	Louis Baines	27	S	PMC	3
10	Robert Grimshaw	26	N	PMC	4
11	James Swallow	25	N	PMC	3
12	Josh Townley	21	N	CDMC	3
= 13	Martin Lloyd	18	E	S061MC	2
= 13	Ian Swallow	18	N	PMC	3
15	Jonathon Hoggarth	17	S	CDMC	2
16	Colin Baines	10	N	PMC	2
17	Alex Brown	9	N	PMC	1
18	Mike Figg	8	S	CDMC	2
19	Paul Gray	7	S	CDMC	1
20	Joe Mallinson	5	N	APMCC	1
21	Andy Williams	4	N	U17MC	1
22	Matthew Harwood	3	N	G&PMC	1
23	Daniel Cookson	2	N	PMC	1

O/A	Navigator	pts	Class	Club	Scores
1	Gary Evans	67	E	MMC	7
2	Sion Matthews	60	E	MMC	7
3	Jonathon Webb	58	S	HDMC	7
4	Ian Graham	49	E	CDMC	7
5	Ashley Young	48	N	MMC	7
6	Maurice Ellison	44	E	CDMC	7
7	Paul Taylor	41	E	CDMC	6
8	Steve Butler	34	E	CDMC	4
9	Kris Coombes	26	S	PMC	3
10	Tony Vart	22	N	CDMC	4
11	Nick Townley	20	N	CDMC	3
= 12	Matt Broadbent	17	E	CDMC	2
= 12	Simon Frost	17	S	CDMC	2
14	Craig Shooter	14	N	PMC	2
15	Alan Barnes	12	E	PMC	2
= 16	Rob Lloyd	10	E	CDMC	1
= 16	Terry May	10	N	PMC	2
= 18	Stephen Frost	9	E	G&PMC	1
= 18	Ian Farnworth	9	S	G&PMC	1
20	Sam Coombes	3	N	PMC	1
21	Gav Irvine	2	N	PMC	1

*Last updated 20<sup>th</sup> Nov (after Dansport)  
Best 7 Scores to Count (Provision Final Standings)*

## U18 Championship

O/A	Competitor	pts	Club
1	James Williams	60	U17MC
2	Kameron Anderson	56	U17MC
3	Josh Townley	20	CDMC

Last Updated 3rd October (after BLMCC September A/S)

## Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Ian Bruce	Y	157	C	S061MC
2	Brandon Smith	Y	135	D	CDMC
3	Jack Derbyshire	Y	81	C	PMC
4	Matthew Jakeman	Y	26	B	HMMC
5	Adrian Atkinson	N	54	D	BSSMC
= 6	Michael Judson	N	52	C	CDMC
= 6	James Massey	N	52	D	CDMC
8	Mike Figg	N	26	D	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	Pauline Merrills	Y	208	C	S061MC
2	Dave Riley	Y	106	D	BSSMC
3	Terry Martin	Y	79	D	CDMC
4	Matt Broadbent	Y	52	D	CDMC
5	Gary Jakeman	N	26	B	HMMC
= 6	Tony Vart	N	26	C	CDMC
= 6	Alan Barnes	N	26		PMC

*Last Updated 23rd October  
(Following Round 13 Tour of Mull)*

## 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 (Results now Final)  
Following Aintree Sprint on the 4th September

# MARSHALS CHAMPIONSHIP

*Last updated  
November 10<sup>th</sup> 2016*

## Accrington MSC

<b>Stephen Smith</b>	<b>176</b>	<b>Tracey Smith</b>	<b>176</b>
Dave Barratt	50	Steve Johnson	40
<i>Total Club Marshalling Points : 462:</i>			

## Bolton-le-Moors MC

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

## Clitheroe & DMC

<b>Maurice Ellison</b>	<b>176</b>	Steve Butler	62
Heidi Woodcock	50	Chris Woodcock	50
Jez Turner	50	Dan Sedgwick	30
Steve Lewis	30	Matt Broadbent	30
Matt Flynn	20	Paul Flynn	20
Tony Vart	20		
<i>Total Club Marshalling Points : 650</i>			

## CSMA (NW)

Graham Maxwell	30	Michael Conboy	30
<i>Total Club Marshalling Points : 80.</i>			

## Garstang & Preston MC

Les Fragel	100	Jason Bleakley	30
Margaret Duckworth	30	Karen Whittam	20
David Nolan	20	Matthew Harwood	20
Gavin Irvine	20	Andy Jones	20
Ian Richmond	20	Andrew Richmond	20
<i>Total Club Marshalling Points : 440</i>			

## Hexham & DMC

Georgiana Webb	80
<i>Total Club Marshalling Points : 80</i>	

## Lancashire A.C.

*Total Club Marshalling Points : 20*

## Liverpool MC

<b>John Harden</b>	<b>102</b>	Bill Gray	94
David Hunt	90	Andy Fell	72
Sean Robertson	62	Kevin Jessop	40
Geoff Main	20		
<i>Total Club Marshalling Points : 724</i>			

## Pendle & DMC

Les Eltringham	90	Alan Shaw	90
Peter Wright	52	Peter Schofield	42
Toby Fisher	20		
<i>Total Club Marshalling Points : 544</i>			

## Preston MC

Danny Cookson	30	Alex Brown	30
Toby Fisher	30	Peter Sharples	30
Louis Baines	30	Kris Coombes	30
Ryan Sweeting	30	Sam Coombes	30
Colin Baines	30	Joe Ring	30
Robert Grimshaw	30	Terry May	30
Joshua Robinson	20	Grant Smith	20
David Moss	20		

*Total Club Marshalling Points : 720*

## Stockport 061MC

<b>Mark Wilkinson</b>	<b>102</b>	Ian Mather	74
Lindsay Mather	74	Ken Wilkinson	72
Sarah-Jane Wilkinson	60	Ian Bruce	40
Andy Chambers	30	Andy Elliott	20
Rick Ekin	20	Andy Turner	20
Anthony Miles	20	Keith Miles	20
<i>Total Club Marshalling Points : 732</i>			

## U17Club NW

Jim Livesey	54
<i>Total Club Marshalling Points : 426</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 its just that their  
members have not claimed Marshalling points**

<b>2300</b>	<b>Mull Car Club</b>
<b>Lightning MSC</b>	<b>Highmoor MC</b>
<b>Matlock MC</b>	<b>Knowldale MC</b>
<b>Airedale &amp; Pennine MCC</b>	<b>Manx AS</b>
<b>Blackpool South Shore MC</b>	<b>Wigan MC</b>

**To claim Marshalling Points :**

**Email Alan Shaw  
(Marshalling Championship Compiler)**

**shawalan.555@btinternet.com**

**Stating which event you  
marshalled on + the date  
(& dont leave it months before claiming)**

**Top 5 in Championship shown in RED**

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



## SD34MSG Calendar for 2016

Date	Type	League	Club	Title	Venue - Notes
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
Complete		

#### SD34MSG Stage Rally Championship 2016

Date	Event	Organising Club
Complete		

#### SD34MSG Sprint & Hillclimb C/ship 2016

Date	Event	Organising Club
Complete		

#### SD34MSG None Race/Rally Championship

Date	Event	Organising Club
4th Dec	AutoSolo/PCA/AT	AMSC/CSMA

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# SD34MSG : Provisional Calendar for 2017

Date	Type	League	Club	Title	Venue - Notes
21/22-Jan	Road Rally	No	Malton MC	Ryemoor Trophy Rally	Yorkshire
28-Jan	Training	No	MSA	Marshals training day	Stockport
29-Jan	Training	No	MSA	Marshals training day	Yorkshire
5/6-Feb	Road Rally	No	Broughton-Bretton MC	Rali Bryniau Clwyd	Maps 116/117
12-Feb	Stage Rally	Yes	Clitheroe & Dist MC	Jack Neal Memorial Rally	Blyton airfield, Lincs
18-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services,
18-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services,
19-Feb	Autosolo	Yes	AMSC/CSMA	AMSC/CSMA Autosolo	Blackburn Services,
19-Feb	Autotest	Yes	AMSC/CSMA	AMSC/CSMA Autotest	Blackburn Services,
12-Feb	PCA	Yes	AMSC/CSMA	AMSC/CSMA PCA	Blackburn Services,
24+25-Feb	Stage Rally	Yes	Motor Sport (NW) Ltd	Legend Fires North West Stages	Lancashire
25/26 Feb	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland
03+04 Mar	Stage Rally	Yes	Manx Auto Sport	Haydn Minay Forest Rally	Isle of Man
12-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
19-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,
2-Apr	Autosolo	Yes	Bolton-le-Moors CC	Bolton April Autosolo	DW Stadium, Wigan
2-Apr	Autotest	Yes	Bolton-le-Moors CC	Bolton April Autotest	DW Stadium, Wigan
2-Apr	PCA	Yes	Bolton-le-Moors CC	Bolton April PCA	DW Stadium, Wigan
8/9 Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
9-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey Circuit, Nor
22/23-Apr	Road Rally	Yes	Clitheroe & Dist MC	Primrose Trophy Rally	97, 98, 102 & 103
22-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
23-Apr	Trial	Yes	Airedale & Pennine M	Sporting Trial	Longnor
05+06 May	Stage Rally	Yes	Manx Auto Sport	Manx National + Chris Kelly Rally	Isle of Man
7-May	Trial	Yes	Airedale & Pennine	Classic Trial	Pateley Bridge
14-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop
14-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop
14-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop
14-May	Stage Rally	Yes	Wigan & Dist MC	Cetus Stages	3 Sisters, Wigan
20/21 May	Road Rally	Yes	Stockport 061 MC	Altratech 061 Road Rally	Derbys / Cheshire
21-May	Sprint	No	Longton & Dist MC	Sprint	3 Sisters, Wigan
4-Jun	Trial	Yes	Airedale & Pennine	Production Car Trial 1	Keighley
10-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
11-Jun	Stage Rally	Yes	Blackpool SSMC	Keith Frecker Memorial Stages	Weeton Barracks
17/18 Jun	Road Rally	Yes	Garstang & Preston MC	Memorial Road Rally	Lancashire-Yorkshire
17-Jun	Trial	Yes	Airedale & Pennine	Production Car Trial 2	Keighley
18-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Truckstop
18-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Truckstop
18-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm Truckstop
24-Jun	Stage Rally	Yes	Mull CC	Scottish Rally Champ round	Dunoon
24-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree

Date	Type	League	Club	Title	Venue - Notes
1-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
1/2-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
2-Jul	Autosolo	Yes	Bolton-le-Moors CC	Bolton July Autosolo	DW Stadium, Wigan
2-Jul	Autotest	Yes	Bolton-le-Moors CC	Bolton July Autotest	DW Stadium, Wigan
2-Jul	PCA	Yes	Bolton-le-Moors CC	Bolton July PCA	DW Stadium, Wigan
2-Jul	Stage Rally	Yes	Warrington & Dist MC	Enville Stages Rally	Anglesey Circuit
2-Jul	Trial	Yes	Airedale & Pennine MMC	Production Car Trial 3	Keighley
15-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services,
15-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services,
15-Jul	Training	No	Go Motorsport	Marshal & Timing training	Blackburn Services,
16-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services,
16-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services,
16-Jul	Hillclimb	No	Mid-Cheshire MC	Hillclimb	Scammonden Dam,
16-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,
22/23-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire
30-Jul	Sprint	No	Longton & Dist MC	Sprint	3 Sisters, Wigan
12-Aug	Hillclimb	Yes	Pendle & Dist MC	August Hillclimb	Scammonden Dam,
19-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services,
19-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services,
19-Aug	Training	No	Go Motorsport ?	Fire training	Blackburn Services,
20-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services,
20-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services,
20-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services,
20-Aug	Trial	Yes	Airedale & Pennine MMC	Production Car Trial 4	Keighley
26/27-Aug	Road Rally	No	Ilkley & Dist MC	Colman Tyres Rally	Yorkshire
01+02-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
2-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
3-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	DW Stadium, Wigan
3-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	DW Stadium, Wigan
3-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	DW Stadium, Wigan
23/24-Sep	Road Rally	Yes	Clitheroe & Dist MC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
24-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
1-Oct	Trial	Yes	Airedale & Pennine MMC	Production Car Trial 5	Keighley
8-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
13-15 Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
14-Oct	Sprint	No	Longton & Dist MC	Sprint	Anglesey Circuit
15-Oct	Sprint	No	Longton & Dist MC	Sprint	Anglesey Circuit
03+04 Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
4-Nov	Stage Rally	Yes	Clitheroe /Malton MC	Malton Forest Rally	Dalby
10+11 Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
11/12 Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
25-Nov	Stage Rally	Yes	Clitheroe & Dist MC	The Hall Trophy	Blyton airfield, Lincs
2-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services,
2-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services,
2-Dec	Training	No	Go Motorsport ?	First one scene	Blackburn Services,
3-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	Blackburn Services,
3-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	Blackburn Services,
3-Dec	PCA	Yes	Accrington MSC	AMSC PCA	Blackburn Services,

**Road Rally**
**Stage Rally**
**Sprint/Hill Climb**
**A/T, PCA, A/S & Trials**
**Training Dates**



# PROVISIONAL



## 2017 Championship Rounds by Discipline at a Glance

### SD34MSG Road Rally Championship 2017

Date	Event	Organising Club
21/22 Jan	Ryemoor Trophy Rally	Malton MC
5/6-Feb	Rali Bryniau Clwyd	Broughton-Bretton MC
25/26 Feb	John Robson Rally	Hexham & DMC
8/9 Apr	Kick Start Rally	Matlock MC
22/23-Apr	Primrose Trophy Rally	Clitheroe & DMC
20/21 May	Altratech 061 Rally	Stockport 061 MC
17/18 Jun	Memorial Road Rally	G&PMC
1/2-Jul	Beaver Rally	Beverley & DMC
22/23-Jul	Morecambe Rally	Morecambe CC
26/27-Aug	Colman Tyres Rally	Ilkley & DMC
23/24-Sep	Taybridge Clitheronian	Clitheroe & DMC
11/12 Nov	Dansport Road Rally	Matlock MC

12 Rounds. One over half to count (7 Rounds)

### SD34MSG Stage Rally Championship 2017

Date	Event	Organising Club
12-Feb	Jack Neal Memorial	Clitheroe & DMC
03+04 Mar	Haydn Minay Rally	Manx Auto Sport
12-Mar	Roskirk Stages	Blackpool SSMC
19-Mar	Lee Holland Stage Rally	PDMC / GPMC
9-Apr	SMC Stages	Stockport 061 MC
05+06 May	Manx National Rally & Chris Kelly Rally	Manx Auto Sport
4-May	Cetus Stages	Wigan & DMC
11-Jun	Keith Frecker Stages	Blackpool SSMC
24 Jun	Dunoon Stages	Mull CC
2-Jul	Envile Stages Rally	Warrington & DMC
01+02-Sep	Promenade Stages	Wallasey MC
24-Sep	Heroes Stage Rally	PDMC / GPMC
13 to 15 Oct	Mull Rally	Mull Car Club
03+04 Nov	Neil Howard Stages	Bolton-le-Moors CC
4-Nov	Malton Forest Rally	Clitheroe/Malton
10+11 Nov	Poker Stars Stages	Manx Auto Sport
25-Nov	The Hall Trophy	Clitheroe & DMC

### SD34MSG None Race/Rally Championship

Date	Event	Organising Club
18-Feb	Autosolo/PCA	Under 17 MC NW
19-Feb	Autosolo/PCA/AutoTest	AMSC/CSMA
2-Apr	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
23-Apr	Sporting Trial	A&PMMC
7-May	Classic Trial	A&PMMC
14-May	Autosolo/PCA/AutoTest	CSMA
4-Jun	Production Car Trial 1	A&PMMC
17-Jun	Production Car Trial 2	A&PMMC
18-Jun	Autosolo/PCA/AutoTest	CSMA
2-Jul	Production Car Trial 3	A&PMMC
2-Jul	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
15-Jul	Autosolo/PCA	Under 17 MC NW
16-Jul	Autotest/AutoSolo	Under 17 MC NW
19-Aug	Autosolo/PCA	Under 17 MC NW
20-Aug	Autotest/AutoSolo	Under 17 MC NW
3-Sep	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
1-Oct	Production Car Trial 5	A&PMMC
2-Dec	Autosolo/PCA	Under 17 MC NW
3-Dec	Autosolo/PCA/AutoTest	Accrington MSC

### SD34MSG Sprint & Hillclimb C/ship 2017

Date	Event	Organising Club
22-Apr	Aintree Sprint	Liverpool MC
14-May	Scammonden Hill Climb	MGCC (NW)
21-May	3 Sisters Sprint	Longton & DMC
10-Jun	Barbon Hill Climb	Liverpool MC
24-Jun	Aintree Sprint	Liverpool MC
1-July	Barbon Hill Climb	Liverpool MC
16-July	Scammonden Hill Climb	Pendle & DMC
30-July	3 Sisters Sprint	Longton & DMC
12-Aug	Scammonden Hill Climb	Mid Cheshire. MC
2-Sept	Aintree Sprint	Liverpool MC
14-Oct	Anglesey Sprint	Longton & DMC
15-Oct	Anglesey Sprint	Longton & DMC

12 Rounds. One over half to count (7 Rounds)

### Training Dates 2017

Date	Event	Organising Club
28-Jan	Marshal Training	Stockport
29-Jan	Marshal Training	York
15-Jul	Timing Training	Darwen Services
19-Aug	Fire Training	Darwen Services
2-Dec	1st on Scene Training	Darwen Services

# Rallying for Down Syndrome



## Rallying for Down Syndrome Awareness

Our plan is to do a couple of rallies together in the UK and Ireland, we'd like people to come and talk to us during the rallies and we can share our positivity of having kids with Down Syndrome and maybe ease a few parents worries hopefully.

We would also welcome other parents to share their experiences on our page.

Keep an eye out for updates, first run out will be the Cambrian Rally in Wales on 11th February.

[www.facebook.com/rallyingds](http://www.facebook.com/rallyingds)



# SD34MSG

## 2016 Prize

## Presentation Night

### Friday February 3rd 2017

### Blackburn Rugby Club

### Pie & Peas Supper

## Tickets £5<sup>each</sup>

Available from

Maurice Ellison

07788-723721

Or

Email

[sd34news@gmail.com](mailto:sd34news@gmail.com)

## 2017 Training Dates for your Diary

28th January

**Marshal Training**

Stockport

[anwcc@stockport061.co.uk](mailto:anwcc@stockport061.co.uk)

15th July

**Marshal Introduction**

Darwen Services J4, M65

[tracy.amsc@hotmail.com](mailto:tracy.amsc@hotmail.com)

19th August

**Fire Training**

Darwen Services J4, M65

[tracy.amsc@hotmail.com](mailto:tracy.amsc@hotmail.com)

2nd December July

**1st Marshal on Scene**

Darwen Services J4, M65

[tracy.amsc@hotmail.com](mailto:tracy.amsc@hotmail.com)



# 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)



Wednesday the 30th November saw some 100 or so representatives from North West and North Wales Car Clubs head to the Holiday Inn Hotel, Haydock to attend the last in the current series of Rally Future Forums. Bob Malloy acting as Master of Ceremonies thanked everyone for attending and also Chris Woodcock for doing all the organising of the event for the benefit of both ANCC and ANWCC member Clubs

The MSA panel consisted of Nicky Moffitt, Sue Saunders, Andrew Kellett Tim Swiotochowski and Alan Page.

The introduction was given by Sue Saunders who gave a brief background of Rally Future which came about following the accident on the Jim Clark Rally back in may 2014. In February 2015 the Scottish Government came up with 29 recommendations to improve Spectator Safety on Rallies. The MSA agreed to carry out all 29 of those recommendations and to provide the resources to implement them. The Basic remit of Rally Future is to promote and further enhance safety, putting Safety at the heart of Rally events.

## Key Elements

- Safety Delegate
- Safety Plan + Risk & Event Management
- Marshal Numbers and Training
- Roles & Responsibilities
- Identify & manage Risk to Spectators

No Go Areas

Specify viewing Areas

Assisting Cars

Safety Cars

Marshal Training

Media Training & Accreditation

Members of the Forum then gave their particular slant on where we now are and how far we have come in a very short time. A change in culture has been necessary which was always going to be difficult but bit by bit things are changing for the better. MSA Safety delegates to represent the MSA at all Multi Venue events. The Safety Delegates role is to work with clubs to improve the standards of safety on events. Organisers of events need to demonstrate how the risks have been managed.

Various incentives for marshals will be forthcoming in the new year. A Stewards Pack is to be introduced giving Stewards a 'Step by Step' system to do in the case of an incident

Following the Forums Presentation there followed a Question and Answer session with lots of questions were asked followed by full and frank answers from the Forum. Topics covered ranged from 'Whats the Bar Code on the back of the Marshals Card for?' to Tracking Systems and where are we with that?

The above is my take on the Forum. I might have got the odd thing wrong and apologise if I have. Ask your delegate to the Forum what he thought of it. I thought it well worth while and very informative even though we should have been addressing these issues 20 or 30 years ago - The Health & Safety Act came in in 1974







## It was all to do on the Dansport

2016 had been a good year for me in the ANCC Championship with two 2nds, a 3rd, and two 5ths so when the championship tables showed me as leading with the final round to go I was quietly confident, however dropped scores had a big effect. It came down to four of us, Gary Evans would get marshalling points so I knew he couldn't beat me, Sam Collis would miss the Dansport for his adventure in New Zealand, leaving just Ian Gibbins and I to fight it out. I worked out if Ian finished third or lower the championship was mine, not an easy prospect when Ian and Ade Green have such an outstanding track record. With Stan not scoring on the Colman tyres it would be trickier for him, essentially we needed to beat Richard Hunter, Richard Hemingway and Ade Green by two places or more for him to take the title, it was going to be a hell of a battle. Sadly Richard Hemingway dropped out 3 days before the event when his navigator became unavailable due to work.

The Dansport started for the second year in a row from Bakewell Showground and started with two tests and an hour to plot the first half. The second half would mostly be given at petrol then in neutrals on route so nothing would be plotted on the move. Haddon Hall Estate provided the test venue, a 2.5 mile forest test to be run twice. Starting as car 5 we headed into the first test and mid way through seemed to be catching Ade Green, into a PC then down to hairpin right and oh sh\*t we've slid straight off! After some frantic button pushing she started up, Stan slotted reverse and in his usual gentle manor rived it back onto the road. We completed the last half mile and skidded into the control with 2:39 dropped, not a great start but there was a long way to go. Between runs I had time to get the first half plotted, with tulips and map features it was a lot quicker and more interesting than the usual pages of grid references. Second time round the test and we kept it on the road to go 30s quicker, 3rd fastest. We then had around 40 minutes to check the plotting before we headed into the lanes.

We certainly weren't being broken in gently with the first selective over more of Haddon Estate's land, this time a nice slippery white and Stan had the bit between his teeth, dropping just 24s, 5th fastest. Neutral through Beeley another good white started the next selective and we were disappointed to see Richard Hunter parked up with what we later discovered was a broken clutch. Back on the tarmac we headed south to Darley and could see lights in the distance, it was Ade Green but he had the misfortune of getting caught up behind a dawdling local and soon so were we. Said local eventually pulled over after what seemed like a lifetime and half a mile later we were into the control. We were lucky to only drop 5s but it cost Ade and Ian a minute.

***Continued on Page 25***



***Louis Baines / Kris Coombes  
damaged the engine in the Ford***

***Photos Above Courtesy of M&H Photography  
MandH\_Photography@live.co.uk***



## Dansport Rally

### Continued from Page 24

The next selective over Beeley Moor we dropped a further 3s in the fog, beaten only by the flying Andy Smith and over a minute faster than third fastest Owen Turner but more importantly we caught and past Ade Green. The final selective on time card 1 saw the demise of Ian Ainsworth when he misjudges a 90L in the fog and put his car so far off the road we couldn't even see it. By the control at the end we were on Ade's back bumper again giving us nearly another minute on him and putting us 3rd overall.

Next up was High Rake quarry, a personal favourite of mine and Gary had made excellent use of it although the fog was making nothing easy and with 1:02 we were 5th fastest. As the first half progressed the weather got steadily worse and a couple of small wrong slots by me cost us precious time. The final section before petrol was through Goyt Forest then down Goyt Valley and with the snow starting to get worse it was a bleak place for the poor marshals to stand. At halfway we were 6th overall and 3:26 ahead of Ade and Ian so I looked like we might half a chance of winning the championship.

The shorter second half would feature just four droppers with the first being a second run of Goyt Forest in reverse, a tricky section for any navigator but at the speed Stan can drive a near impossibility to call but I tried my best, then it was another blast down Goyt Valley. The second dropper took in Macclesfield Forest and a host of NAM's and a missed farm yard given away by Ade and Ian turning round cost of a little time in the overall standings. The final two droppers towards Youlgreave and back to Buxton saw me try my best to ruin a good result with some fairly terrible navigating as we had to double back for numerous not as maps, not helped by the fact I had felt dog rough since petrol. The flying Owen Turner caught us a couple of miles from the end of the final section then promptly lost it on a down hill 90L, how he kept it out the wall I'll never know. As we reached the final control all we could do was wait and see if we'd managed to keep our lead over Ade and Ian and our championship hopes alive.

The final result was 7th overall but most importantly we had beaten Ade Green by two places so Stan and I took the **ANCC Road Rally Championship**. The event had been a real classic in truly appalling conditions, Gary Evans and Matlock MC certainly have a lot to be proud of. My thanks have to go to all the marshals out on probably the worst night of the year and to Matlock MC for a second excellent event this year but my biggest thanks go to Stan Featherstone for driving superbly all year to achieve something I would never have dreamt of at the start of the year.

**Sam Spencer : Malton MC**



*Photos Above Courtesy of M&H Photography  
MandH\_Photography@live.co.uk*



*Photos Above Courtesy of Sam Thornton*

Well it was due to be the final rally of the season for us. Having first met Mark last year we did a couple of events and decided to make a full on attack on the SD34 championship. It was to be my first season navigating, and Marks first season driving for 25 years, which I think is when he last had hair.

So it came down to the Dansport, our last event. I was to be 3rd no matter what happened, and Mark could get 2nd.

He had hired the GTA escort from Tsalta motorsport, for a final bit of fun, having not driven a RWD Rally car since his weave was strong and intact.

This filled me with confidence when we found out the weather at the Dansport will be wet. cold. icy, snow and slippery. Having got to the start venue, we found that the forecast was spot on.

I got myself comfortable in the passenger seat of my first Escort navigating experience. We set off to do the first test, and we gradually got into things, I had fully plotted the route we were given while we were in the queue for the 2nd run through. We turned the wick up on the second go, but coming up to the first check, the engine bogged down and we stalled the car, and for what felt like hours we waited for the engine to catch, which it eventually did. Lesson learnt, the engine is very 'On or Off'

After an hours rest in the lay by up the road we started the rally proper, into a very cold Derbyshire. Each time we stopped at the controls we thanked the marshals, and commented to each other that we felt sorry for our ladies who were doing 2 controls tonight, my wife in particular turns into an ice cube when the temperature drops below 25 degrees.

We were seeded very low in the field (28th) and got held up badly earlier on, I don't understand why if a car catches you, you don't just pull over and let them past, we spent 10 minutes behind 3 cars crawling at about 15 mph with no way past. You surely lose more time distracted by the car behind you than you do pulling over to let them past.

Knowing that this meant we had no chance of a good result, we just settled into to a steady run, and I lost a bit of concentration, and having got past the car who was holding us up, just before the next control, I missed the NAM at the quarry. (I had marked it on the map, just didn't see it! ), we followed the arrows around, only to turn the wrong way at one of the junctions and let the car behind in front of us again! D'oh!

During the first run through the govt, Mark mentioned he felt something strange in the steering, it was making a strange clicking and banging when the wheel was being turned! With fortunate timing we nursed it through to petrol ready to retire, only to find it was a steering bush come loose on the column where it goes through the bulk head. We made the decision to nurse the car through to the end, and finish the rally.

It was a wise decision, as not long after the second half we saw Tony Harrison at the side of the road, one of Marks competitors, and realised if we got to the finish that should be enough to get marks 2nd place.

The rest of the night continued the foggy, cold and wet theme, which either through user error, or car error, was coming through into the car, as it appeared the heater wasn't very effective. By the finish neither of us could feel our feet and were both shivering.

Matlocks event was well run as ever, the route was superb, and well marshalled.

With the knowledge of Marks 2nd and my 3rd, we plodded on to the finish, letting faster cars past straight away, and trying to keep Marks insurance excess in one piece.

Having got the finish in a steady 18th place, we found out that we were the best SD34 finishing crew, so got full 10 points each. Which goes to show that there a number of Derbyshire specialists out, which makes it very difficult to break into the top 10 if you are outside the area.

Thoroughly enjoyed the event, we always know that Matlocks events are bound to be good. We will continue trying to get Derbyshire right, as we both feel it isn't an area we have 'cracked' and, with it being our first season, it was perhaps a bit too much to expect.

So that's the end of our season, both me and Mark have had a great year, and hope to continue next year.

My next event, well I am now Clerk of the Course for the John Robson on the 25th of Feb 2017, so get your entries in! Regs and entries go live shortly! Hope to see everyone out next year.



*Photo Above Courtesy of M&H Photography  
[MandH\\_Photography@live.co.uk](mailto:MandH_Photography@live.co.uk)*



*Steve and Ingrid Brew  
Photo Courtesy Of Jez Turner*



Well, come mid November in the road rally calender can only mean one thing, the Dansport rally organized by Matlock motor club.

My navigator Jono Webb put a entry in nice and early for us and due to my Pug 205 having serious body shell issues, i decided to hire a Mk 2 escort from Tsalta Motorsport in deepest darkest Wales! I had originally intended to hire this car for the Memorial rally earlier on in the year but due to Jono honeymooning at the isle of man TT this was put on hold.

After seeing our seeded position of 28, I was not too optimistic of a decent result. We have suffered all season with poor seeding due to not really having competed much in a very long time and even when we had a few decent results, we seemed not to be getting much joy. Now i know as well as anyone that its not where you start, its where you finish but the constant problem of catching slower cars that will not pull over is something we have had all season and i had no reason to think the Dan was going to be any different! I think this needs addressing in the near future as it is a real danger to the crews involved and creates ill feeling if you keep dropping loads of time to much slower crews. Don't know the answer to this but it is VERY annoying.

Before the event, the Gazzards supported SD34 championship was looking very interesting. John Leckie was leading from me in 2nd spot, Mark Standen was in 3rd place and Tony Harrison was lying 4th. Due to the scoring system, anyone of us could win the title and it was going to be very tight whichever way the results went on the night.

So come the night and me and my ever faithful partner/Marshall/ mechanics helper and all round good egg Bev headed down from the Lakes to meet up with Jono And his Partner Georgiana at the Bakewell start venue. Now the weather on this rally has been known in the past not to be at its best at this time of year. This year was going to be no different with ice, snow, fog and strong winds thrown in for good measure. This was probably not the right night to re acquaint myself with the joys of driving a quick rwd car that i had never sat in or seen before never mind driven, eeeek. Did i mention that the last time i sat in a escort was 25 years ago? Oh yes this was going to be a bit of a night!!

Met up with Sean from Tsalta ( great guy and he knew his onions) and had a quick look round our steed for the night. Car looked the part and had all the right bits in the right places and was very well prepped. After a quick seat adjustment and a 50 yard drive across the car park we where good to go.

So after the drivers briefing our due time to leave quickly came round and we where ready for starting the first 2 short tests on some private land close to the start. These tests ran in some woodland and proved a slippery but nice experience of driving rwd again, although spinning and stalling on the second one was not in the plot. it did not go to bad and i was enjoying being able to have a bit more power than my Pug ever had.

After these tests it was a short drive down the road to a holding point for some plotting before repeating part of the previous test and out onto the lanes. The roads had everything on them, water, leaves and ice in places, the car was a bit of a handful but felt good and really picked its feet up when you got to use the revs. After the first 2 sections on the roads our worst fears where confirmed as we started to catch slower cars and ended up in a procession of three cars crawling along in the fog. None of them made any effort to move over at all and we had to tag along for ages. Now if i had been in my old Pug, i would have been tempted to give a gentle tap on the rear but remembering the large damage deposit i had left on this car at the start, this was never going to happen. End result was we lost a shed load of time as did Dom McTear running behind us. No need for this at all People, No need at all!!

The rest of the first half was spent doing the same, catching our minute man fairly quick and not being let past therefore ruining any chance of a decent result. Just before petrol i felt a very worrying looseness in the steering and after a quick look round at petrol it was found that a bush had left the bottom of the steering column and departed the party. This made a difficult call for us. Carry on and risk the car and ourselves or head for home and lose our points and any chance of the championship. We lay 22nd o/a at petrol. our worst halfway of the year.

So sat on the top of the cat and fiddle pass in the driving snow, we decided to carry on and see where we could finish but we would have to back right off to save the car. So into the second half and the weather was really getting its act together now!

We knew at petrol that Leckie had dropped a lot of time somewhere and was behind us in the results, Standen had turned for home after some problems but Harrison was still in front so it was going to go down to the wire.



*Photo Courtesy of M&H Photography  
[MandH\\_Photography@live.co.uk](mailto:MandH_Photography@live.co.uk)*

Away into the first one after petrol and it wasn't long before we came across Harrison stopped at the roadside! 1 down 1 to go. We pushed on as quick as we dare but had lost all confidence in the steering by now and drove slower than on any rally this year. We really were stumping but had no other option than to try and get a finish and the car back in one piece.

Shortly before the end and Leckie was parked up!!!! Could we be on for it? all three of our rivals seemingly out and no others left to bother us. It was looking good.

Arrived back at the finish and started watching the results coming in. It was confirmed that we had finished a lowly 18th o/a but more importantly had gained maximum SD34 points due to the attrition on the night.

In the end both of our rivals managed to drag themselves to the finish and claim some points which meant i had just missed out on the top spot in the drivers and Jono ended up 3rd o/a in the navigators. So near yet so far i think someone once said! Hey Ho, got the car back ok and had my bond returned, happy days.

A good nights sport, tainted a little by our baulking problems, car issues and our rivals getting to the finish for some points.

Big Big shout out to the marshals on the night, you lot must be nuts!! it was Baltic in the car never mind out of it. Great job by everyone involved in the rally.

**So, end of year report reads like this;**

**Myself**

2nd O/A and first semi expert driver in the SD34 Championship.

1st O/A Clitheroe Dmc road rally Championship Driver.

1st O/A A I Harrison Kirkby Lonsdale road rally Championship driver.

1st O/A GPMC road rally Championship driver.

**Jono Webb**

3rd O/A and first semi expert road rally navigator in the SD34 Championship

1st O/A Hexham motor club navigator.

Not to bad for our first year together in the lanes, room for improvement next year!!

See you all then.

**Mark Warburton : Clitheroe & DMC**

# manx auto sport

## POKER STARS



The 11<sup>th</sup> and 12<sup>th</sup> of November saw us head back over to the Isle of Man for the final round of the Eurocars Motorsport.com Manx rally championship. A solid finish would be enough to see us win the title, but after our recent retirement in Mull due to a broken throttle cable, nothing was guaranteed!

The rally comprises a two leg format, with Friday night comprising 2 loops of 3 stages around the service area at Jurby. Pre rally was a case of waiting with the car on stands until the last possible minute to make a tyre choice as rain was forecast for later in the evening. Luckily'ish, the rain came slightly sooner than expected, making the choice of wets the only one to make.

Into the 1<sup>st</sup> stage, a 5 miler on the The Lhen; a normally extremely fast and flowing stage was transformed into a very unpredictable one with increasing rain and standing water making grip a bit of a lottery. We cleared it with no real drama and headed for Glascoe, a 7 miler starting on wide roads but then turning on the technical roads around Glascoe Chappel, with a split and loop to get the mileage. Again the stage was cleared with no real dramas other than general lack of confidence due to grip, and as the weather was so poor I couldn't be bothered to get out of the car for comparison times! However, by the end of two stages we were surprised to hear that we'd managed to pull time out of both Stuart Bainborough and Jamie Jukes in the dreadful conditions, and so went into the first Mountain stage in 1<sup>st</sup> o/a. The Mountain comprises a run up the hill from the bottom of Tholt-e-Will to the mountain road and then via Brandywell to Druidale.

We'd fortunately taken the decision to try and make some fog notes for this stage as the forecast wasn't great, and to say they came in handy is an understatement. By the time we started, the fog was also down which, coupled with the, by now, torrential rain, made the going treacherous. We were back to dipped lights and counting down the distance on the trip to the bends. It served us well however, and we cleared the stage having increased our lead. Unfortunately for them, Stuart and Michael Dunlop had both gone off on this one.

**Continued on Page 29**



So it was back to Jurby for a 20 minute service and back out for the second loop – at least we now knew what to expect! There were no real issues for us on these three, but conditions had deteriorated even further, with pace reduced to a crawl at times on the 2<sup>nd</sup> run of the Mountain due to the amount of standing water on the road. Vision and grip at times was virtually nil! However, we were happy to finish the Leg with an overall lead of 44 seconds over Will Heavey, with Kex Walker and Dannii Matthews a further 49 seconds back.

Saturday dawned somewhat brighter than goodness although wets were still the order of the day due to the amount of water still on the ground.

Leg 2 comprised another two loops of 2 stages over Glen Roy, Maughold and Creg-ny-Baa followed by 2 final blasts over West Baldwin.

The first loop went without issue, with us pulling more time on every stage and going into the first service at the grandstand with our lead increased to 1min 22sec – we just needed to keep a steady pace to the end and we were going to win the rally and the championship.....but rallying ain't that kind is it??

2.5 miles into the 2<sup>nd</sup> Glen Roy stage after a left 1, those immortal 3 words came over the intercom from Dan....."Done a shaft"....well it could be worse I suppose, although not sure how at this point. We still had another 2 miles of this stage and then the 6.5 mile Maughold & 4.5 mile Creg-ny-Baa to do before service, and with no emergency service there was no real option; Dan was gonna have to try and nurse the MINI through these and hope to get back to get us fixed; maybe the lead was gone but we still had the championship to try and get.

Although we were running at 30 second starts, the marshals were kind enough to ensure the crew behind got a minute gap to us to help both them and us have an unimpeded run though Maughold. There are a couple of really tight and narrow hairpins on this, and the thought of getting stuck/bogged down on one shaft with no chance of getting out to let the following cars past could have spoiled everyone's day! Dan's frankly brilliant car control ensured we didn't a) get caught, b) get stuck and c) got through this loop and back to service to give the lads a chance to try and fix us for the final 2 stages.

Sterling work in the service area by Ian and Mick ensured we were still in the event. Unfortunately we'd dropped a lump of time, and had lost all our lead and dropped back to 2<sup>nd</sup> place with a deficit of 22 seconds to Will & Barry.... But after holding the lead all the rally it seemed churlish not to at least give it a go!

So it was into the first run of West Baldwin with the road drying in places but still a fair amount of water around. Dry tyres may have been a gamble too far, so it was still on inters that we made a push for it. Grabbing the times at the end of the stage showed we'd taken 17 secs out of Will on that one...it was going to be close on the last stage. Back into service for a quick splash of fuel and a check over before heading back to the start line – we still had the benefit of lying down the running so could see what was going on up front.

A final blast over the stage with no issues and into the finish control to see we'd taken another 11 seconds meant we'd taken back the lead and won the rally; furthermore it cemented our victory in the championship, happy days!

It goes without saying however, that in true Oscars styleeee, we couldn't have done it without the support of everyone at MiniSport, especially Ian & Mick for looking after the car, Mick for providing the brews and Pot Noodles, Gordon at Proflex, Alex for the hugs and lastly Deborah & Sandra, who turned up out of the blue on Friday night to support us....seems they brought a carton of good luck with them!!



***Photo Courtesy of Flat Shift Media***



Cheers

***Dan 'n Chris : Clitheroe & DMC***





## Manx Banks Bite on the Pokerstars



I'd planned on missing the Pokerstars Rally this year but after having to pull our entry for the Trackrod Historic I decided to try and find an able pilot for a trip across the Irish Sea. With the help of

Chris Heyes from the Manx Autosport Club I was put in contact with a Welsh driver called Carl Gower who was looking for someone with experience on the Isle of Man to navigate for him in his 2 litre Millington engined Mk2 Escort. After chatting with Carl an entry was put in and the necessary arrangements made. This year's event was back to a two day format with 6 stages on Friday night and 8 stages on Saturday but sadly entry numbers were down with just 53 entries, 35 of which were Manx drivers. None the less we had 90 miles of prime tarmac stages to contend with and as I going to be sat in a very smartly prepared Escort Harrier with the best part of 300bhp at our disposal a Tractive sequential box and Proflex suspension, it was going to be an exciting event.

Thursday saw us out recceing the stages and we were using Killan Duffy's notes, the first time I had experienced them and whilst they weren't really to my liking Carl had used them before. After a good but tiring day we headed to scrutineering in the evening and despite a relatively small entry it was a painfully slow affair, we finally made it back to the hotel at 10pm for something to eat, a long day when the boat had landed at 5:45am.

On Friday morning we had a final pass over the stages with a little time to relax before heading north to Jurby airfield for the start of the event. The big question of the night was when it was going to start raining. Early predictions were that we'd manage the first loop in the dry but less than half an hour before our start time the heavens opened and it was on with the wets. Stage one was less than a mile from the service area, and just after 7:30pm we headed out into the night. Into the opening stage we slithered away from the start line with the back wheels lit up on the wet tarmac. At the first slot left it became apparent just how slippery the roads were as the back end tried to come round, luckily the junction was wide enough for Carl to bury the throttle and slide it round. A mile later I called "200 to Caution 5R" but Carl didn't seem to be slowing down, thinking he maybe hadn't heard me I called "Caution 5R" again but the problem was a complete lack of grip and with the speed we were carrying there was no way we would make the corner so we went straight off and head on into a bank. The car was 45 degrees in the air and with a tree on my side I had to climb out the drivers door. The marshals at the junction were quick to see if we were ok and help us out but my first priority was to stop anyone following us in. I ran down the road with an OK board and a torch whilst Carl dug out the warning triangle. With that deployed I went back to the car and had a look at the car, the front didn't look too bad and if we could get it off the bank it might still be driveable. With the help of the two very willing marshals we managed to extricate the car from the bank and backed it down the side road to inspect the damage. The front panel and wings were badly bent, the radiator had a dent in it where it had hit the crank pulley but nothing in the engine bay was damaged, the steering arms were straight and the brake pipes intact so we jumped in, helmets on and headed out of stage.

At the stop line I asked Carl if he was happy to carry on and he said the car felt ok so we'd keep going at a reduced pace until we could check the car properly at service. I calculated we were 34s off being OTL so we could have no more hold ups as we headed to stage two. Running 15 cars further down the field than we should have been we had no problem catching and passing the car that merged in front of us but it was obvious the Kumho wets on the back weren't up to the job. Stage 3 was up Sulby hairpins, onto the TT course then down to Brandywell and over Druidale. When we arrived at the ATC the stage was stopped and we were praying it would be cancelled so we could get back to service and fit some better tyres, sadly it was not. The rain was now hammering down as we made our way up the hairpins we spun and stalled on the second hairpin right. Over the top of the mountain the fog began to get thicker and thicker and by the time we reached the Bungalow on the TT course visibility was down to 10m. To make matters worse the black wrapped bales were almost impossible to see. Despite the section down the TT course being a flat out blast Carl just couldn't commit. We slotted right and headed for Brandywell and the fog got worse. With no real edge markers on the corners I told Carl to back off or we'd be off the side of the mountain.

We were reduced to a crawl as we past Richard Barnard who had slid off the road and made it to Brandywell cottage where mercifully the fog lifted and to my amazement we could see two sets of lights. Druidale is a very tricky stage when it's bone dry but with the volume of water coming down and on the road is was incredible, the puddles were so deep in places all the car wanted to do was aquaplane whilst covering the screen in water. We picked our way through it and as we crossed the line I breathed a sigh of relief, I have no been so happy to finish a stage. We headed back to service, fuelled up, checked the damage and fitted some Michelin wets before heading out to do it all again. With better tyres we had more grip and the times improved. With stages 4 and 5 complete we headed back to the Druidale start only for there to be another hold up. This time the stage was cancelled after both Dan Shacklock and Phil Gallagher went off on a huge puddle of water just before Brandywell.

Saturday dawned bright and sunny but with the volume of water that came down the night before it was still going to be slippery out on the stages. We restarted 35th overall and 5th in class with the aim of seeing how many places we could make up. The opening stage saw the demise of Jamie Jukes, promoting us to 4th in class with a gap of 4:50 to 3rd place Terry Philips, but given the times we had set on Friday night I reckoned we could catch him. The first loop of stages went well with no real drama and we had made up 2 minutes on Philips but a maximum for Greg Pye now meant it was a fight for 2nd in class. The second loop was a repeat of the same three stages and other than the tyres going off towards the end of SS11 in the now drying conditions we had a clean run. The final two stages were up over West Baldwins with service in between and the big debate was tyres. We opted for wets on the front and cut slicks on the back, a choice that soon proved to be wrong with large patches of standing water in the early part of the stage although the higher we got the dryer it got.

With 17 miles of the event to go we had 52s to make up and despite having to back off for the standing water we had pulled back 35s on the first run. Carl decided to fit a pair of brand new Hoosier tyres to the back for the final stage and despite having no service crew in a 10 minute service we managed to fuel up, get two tyres fitted to rims and onto the back of the car. With some fresh super soft rubber it was going to be a no holes barred attack on the final stage and attack we did, the standing water was no issue at all and up Injebreck, one of my favourite sections of road anywhere, Carl was making full use of the stunning Millington engine. We took another 40s off Terry Phillips to take 2nd in class having clawed back over 5 minutes in 45 miles to end the event 25th overall and 2nd in class. Despite the early drama we had a very enjoyable event, powersliding our way round some excellent stages. My thanks of course go to Chris, Mark and everyone at Manx Autosport for doing what they do best, putting on a no nonsense, friendly event on some of the best stages in the UK.

One thing that was clear from the results was the dominance of the Manx crews. Daniel Harper in what I would described as a highly advanced car in comparison to his rivals was the clear winner but the next 14 places were made up of Manx drivers and when a lot of them are driving fairly conventional and somewhat dated BMW's, Civics etc it shows just what a difference local knowledge and experience makes. The news that the event was to be the final round of the 2017 National Tarmac Championship was excellent and certainly well deserved, so for the series to suddenly not be running must be a crushing blow for the organisers. Why the event doesn't attract more mainland crews is beyond me. 90 miles on proper tarmac stages in the dark and daylight for less than £600 including ferries is a bargain, so why do race circuit events fill and not this? I certainly know which I'd rather be doing.

**Sam Spencer : Malton MC**

A husband and wife who worked for the circus went to an adoption agency. Social workers there raised doubts about their suitability. The couple produced photos of their 45-foot motor home, which was clean, well maintained and equipped with a beautiful bedroom for the child. The social workers raised concerns about the education a child would receive while in the couple's care.

"We've arranged for a full-time tutor who will teach the child all the usual subjects along with French, Mandarin and computer skills." The social workers expressed concern about a child being raised in a circus environment. "Our nanny is a certified expert in pediatric care, welfare, and diet. In addition, there are 17 other children who travel with their circus parents." The social workers were finally satisfied. They asked, "What age child are you hoping to adopt?"

"It doesn't really matter, as long as it fits into the cannon."

A man walks into a drug store with his 8-year-old son. They happen to walk by the condom display, and the boy asks, "What are these, Dad?"

The man matter-of-factly replies, "Those are called condoms, son. Men use them to have safe sex." "Oh I see," replied the boys pensively. "Yes, I've heard of that in health class at school."

He looks over the display and picks up a package of three and asks, "Why are there three in this package." The dad replies, "Those are for high-school boys. One for Friday, one for Saturday, and one for Sunday."

"Cool!" says the boy. He notices a pack of six and asks "Then who are these for?" "Those are for college men," the dad answers, "Two for Friday, two for Saturday, and two for Sunday." "WOW!" exclaimed the boy. "Then who uses these?" he asks, picking up a 12-pack. With a sigh, the dad replied, "Those are for married men. One for January, one for February, one for March....."

# Forest of Dean MC WYDEAN STAGES

## November 12th

After a long long break the Sunbeam was ready again.... the newly rebuilt and set up engine was back in the car and so, as a test before committing to the early 2017 BHRC rounds we decided to do the re-arranged Wyedean event.

Now this is Hopkins's local event but he last did it over 30 years ago...and I had never been to this forest before so in reality we were like two complete novices again. The organisers had secured a great entry of moderns plus a smattering of historics including Hopkins and myself...oh and the Sunbeam, which all totaled up to over 120 cars gathering in Mitcheldean for what has always been a very popular event with the local spectators. This has caused issues for the organisers in the past but it turned out on the day that most, if not all behaved themselves, apart from one who I will mention later!

The service crew for the event was Ian Beveridge (my job is thinking....) who acted as team manager whilst Nathan Adair wielded the spanners (my job is doing....). We were indeed lucky to have Nathans services as he has spent most of the summer helping out at M-Sport, Densport plus Cotton Competition so this was a real comedown for him after attending WRC rounds in Spain, Germany and Wales... plus helping out on the Perez Stratos and seam welding Steve Cottons new QI WRC! I must point out that whilst he is great with spanners...just don't give him a sat nav or a map after it took a huge motorway detour to get to the Saturday morning start in time.... in Mitcheldean.... from just down the road in Usk!

At the late starting time of 11.15am we headed off just down the road to the first of the three stages in the first loop which proved a couple of things to me...the new engine is far better than any of the previous efforts and the FoD stages were in great condition if a little slippery. Hopkins had had raw meat for breakfast it seems, as he was proving a little over enthusiastic to say the least as we visited the undergrowth more times in that first loop than all of the previous 3 seasons put together! We were lucky to be fair in that we didn't hit anything solid but the incidents included a right turn where I clearly called left (twice!), a long trip up a firebreak junction, a ramble through a ditch (my side) at a hairpin and a couple of big bounces in top gear which led to a near roll (my side!). There was a slight panic at the end of the first stage as the following road section necessitated a quick trip to a garage for a water top up but a tweak of the fan thermostat cured the temporary overheating problem for the remainder of the day. The real issue time wise though was the third stage.... the rotor arm jumped off its locator after a landing and it was to be three minutes wasted before we got going again...which was a bonus as we both thought that the engine had blown.

The generous service time allowed a full spanner check which proved one of two things...either the stages were causing the rear axle trailing arm bolts to come loose...or Hopkins hadn't tightened them in the first instance...mmm! Nathan "M-Sport" Adair proved his worth here...he whisked round and under the car quickly and without panic showing that his work experience is teaching him good habits.... these kids from Myerscough College are having the time of their lives in my view and look set for some great careers in motorsport. Well done to all at Myerscough!

The second loop of the same stages were tackled with a bit more discipline (from both sides of the car I might add) and we both thought that the times would be much better whereas after the event we found that they were (allowing for the rotor arm issue), but not by the amount we had expected. A slight delay on stage 5 due to catching a car which promptly spun and blocked the stage with us at a standstill for a few seconds whilst he manouvered off the track but in reality not a game changer in terms of time lost.

I feel we must both work on the quicker corners by trying a bit harder not to lose momentum...in a 1600 or less it takes a while to get up to speed again.





## Wydean Stages

### Continued from Page 32

I struggled again with my intercom again as after its second repair it wasn't long before the sound was coming and going so I think a Xmas present to myself is in order...and talking of Xmas I thought it had come early when on the last stage on a fast straight I looked up from the notes and there was an attractive girl baring all, with a can of beer in her outstretched hands. It must have been freezing (the term Chapel hat pegs sprang to mind....) but obviously these FoD locals are hardy souls...and clearly like a few beers whilst rally watching! The rally itself was well run and used the forest well with lots of spectators out but not causing any issues. The route was compact, the tracks were still good second time round and it all ran to time and the only suggestion for improvement would be a slightly earlier start than Car 1 off at 10.01. Well done to the organisers and all who marshaled... a very good event all round we both thought. Thanks also to Ian and Nathan who provided great support as usual. A lengthy 4 hour journey home in the dark for Nathan and myself, which only reinforced the view that I really need to change the headlights on my car...or go to the opticians again!

**Tony Vart**

**Co-driver Car 84**

**Clitheroe & District Motor Club**



**August 1996 : Colin McRae's Birthday Bash with the team at Silverstone Circuit with the ProdDrive Team & the Jordan Team courtesy of Colins Sponsors BAT Tobacco**  
**Colin drove a Jordan F1 & Martin a Subaru 555**



**Colin McRae**

**Who is this?**

**Martin Brundell**

**Does anyone recognise the chap to the left of Martin Brundell ?**  
**Clue : he is the SD34MSG Sprint & Hillclimb Championship compiler**





# PROCTER TAKES NH STAGES WIN

**Kevin Procter and Derrick Fawcett took class D2 honours and overall victory in the first round of the Motorsport News Rally Championship.**

Having narrowly missed out on victory at last year's event to Steve Simpson's Subaru Impreza S12B WRC, Procter's winning margin was a comfortable 45 seconds, despite him destroying a wheel at the end of stage three after clipping the barriers in the pit lane after the flying finish.

After driving an Impreza S9 last year, Procter was in the third event in his Mountune-engined Ford Fiesta S2000. Simpson –running the same S12B as in 2015– was Procter's closest rival until midway through stage six when the engine started losing power and he pulled into retire the car. Despite taking out the first chicane on SS5 as a result of low grip from fresh Michelin tyres, James 'JJ' Yates, replacing his brother and British Rally Championship competitor Rhys in the family Ford Fiesta R5, took up the chase but the chicane incident proved costly. Despite three stage wins, he and co-driver Tom Woodburn couldn't overturn the bigger capacity Fiesta of Procter.

Event sponsor Graham Coffey rounded out the top three in his Subaru, having wished he brought his more nimble Ford Fiesta RS WRC, which would have suited the tricky course better. The man who led the early running, John Stone, retired his Ford Fiesta S2500 after complications from the event's water splash. It drowned the car out on the third stage and the car choked to a halt on the fourth. He had been leading before the SS3 problem. Paul Swift took fourth overall and victory in the D1 class and was another driver, among others, that sustained significant damage early on in the day in the slippery conditions.

Such was the robust nature of his Ford Escort Mk2, Swift continued to push eventually extending his lead to over 80 seconds over Ian Woodhouse by the end of the final stage.

Adrian 'Adge' Spencer rounded out the top five in his Subaru Impreza. Rain on Friday night and the usage of Oulton Park's drift track for SS1 and SS2 meant that there was the possibility of a shock result as everyone adapted to the changing conditions.

Joe Cunningham and Marc Fowler provided that shock. After SS2 they were running as high as sixth overall, mixing with more powerful and advanced machinery, mainly thanks to Cunningham's driving skill but also the benefits of the front-wheel-drive Vauxhall Corsa over rear-wheel drive in the conditions. It was not to be a position they would keep however; with the sun shining for the remainder of the day, alongside their power deficit to the D2 and D1 cars, they eventually fell back to 17th. Although, with a three and a half minute margin to their nearest class rival, it was a still a successful day for the pair.

Chris Phillips and Sarah Hughes steered their beautifully turned out Peugeot 106 to a strong class win, finishing 44s up on a similar 106 of Barry Grant/Emyr Hall, despite driver Chris suffering from the flu. As well as temporarily drowning Stone's Fiesta, the Oulton water splash also caused damage to others as the loss of water revealed rocks causing havoc to those with lower ride heights. It most notably took out the front bumper from the Class C leading Clio Cup 172 driven by Steven Quigley and rookie co-driver Peter Littlefield, while the car fell to three cylinders on the same stage. In spite of the damage the car was still competitive, pushing a four-wheel-drive Subaru hard to the stage's conclusion. Buzzing through the chicanes, and with the fourth cylinder restored, they continued pressing onto claim class honours and 10th overall by day's end. Coming behind them second in class, and 15th overall, was Rob Hughes in his rear-wheel-drive Ford Focus.



**Article Courtesy of Jack Benyon  
& Motor Sport News**



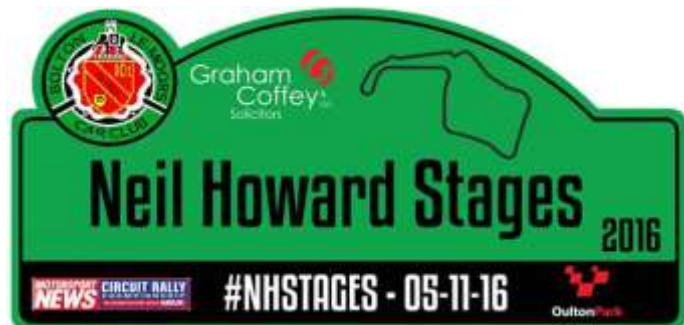




Bolton-le-Moors CC

# NEIL HOWARD STAGES RALLY

**Oulton Park**  
**5th November 2016**



John Stone's hopes of spraying the winners champagne on last weekend's Neil Howard Stages came to nought when the engine of his Legend Fires Ford Fiesta S2500 expired whilst he was challenging for the win.

The Blackpool South Shore Motor Club member, co-driven by Carl Williamson, had been fastest through the first of the rally's nine stages at Cheshire's Oulton Park Circuit. An issue with a coil pack that resulted in a miss fire then dropped them to third but with that replaced they looked to be back on the pace in stage three. That was until they reached the water-splash located just before the stage finish where disaster struck.

On entering the water the rear differential guard was torn from the chassis and with that then acting as a water break the rear of the car was thrown into the air in dramatic style. The car ground to a sudden halt but Stone was soon able to restart the engine and make the stage finish.

The Legend Fires service crew were then tasked with making a painstaking check within a limited time slot before sending the crew back out to contest stage four. All seemed fine to start with but as Stone selected sixth gear on reaching a faster section of the circuit there was a loud bang before the car ground to a halt. A hole had been punched through the side of the sump signalling the end of their rally.

It was a sad ending to a day that had promised so much as Stone could only watch as victory on the day then went to Rallycross ace Kevin Procter and co-driver Derrick Fawcett in a Ford Fiesta S2000 Turbo.

Local rally fans will have to wait a little longer than usual to see Stone compete on the event that carries his company's name, the Blackpool based Legend Fires North West Stages. Traditionally run over the first weekend in February it moves back three weeks on the 2017 calendar to the weekend of Friday/Saturday 24<sup>th</sup>/25<sup>th</sup> February. Traditional stages on both Blackpool and Fleetwood sea fronts are likely to feature again, more details will become available closer to the event.

*Report and Photo By Phil James*



Bolton-le-Moors CC

# NEIL HOWARD STAGES RALLY

Oulton Park  
5th November 2016

The first weekend of November saw myself and Ben Moore head to Oulton Park for the Neil Howard stages, the first round of the MSN circuit championship, in the improved Astra kit car. With the entry where any of the top seeds could of won any other event it was decided that we would be happy to take a top 30 and decent class points. However looking at some of the times we almost sold ourselves short as we easily achieved this despite a few problems throughout the day.

The first loop didn't get off to the best of starts with us lose around 1 and a half minutes on the first stage with a misfire. Luckily this was traced to a failed sparkplug which was sorted in service before the second stage. With the car back up to speed for the second stage we set a time which saw us climb 14 places overall and 5 in class to finish the first loop 41<sup>st</sup> and 11<sup>th</sup> in class.

The second and third loop saw us gaining confidence and push on to try and attempt to climb back up the results. Despite struggling to show our full potential by catching a large number of slower cars we still set times which saw us jump up 10 places to go into the lunch break 31<sup>st</sup> overall. The 2 stages after lunch saw us climb another 2 places but it was becoming apparent that we would struggle to advance much further with 11 miles of the event left.

The penultimate loop was didn't get off to the best of starts either due to a moment which saw us lose 20 seconds with an overshoot and then having to overtake 9 cars in total in 1 stage. Despite this with 1 dark stage to go we had climbed up to 27<sup>th</sup> overall and joint 6<sup>th</sup> in class. However we could relax in the dark as we headed into the last stage joint on times with car 35 who was also registered for our class in the championship so it was decided to try and beat them in the last stage to take the extra points.

With the lights fitted he headed off into the last stage on a charge and set a time equal to the class winner and 9<sup>th</sup> fastest overall. This saw us jump 2 places to finally finish 25<sup>th</sup> overall and 6<sup>th</sup> in class to which we were delighted with. With the next round at Cadwell Park in 2 weeks we can head there with the confidence of knowing we set times which could potentially see us push for a top 3 in class.....

*Jordan Joines : Wallasey MC*



A guy walked into a crowded bar, waving his pistol and yelled, "I have a .45 calibre Colt 1911 with a seven round magazine plus one in the chamber, and I want to know who's been sleeping with my wife." A voice from the back of the room called out, "You need more ammo!"



*Photos courtesy of  
Steve at SMJ Photography*



# Clitheroe & DMC Hall Trophy Stages Rally Its been a while.

The last time I did the Hall Trophy Rally it was a road event ! That gives you an idea of how long it has been ... but I have to say it was a pleasure to meet the CDMC crew again after many years. It was a surprise also to find the ubiquitous Maurice Ellison at signing on, who prompted these comments for the ever impressive newsletter .

Blyton is a surprising place. For such a small venue with a limited amount of track available, the organisers managed to find a variety of stage layouts enough to keep us all interested all day. The surface is good too, offering good grip to those with cut slicks and tarmac suspension.

Not that this bothered us of course .... this year I was sitting in the left hand seat of one of Silverstone Rally School's team of three 1.0 litre Nissan Micras on road tyres navigating for one of the school pupils . This year Silverstone seem to be home to the many would - be stunt drivers going for their UK stunt licence, and so my driver for today , Dan Chester, was one such person.

There is always a wild card to be played in rallying, and this year it was the weather for 2016's Hall Trophy Rally. It's November after all . So cold wet misty weather was the order of the day, with the mist rolling in and out all day, but generally OK. But it was cold. Thank goodness the Micra had a good heater !

All of the stages were excellent, mostly consisting of splits / merges and three laps each. Dan was chucking and drifting the 1.0 litre round as fast as its little wheels would take it , but it is fair to say that we were never going to trouble the results sheets higher positions ! Or even the midfield positions !! But it was great fun . More than one competing crew came to congratulate us on our "enthusiastic" driving ... The only comment to be made was that the split on ( I think ) stages 7 and 8 was hard to spot immediately after a flat out (for us !) right hander. Apparently someone missed it and turned round to come back to it, and we almost missed it but didn't

We were advised that we would run stages in the dark, and so light bars and spots were very much in evidence. Although it has to be said that during various crews' set up runs out the back of the service area, some were apparently spotting low flying aircraft .... As the darkness enveloped the circuit the temperature dropped and the fog rolled in again, but this time heavier than before. Car 1 apparently started stage 8 in the dark and the fog, did one lap before coming in and declaring it too dangerous. Stage delayed through an incident at the hard to see chicane on the back straight .

In the queue for ATC stage 8 , the marshals came down the queue to let us know what was going on. It looked like the last two stages were going to be scrubbed . We were queued behind Steve Johnson's indecently fast 1300 Micra and it sounds like Steve had the same attitude as us - we are used to night rallying and map reading , so the dark and the fog held no fear for us, so why stop ? That said, it was going to be incredibly dangerous for the marshals in the dark and the fog so on balance it was probably the correct decision .

All in all a good event, enjoyed by all , and made more impressive by the gorgeous pie n peas that we blagged at lunchtime . A big thank you to the organisers for a slick event, but more importantly a HUGE thank you to the marshals who were stood out in the cold all day - without you there would be no rallying . The only ones we came into contact with directly were the boys n girls at the ATCs , starts and finishes, and Heidi at the PC after the finish - all were immensely cheerful and helpful. Its good to see so many youngsters coming into the sport.

**See you next year CDMC**

**Chris Sheridan / Blue Micra : Car66**



***Photos Courtesy of James Redman***



# Clitheroe & DMC Hall Trophy Stages Rally

Last rally of the year for me and Geoff (Roberts) in the AVO suspension Darrian T90, and its always a cracking way to finish the year, brilliant social side, Friday night in the pub, some good p!ss taking and general banter.

Anyway the rally, we had been keeping an eye on the entry list, and Geoff fancied his chances, having already won the Jack Neal, a couple of years previous, then a late entry by Tom Morris, in one of the best 6R4s in the country, put a slight damper on that!

SS1. very cold, and slightly damp, we decided on a cut slick all round, 2.50 I said to Geoff, that's a good time, fastest last year was 2.59, but were beaten by the car in front, Jamie Elston, in his GpN+ Impreza, by 2s, but were second O/A, were happy with that as we had a big lock up at the end of the first straight, SS2. second fastest again, but drop 3s to the leader. SS 3&4 same again, now were 10s down, and Geoff decided its time for new rubber on the back, full slick.

SS5. Half way round we catch the car in front (the leader) driving slowly with his hazards on, we pass him, and I say "calm down, and concentrate on the driving," Were now 1<sup>st</sup> O/A and set fastest time, SS6/7 fastest again, and increasing our lead, 29s over second placed Morris in the Metro, and 45s over 3<sup>rd</sup> Martin Hodgson in the Smith & Jones powered Escort.

SS8. I'm doing my best to keep Geoff calm and focused, I know he's not going to take things steady, were on the start line, I say "just in case you stall it, keep calm, don't panic, and do all the buttons and switchy things in the right order, to start it up" (flappy paddles !!!!) "50 HPL slippery on exit and merge" Geoff hand brakes it round, and stalls it, we lose about 10s and merge just behind the Metro, it's a bit like Wacky races, he's not going to let us passed, were right on his tail, all the way round the track, Geoff shouts "no gears" I tell him pull off at the split, no point in damaging the box. Were pushed in to service, hand in the damage dec. both of us in a state of shock, we pack up, gutted, a rebuild is going to be 5K ish.

Three hour later, home and warm, phone goes, its Geoff, a relay packed in. no power going to the compressor motor, for the paddle shift, bugger, if we had known that, we could of got out, and lifted the rear clam, and reconnected the manual shift, and dropped about a minute, on the positive side, its not a costly rebuild.

Rallying, always comes back to bite your arse eh!

*Photos Courtesy of James Redman*



**Terry Martin : Clitheroe & DMC**



# Clitheroe & DMC Hall Trophy Stages Rally

## *This Year's Club Newby*

Early this year I found myself with the funds to buy a rally car. This my third rally was to be at Blyton hosted by the club I joined. To embrace the full experience my co driver Phil Shaw and I volunteered to be part of the set crew with old friend Derek Luwelin.

When we arrived my son was lucky and got a trip round the track in the owners McLaren if you don't ask you don't get. Bit of a treat as he lost his mum in March this year.

Putting the the track Chris asked me to jump on the trailer Morris will pass the cones to you space them out easy. You take the first layer of as you get warm then the damp and cold set in knees wet through after an hour I was numb all over. Then got in a warm Transit and thawed out and put the arrows and other sings out. A couple of hours and the track was done, amazing it was like being in the Army. Of to the caravan and tea provided by the club for helping out. Opened the door wow it was warm quick change and of to the pub for something to eat. The food was fantastic how one land lady feeds 24 people at the same time is a credit to her. Got Heidi a few gins by way of a thank you to acknowledge the clubs hospitality which blew me away all weekend.

Race day started well on new rubber, but on stage 5 I think we set of from the line first corner 60mph broke and the car went into a spin I quickly said to my co driver "this is going to hurt" I think I meant him more than me, but as we came full 360 we hadn't hit anything so as Colin McCrae would selected 2<sup>nd</sup> gear and carried on and finished the stage. Back at service got out of the car sat down and couldn't stop my hands shaking. Give me a cigar rete I shouted no was the reply you haven't had one 26 years just calm down calm down, which I did.

Stage 7 got obsessed with not being overtaken by a white mk11 escort, part-ed company at the split but missed the exit oh huffy tuffy the office was red.

Stage 8 set off a bit ambitious with cold tyre into first corner nearly lost it caught the slide then went on to pas three cars on stage because the fog was getting bad, and then meeting was stopped due to extreme fog on stage 9. Not an easy call but the right one.

Again two hours and the track was uplifted put away and we were on our way for some food, at which point my son asked if we could go straight home after we arrived home at midnight safe and sound and him a sleep

What a fantastic weekend we had all credit to the warm friendly well run Clitheroe Club that we are now part of. Roll on February when it can all start again.

***Russell Starkie : Clitheroe & DMC  
Tarmac Rally Driver Car 56 :Ford Fiesta ST150***



*Photo Courtesy of Elliott Shaw*



***Photos above Courtesy  
of James Redman***



# Clitheroe & DMC Hall Trophy Stages Rally

*Photo Courtesy of James Redman*



This would be our first stage rally since this same event last year, so we were only doing it for a bit of fun and because it's good event that we've always enjoyed. And fun is exactly what we had. We weren't going to be adding to our trophy collections, but for "smiles per mile" we must have been clear winners.

Mr Johnson, a former autotest champion, having not done a stage rally for a year and seeing a load of cones all over the place, clearly though he was doing a really big autotest. Autotesting requires something of a flamboyant driving style, coupled with accuracy and skilful close car control. Steve has all of that in spades – especially the "flamboyant" bit.

Sticky tyres not being on Steve's shopping list, and with the temperature not due to get much further North of 4 degrees C, he opted to do the event on snow tyres. Well, okay then. I can't say whether they provided more grip than the alternative standard road going Falkens, but somehow they seemed to suit his driving style for the day. The marshals and spectators could tell when car 64 was on its way, because the squealing coming from the poor tortured lumps of rubber at each corner was louder than the exhaust!

Stage 1 is always a "let see how much grip we haven't got" kind of a stage and almost immediately we were ignoring Mr Woodcock's pleas to avoid trashing CDMC's precious stock of cones. (I've seen the club accounts, and yes it costs a bloody fortune to replace them every year!). At the hairpin left at the end of the first loop a cry of "aargh, wrong handbrake!" met my puzzled ears from the driver's seat. Having gone to the trouble of fitting a vertical hydraulic handbrake, Steve's autotesting brain automatically told his left hand to reach for the standard lever on the floor. Once he'd remembered about the 2 foot long lever sticking up in front of him, Steve couldn't leave the damn thing alone. (stop giggling at the back). The time on Stage 2 was a 7s improvement on Stage 1, with grip levels now sussed and tyres and brakes (and driver) suitably warmed-up.

Stages 3 and 4 seemed to go without much incident and car and crew seemed to be getting into a good rhythm. Stage 5 is when Mr Johnson decided this hydraulic handbrake was his new best friend. Lap 1 – "long straight into long square left and braking for tight hairpin left". Braked a little late into the hairpin, apply handbrake, go backwards. Okay, too much speed out of the left hander, so next lap the solution seemed to be "go even faster". Overcooked it round the left hander, tail out opposite lock, dab of brake, fishtail back again, point front wheels at the apex of the hairpin and apply handbrake. Car now finally pointing in the right direction. Cue round of applause from surrounding marshals and a "what the f\*\*k was all that about!" from the left hand seat. Still, I couldn't call the next four bends I was laughing so much. Bonkers.

By stages 7 and 8 the fog had rolled in and the light was beginning to fade. It didn't slow us down. Some superlative car control had us virtually dancing around the stage. Okay, maybe taking every bend with great handfuls of opposite lock and needing the handbrake to get the thing pointing in the right direction was perhaps not going to give us the quickest stage times, but by heck it was fun. Steve was certainly enjoying it and kept wanting to go around again at the final split. Several times he got a bit giddy and started overtaking other cars. On one memorable occasion, we had caught a Peugeot and I could sense nothing was going to stop us from overtaking it, not even the laws of physics! Just before a square left was where we passed said Peugeot and I was certain we weren't going to make the corner. After much squealing of tyres and application of the magic handbrake, we approached the bend completely sideways to the applause of the surrounding marshals. Brilliant!

As darkness fell and the fog seemed to get thicker, we were both looking forward to the final two stages. Fortunately, Mr Woodcock has more sense than us and quite rightly cancelled them after an incident early on in stage 9. It clearly wasn't safe to continue and the rally was over.

In the end we finished 47<sup>th</sup> overall and 7<sup>th</sup> in class, with only 11s splitting 6<sup>th</sup> and 8<sup>th</sup>. However, today wasn't about the result, it was about having a blast. Which we certainly did.

A big thank you to my friends and colleagues at CDMC for a superbly run event and fantastic stage layouts. At the time of writing I have just learned that the date for the next CDMC event at Blyton, the Jack Neal Memorial Rally, has changed its date to run on Sunday 12<sup>th</sup> February. Accrington MSC had an Autosolo scheduled to run on the same day, which Steve and myself would be involved in. We have now moved our event to the following week. The excuse being to allow those doing our event to have the option of going to Blyton (or the Cambrian) the week before. The real reason is so that Mr Johnson and I can come back and have another play!

Thanks also to all the marshals and set up crews for braving the freezing fog so that we could have our fun and we hope to see you all again in February.

Steve Butler (still smiling from the left hand seat of an autotest special!)

***Steve Johnson (Accrington MSC) / Steve Butler (Clitheroe & DMC) – car 64***





20th November

With things having gone well on the first round myself and Ben Moore headed to the second round of the MSN circuit championship in the Astra kit car with high hopes of repeating the success. With Cadwell being the most successful of our short lived campaign last year and coincidentally our favourite circuit confidence was brimming as we headed off. Once again however everything didn't quite go to plan, for once though it wasn't quite our fault as the event managing 3 stages in 6 hours to start with didn't exactly help to settle into things but it was the same for everyone.

The first loop could have started better with a particularly slow time through the first stage not helped by being held on the start line for over an hour, due to a crash higher up the field, knocking the concentration levels off a bit. This delay would then be repeated on the second stage, again over an hour sat in start queue, but at least this time we set a much better stage time despite an off which saw us a bit too close to the tyre wall for comfort without hitting it. This meant we finished the first loop 28<sup>th</sup> overall and 6<sup>th</sup> in class ironically our exact result last year.

The second loop was even more of a disaster despite finally starting to build up momentum and getting quicker. The 3<sup>rd</sup> stage saw us lose over 20 seconds overshooting a junction and stalling the car on turn round. However this wasn't even the most frustrating thing about the loop, this came in the form of the cancellation of stage 4 and yet another huge delay.

2 hours after stage 3 took place the third loop began after being sat in another start line queue this time for over an hour and a half. Despite the further delay we set about making up for lost time with the intention of climbing back up the results. With the delays of the day the 2<sup>nd</sup> of the loop and 5<sup>th</sup> of the day (would have been stage 6) started in darkness for us which should have proved a disadvantage to those seeded higher who ran in dusk. Despite this we climbed up 7 places overall and 2 class to head into the last loop 22<sup>nd</sup> and 5<sup>th</sup> in class.

Before the last loop started we decided that while the next car in class seemed to be far away (20 seconds to be exact) it was worth pushing on to try break the top 20 for extra championship points. The first stage of the loop proved to be more successful than we thought having the gap to the next car in class and despite not moving on the results lined us up to gain several places in the last stage. However despite a massive push and the provisional times proving the push would have been worthwhile with several places gained the final results read rather differently after the times for the last stage were scrubbed due to a back marker having an off with a handful of cars left to start. Slightly frustrating with the next round 2 weeks away had we known this the risk would have been considerably less worthwhile.

Alas in summery plenty of positives to take away with decent championship points gained (for both MSN and ANWCC for myself) and an increase in pace compared to the last round. This means we can head to Rockingham in 2 weeks time with high hopes of putting a strong stamp on the championship with a clean run. But first for myself the last round of the ANWCC the Glyn memorial at Anglesey with John Jones in his Mk2 Escort with a view to securing a top 5 and valuable class points in the championship

**Jordan Joines : Wallasey MC**

## Motorists and Carnarvonshire Roads.

We are asked to state that Mr. J. Campbell, Secretary of the Lancashire Automobile Club, has forwarded the following letter to the Surveyor of the Penmaenmawr District Council:—  
Kensington Place,  
Blackburn,

30th March, 1910.

Dear Sir,—I have been requested by members of this Club to call your attention to the enormous amount of damage which is being done to motor tyres by the loose flints which are thickly scattered about the roads in various places between Penmaenmawr and Llandudno, as well as in other parts of North Wales.

As every set of tyres costs from £30 to £50, you will appreciate the amount of damage which must be caused to motorists in general passing through your district.

I am desired by the Roads Committee of this Club to ask for your kind co-operation to have the matter remedied as early as possible, and would respectfully suggest that the stones should be either removed or rolled in and the roads mended in future with much smaller stones mixed with tar macadam or some other similar material.

Trusting that the matter will receive your favourable consideration,—Yours faithfully,  
JAS. CAMPBELL,  
Secretary.



# Pentraeth Group Glyn Memorial Stages

Just a week after the Cadwell stages I headed off to Anglesey for the 2 day Glyn memorial, this time alongside John Jones in his mk2 Escort. With this being the last round of the ANWCC championship it was a chance to pick up some last minute points to see if a top 5 was possible. Unfortunately this was unsuccessful but enough points were picked up to secure 6<sup>th</sup> overall and 3<sup>rd</sup> junior.

The decision was taken to take it steady for the first loop due to the icy conditions of the morning. However when we started the stage we found conditions to be much better than feared and actually found bone dry clear roads. Despite still using a side of caution we managed a pace good enough to sit just inside the top 20 and 5<sup>th</sup> in class.

Over the next 2 loops we decided to up the pace slightly each stage as the conditions got better and better, which was completely unexpected for Anglesey in November. This meant over the 4 stages we climbed as high as 17<sup>th</sup> overall and 4<sup>th</sup> in class. However the next loop wouldn't be as successful.

As we headed into the last 2 stages of the day darkness fell and the decision was taken to take it a bit easier. Unfortunately we would lose more time than feared after catching some tyres on a chicane and rendering 2 spotlights unusable, this meant we dropped 5 places overall to 22<sup>nd</sup> and 1 in class.

The first 2 loops of Sunday morning went by pretty uneventfully with a push put on to try and recover some of the lost time from the night before. This was to prove successful as we climbed up to 18<sup>th</sup> overall and 3<sup>rd</sup> in class over the 4 stages. However there was a slight rush in service as Johns son Sion Jones was to have a crash on the 3<sup>rd</sup> stage of the morning which meant serious work was required to get him back out.

The next loop would prove to be rather mixed with the first stage eing very successful and the second seeing our downfall. Over the first of the loop and 5<sup>th</sup> of the day we jumped up another place both overall and in class with things looking good to take a top 15 and runner up in the class. Unfortunately the next stage would see that snatched away after what we initially thought was a failed diff turned out to be a bent rear link arm meaning we couldn't finish the stage.

Luckily this was easily cured in service allowing us to get back out for the last 2 but unfortunately the damage was done. We were to eventually finish 32<sup>nd</sup> overall and 5<sup>th</sup> in class not to bad considering the 30 minute missed control penalty.

Next up is the Rockingham stages back with Ben Moore in the Astra kit car for the 3<sup>rd</sup> round of the MSN rally championship and what looks to be the final event of the year.....



## Spotted at the Cholmondeley stage.

*How many did you get correct ? (from left to Right)*

- |                          |                   |                          |
|--------------------------|-------------------|--------------------------|
| 1.) Dai (David) Llewllin | 2.) Miki Biaision | 3.) Louise Aitken-Walker |
| 4.) Nicky Grist          | 5.) Ari Vatinen   |                          |

*The only one to send me an all correct answer was  
Tracy Smith from Accrington MSC*

*Jordan Joines : Wallasey MC*

# **November**

## **Radio Mutterings**

**With Ian Davies G 23**



## **Moles, fireworks and rally cars: Dayinsure Wales Rally GB**

October looms and the highlight for many, the Wales Rally GB complete with new sponsor dayinsure. For me it's also a new adventure as Bill persuades me to join the Gemini Control Team for the event and I partner up with Stuart Dickenson Gemini 13. We rendezvous on the Thursday afternoon at the Kart Circuit at Cerrigydrudian just off the A5 which has been set up as the North Wales Rally Base for the recce and event proper. The first floor of the karting centre has been transformed into the rally control base, whilst outside we have the radio control for the security firm covering the likes of the road closures and also the St John Ambulance control set up. Outside we have Bill's massive erection, sorry mast extended to its full height as we connect to both the C system controllers out in the stages and the A system, including contact direct with the Rally HQ and Control at Deeside. Once briefed I collect my information and safety pack for the event that weighs in at a very impressive 4 kilograms and over 1,300 pages long, some not so light bedtime reading !.



Leaving my Discovery Sport behind I load up into Stuart's similar car and we head south towards our overnight stop in Llangurig and the Old Vicarage Guesthouse just up the road from the famous or maybe infamous Bluebell pub. The whole village definitely has rally fever and every vehicle seems to be covered with one official pass or another and we manage to grab an evening meal in the Bluebell and swop a few tall stories with others from the Gemini Team covering stages nearby. It's early-ish to bed as we get up a little after 3:30am for the short drive to Myherin SS1 & 5 where Stuart and I are to operate as 'Gemini Myherin Control' for the C system alongside the A system back into Rally HQ. The weather is filthy with very low cloud and mist, particularly through to the middle of the stage and for those who know the area the wind farm area where we pull off the stage at Junction 12 to set up the radio control. Already at this ungodly hour the forest is packed with cars, a mix of sleeping marshals and some early spectators. We have to ask one car to move as Stuart neatly parks the Disco behind a convenient skip to which we lash the telescopic radio mast. The scene is definitely eerie as the fog rolls in and we quickly lose sight of the huge wind farm turbine towers although you can still hear the 'whoosh' of the blades. With the radio systems rigged up we settle in and await the scheduled radio check at 06:00, joined at the Junction by a Medical Intervention Vehicle and Recovery Unit.

The radio check is soon completed although we struggle on the C system to raise and hear both the start and finish, not great for SS1 but we manage. As we all know by now the number of official cars that must pass through the stage is significant and I am soon embroiled answering or trying to answer various sensible and at times not so sensible questions from Rally HQ. My personal favourite early on was "could we assess the height of the cloud base to see if the helicopter could fly ?". I'm no aviation expert but when I can't see the top of the wind farm towers and about 20m visibility on the ground, it really wasn't the time for those 'magnificent men in their flying machines' !! The radio traffic on both systems is almost constant as we respond, co-ordinate and direct responses and efforts to 'clear spectators', 'move marshals cars' and sadly and perhaps inevitably move some members of the media who still think it is OK to stand in a clearly prohibited area. Although the weather conditions to me are obvious 'Oscar 4' with the FIA Safety Delegate a certain Michelle Mouton, requests and gets a verbal warning to all crews on the start line for "fog in the stage". With each passing official and safety car the tension rises and first cars thunders into the stage on time at 08:20 and the action is underway, although I can hear the cars seeing them in the increasingly gloomy conditions is another thing.

***Continued on Page 44***



From the very first car the radio traffic across both the A and C systems is constant as Stuart and I juggle messages and actions across the two networks.

- From Rally HQ “Car 3 is off at Junction 3”, a quick call across the C system crews reveals the car at a healthy rally speed and the alert is put down to a “ghost” warning message from the tracking system.
- From Summit 5 “Car off at J9+, possibly 34...runners dispatched”
- “Car 42 in ditch around J7, crew OK”
- “Query Car 46 off J12...all OK his is now back up and running”

Time flies by in somewhat of a ‘foggy’ blur a bit like the cars we can hear but not see passing a little along the stage. Comms are variable and we often lose direct contact with Rally HQ as the A system drops out and we are forced to liaise with one of the Repeater crews somewhere atop a mountain in the clouds to maintain comms. By 9:43 all of the 58 international field are into the stage and we barely have time for a very quick brew before the safety delegate and cars for the national field are entering the stage. The end of the international field is marked by some

huge loud bangs as a group of spectators signal their mates to return to the cars by firing off some massive maroons, the fireworks seem to work and out of the gloom trek a band of spectators to join their mates. Thankfully Car 42 the only loss in this first run is pulled out of his ditch and manages to exit the stage and at 10:50 the first national car speeds into the still gloomy Welsh forest for their first stage of the day.

Stuart ‘Yoda’ Dickenson at the very start of the day predicted that the national boys would be a little more trouble than the international field and from the very start they begin to explore the outer limits of the stage, with numerous calls and reports of cars off or in some difficulty. The radio traffic increases as Rally HQ seek the location of various cars, without the ‘advantage’ of tracking we resort to the tried and tested methods of trying to isolate locations between C system radio points and then send in runners to find the various missing cars.

- Car 201 is found off between J20 & 21, partially on the stage having left the stage on a left hand bend and then bounced off couple of trees before landing half on and off the stage, importantly the crew were OK.
- Car 213 is described as having gone straight on into a very deep bog around J3
- Car 227 ups the ante a little and flies off the stage not far from Car 213 and one of the safety cars describes the recovery as a “big job”.
- Car 234 pulls off with reported engine problems at J6
- Car 235 is found in another deep Welsh ditch between J8 & 9

With the last national car of the 79 runners only into the stage at 12:10 we have little time between the nationals first run and the return of the internationals for SS5 expected back at a revised 13:54 (but with official and safety cars from 12:45), the organising teams must work quickly to assess the locations of the cars off and whether or not they both need to be recovered and equally importantly if there is enough time. In the end after some debate the recovery crews are called into action and we juggle resources in the stage to recover cars 227 and 235 who are judged to be in dangerous locations.

No sooner have the recoveries been completed and we see the return of Oscar 4 in to the stage with the wet and gloomy conditions only marginally improved from the earlier first run into the stage. At 31.82kms Myherin is a proper challenge made all the more difficult by the changing, wet and foggy conditions. As we see the first of the safety cars into the stage we receive one of the more cryptic messages from Rally HQ “There is a gentleman in blue in a company car on the A5, can we please ask crews to clean all lights and number plates”. Keeping a straight face I pass the message to Stuart who relays the message out across the C system, although one or two of our colleagues struggle to get the meaning behind the message !!. Who knows maybe next time we will be asked to organise a full valet !.





**Radio Mutterings**  
**WRGB**  
**Continued from Page 44**

At ten minutes before the first competitor Oscar 1 (car 0 to you and me) enters the stage for the final important safety check and soon hits trouble (like a million other course cars !) a puncture early on means that we have to keep a constant verbal radio check on the cars progress through the stage and pass this on back to Rally HQ as the first competitor launches itself off the start line. There are more than a few tense moments as we chase the progress of Oscar 1 and at the same time that of Car 1 close behind. In the end the safety car safely makes it to the end of the stage and we avoid having to call him off the stage to let car 1 pass, phew.

Stage 5 maintains the hectic pace seen at the start of the day and we soon have a 'safety' shout from the A system that Car 8 is off i.e. not moving somewhere around Junction 2. With no radio cars in the immediate vicinity as there is nowhere safe to park a car off the stage at that location we again resort to the tried and tested methods of asking cars at the finish have they seen anything. Eventually through a mixture of in car technology and mark one eye balls the car is found rolled but with the crew thankfully OK. The A system radio fades in and out of hearing a bit like the morning and the repeater crew steps in once again to maintain our link back to Deeside and Rally HQ. Another shout sees Car 45 roll around J14, but it is soon back on its wheels minus a front screen and the crew continue to the end of the stage. In the end a total of 50 cars enter the stage and 49 finish a very creditable performance in the conditions.

Once the Sweeper car is in we begin the co-ordination of the outstanding recoveries and stand down the marshals out in the stage. We remain on the air to ensure that the recovery crews have radio cover and someone listening out if they need assistance. With marshals car exiting stage direction we then get a call to say that the hill around Junction 20 is impassable to anything other than 4WD, so we have to turn various marshals' cars around and navigate an alternative exit from the stage. After nearly 12 hours on duty we also finally stand down and make our way out of the stage and head north towards Northwich our scheduled overnight stop.

One of Sir Lenny's finest inns provides a welcome overnight stop and once we have enjoyed our first meal of the day it's once again early to bed and rise the next morning as we head towards SS16 Cholmondeley Castle and our role once again as Gemini Control. With half term and a suggested capacity of 10,000 spectators we arrive on stage a little before 07:15 am and already the place is a buzz of activity and queues of marshal's cars joining alongside the contractors and sponsors traffic into the venue. The estate gardens are spectacular even at this early hour and as the sun rises higher we get our first glimpses of the huge show being put on for the paying spectators. There are marquees of every size and shape, with spectator, VIP and media areas of every description. As Stuart wires an A radio into the 'family' sorry Mark the Stage Commanders official VW pickup I monitor the radio traffic and the build up of this very important and high profile stage with Rally HQ.

**Continued on Page 46**





This short 1.38Km stage is actually in England and the costs have been largely met by International Motor Sport (IMS) and understandably not the Welsh Government. The stage brings back for me at least some very happy memories of some of the great stately home stages of the RAC rally in the past as Sunday usually revolved around a tour of such baronial piles.

We decide to set up control a little way from the stage on the main drive way up to the Castle, we park up and get the bacon on and the chance for a quick brew, knowing that later on we might not get the chance. No sooner was the cooker lit than a pair of vehicles approach and a very 'nice' lady from the estate asks would we awfully mind parking just off the driveway as his Lordship has guests coming at 11. Fair enough and we move the car to the side of the road and make friends with the estates Head of Security, a useful contact. A group of young marshals are assigned to us as our location is alongside the road that takes competitors off the road and down to the start line.

With such a high profile stage I guess it was obvious that we would see pretty much every possible course and safety car, along with a few chancers who appear to have blagged their way with various passes past security on the main road. Whilst waiting for the radio check at 8am, we notice a small anonymous 4WD approach and park opposite our location on the grass. A rather smartly dressed gent steps out and starts staring at the ground ?, it turns out it is his Lordships mole catcher checking his traps, only on the Rally GB !. A little after 9 o'clock and the entertainment laid on for the waiting spectators begins, we have demonstration runs of various historic and Group B rally cars, supercars, motorcross bikes and a very loud BAC Mono, who take it in turns to drive through the stage and then back through our junction and on to the start for another run. There are some spectacular motors on show although to be honest they were a little upstaged for me by his Lordships guests who arrive in the odd Lambo, Porsche and vintage gullwing Mercedes.

For SS16 we begin with the National field and the first runner Car 207 thunders off the start line at 10:59, bang on time, not least because of the huge efforts of Mark 'Gemini 26' our Stage Commander and his splendid team. Those efforts made all the more harder by some truly stupid behaviour by a small group of the media who think it is smart to try and stand in the prohibited area around the flying finish. With such large numbers of spectators, VIPs and media we manage a very short stage stoppage at around 11:30 to allow a safe movement of people across the stage and into a safer location. In the end we see a total of 72 national cars in to the stage and only see one Car 237 stop due to a mechanical malady in the stage, with the last car exiting the stage at 12:17.





Once the nationals are clear we begin the entertainment again and we are lucky to get an up close view of some of the historic and Group B cars passing our location and on into the stage. I hate to think what these cars are collectively worth, but some of the great Group B cars are here Quattro and Quattro Sport, RS200, 6R4, Peugeot T16, Lancia Delta....For us there is little time to wonder too much as the radio traffic intensifies as we get ever nearer the run of the international field. With some earlier delays Rally HQ has to shuffle the stage timings for the various safety cars and in the end we get a delayed start time of 15:44 for the first international competitor into the stage. The delays mean that unfortunately one or two people in the media think they can move onto the stage and Mark and his team along with the safety car crews have to intervene. With the action looming closer the first cars begin to arrive and blast up the castle driveway to our junction before heading down towards arrival. At approaching competitive speeds and weaving under braking we are forced to ask Rally HQ to get a message to the nearby re-group to ask the cars to slow down as they approach the arrival. Both Stuart and I had visions of a nasty head on accident as the driveway was open to two way traffic up to the Castle and estate staff used the road to walk down into the village.

Car 1 flies off the start line at his new due time of 15:44 and takes precisely 1:05.9 to complete the very short stage.

Once the first eleven cars are through the stage the action is halted and we convoy these cars back into the stage and park them up for a scheduled twenty minute autograph session in the rally village. As a consequence of the delayed start Rally HQ is soon chasing progress eager to get this session wrapped up and the cars back out of the stage in convoy so that the stage can resume, which it does at 16:24. All 49 international competitors make it safely through the stage and the spectator stage looks a real success from our position and the action finishes at 17:17. Once stood down and packed up we turn south and head back into deepest Wales and make our way back to the North Wales Rally Base.

The drive takes a couple of hours and Stuart drops me off to pick up my own car, whilst he remains to cover the overnight shift in radio control at the North Wales Rally Base. I then drive the short distance along the A5 to the Swallow Falls Hotel my overnight base. Once checked in I join some of the other Gemini Control crews in the bar for a well derived evening meal. Bill is holding court with many familiar faces Les, Ian, Chris, Maurice, Tony etc. After swapping stories of the action of the last couple of days we all variously drift off to bed, with various early morning alarm calls as control teams head out to their various duties on the last day of the rally. I join Les for that unusual meal a real breakfast, before we both drive back to the North Wales Rally Base to relieve Stuart and Mark in control for the last days action in those great North Wales stages of Clocaenog, Brenig and Alwen, all run twice during the day.

North Wales Rally Base is a hive of activity, with radio traffic across the C system as stages are set up and go live, Rally HQ on the A system and our colleagues in the security teams and St John Ambulance controls. Stuart and Mark handover from the overnight cover, apparently essential as the stages are set up, road closures come into effect and the spectator car parks fill up. Overnight the radio traffic has been mercifully light although a 'safety' shout for a burns injury has everyone struggling to keep a straight face. Apparently a few mates decided for a 'laugh' to insert a fire work into a drunken mates trousers and light the fuse, needless to say the results were all too predictable and a call to 'county' ambulance for a burns patient has everyone in bulk as ambulance control probe the exact details of the incident and injury. A young male with lower torso burns just isn't enough detail for the ambulance call handler and my colleagues have to describe the incident in a little more graphic detail !. I guess it takes all sorts and his mates are probably candidates for the annual Darwin Awards for out and out stupidity.



**Radio Mutterings**  
**WRGB**  
**Continued from Page 46**

Once we manage to fathom out which radio is which Les takes the A system and I concentrate on the C system as the airwaves come to light:

The media helicopter has landed in the wrong location at Brenig, can it be moved ?

At times both Clocaenog and Alwen radio crews report instances of various spectator problems and with a combination of safety cars and also sadly use of security personnel for the very drunk and abusive ones we manage to keep a lid on things

At Brenig we seem at times to be more like 'Gemini Taxis' as we co-ordinate the VIP shuttle bus

Frustratingly with our St John Ambulance colleagues we get a shout for a "broken leg in the media area at Brenig?". After much digging it eventually emerges that the professional member of the media had some time previously broken his leg and the ambulance was apparently being asked to provide him with transport !. We never really got to the bottom of this but our St John Controller declined quite rightly to mobilise his ambulance 'taxi' on this occasion

Our mood lightens somewhat a little before 1 pm when we get an unexpected visit from Dani Sordo's dad ?, no idea why he was here but we said hello. Back to more serious things and we liaise between the Gemini Controls and Rally HQ keeping things running, and looking out for various missing or delayed cars. The pressure rises as we head towards the final televised 'power' stage of the day in Brenig, just after 12 noon. Outside on the landing in the kart centre a big TV shows the action live and we manage to catch a few very brief glimpses of the action, usually passing for a much needed 'comfort' break or out to top up the caffeine levels. A lot of our activity is working with the security teams, problem solving as they battle various idiots, people trying to pass through road closures with passes of every shape, size and colour and the odd disgruntled local. A tent fire reported in one of the car parks keeps us on our toes and is eventually reported by marshals as now 'smouldering' with no injuries.

After another fast, furious and varied day we eventually stand down a little before 4pm and begin the task of de-rigging the control base, not least because the Kart Centre is hosting a Halloween party the following day. The amount of kit required to run the control and base is truly staggering and we all pitch in to help dismantle and pack the kit away before nightfall. For me the event is over and work the following day beckons, for some of the Gemini teams they retire back to the Swallow falls for a long and well deserved 'liquid' de-brief.

After a couple of days back in a normal routine I reflected back on the last four days. The pace of activity and concentration needed in the Gemini Controls was of an intensity and to be fair complexity I hadn't really expected, managing the demands of 'live' stages across at least two radio networks and back into Rally HQ. A rally of this size and standing requires volunteers of a 'professional' nature, a special breed who are able to multi task and problem solve at break neck speed, often managing multiple issues or incidents at a time, with sometimes sketchy at best information. I also wonder where the next generation of such people are going to come from. Despite all the efforts of the MSA some the behaviour reported of both spectators and a minority of the media beggar's belief, as does the level of verbal abuse and threats levied at some of the volunteer marshals. I really don't know where we go from here but maybe something for the up and coming Future Rally Forums that will give the opportunity for some further debate and discussion. As for me, I haven't made my mind up yet whether or not to make the commitment to next years event, but who knows...

**.....Gemini 23 Out (For Now . . . . See page 47 for more mutterings)**



**Ian Davies : Gemini 23**





# ***More Radio Mutterings***

## **Pentraeth Group Glyn Memorial Stages**

Family commitments mean that this year I can only come 'out to play' on the Sunday, so it's an early but surprisingly frost free start for me to head across to Anglesey for an 8am signing on. The drive over is incident and pretty much traffic free and with the gateman having a lie in I sail into the venue and head for the Control Tower to firstly sign on and then find Radio Control on the top floor.

Once the paperwork is complete I find Tony Gemini 56 who is allocating crews out on the stage, for me however the day proves somewhat different as it take a different direction. Bill asks if I will stay in control and handle the 'C' system with Graham Cookson alongside to provide 'supervision' and manage the management frequency. After my recent Rally GB experiences I agree and instead of the planned day out in the field, I spend the next eight hours in Radio Control, sweltering in my thermals and with the room heaters all the way up to max !.

The organisers have the first stages of the day well set up and we start on the stroke of nine on time with two runs of the 'juniors', a rather strong 26 car field. I seem to quickly settle into the routine of control and like every controller you find a rhythm and way of working that suits you, taking the best perhaps of what you have heard or seen elsewhere. The latter is particularly true of your approach to log keeping and how you record and manage the likes of recoveries. What I hadn't perhaps planned for was the level of somewhat frequent 'interruptions' into the working of control and the at times somewhat confused chain of command for the rally. The latter is very clear in my head and to be fair the MSA plans, unfortunately this doesn't always work out in practice and there always seems to be someone or other who is determined that they know best (which isn't always the case). Graham and I kept it simple, the Clerk is in charge and what he says or pretty much does goes, in the words of that famous Russian Meerkat "simples"!

The first two runs of the juniors Stages 9 & 10 pass off without any real incident and all 26 cars make it more or less safely back into service. The main field starts at 09:41 with Car 1 leading an equally fine field of 45 runners into the fray. The main field means business and I soon get a shout from Abbi 1 on the stop line that the flying finish boards have been demolished, a theme that is repeated several times during the day, with the organising team replacing and eventually slightly relocating the flying finish. Sport 2 has a busy Stage 9 firstly with Car 25 breaking a front ball joint and literally grinding to a halt in front of them and then Car 55 snapping a drive shaft, both customers for the Overland and Gemini Recovery crews. A total of 43 cars start the next stage, although Car 18 'fails' on the start line and is pushed unceremoniously into the paddock. More seriously Car 41 manages to get themselves stuck in the gateway approach to the flying finish and several cars are delayed behind them before marshals finally manage to push the stricken car clear.

After a quick stage turnaround the juniors once again restart the action with stages 11 & 12 and maintain another good finishing record, although we lose Car 106 with a reported broken driveshaft at Junction 10 on Stage 12. No sooner has the main field started and I get another shout that Car 3 has hit one of the tyre chicanes heavily and is going no further, although thankfully the crew are both out of the car and OK. By the end of the second run we have also lost Car 63, meaning that a total of 40 cars head back into what is for some a much needed service opportunity. Our spritely runner Dave Thomas Cambrian 12 is kept busy on and off through the day, chasing down 'missing' cars for Ian and Helen Winterburn 'Gemini 4' on the start line.

After a more prolonged set of changes to the stage layout the juniors resume the action with stages 13 & 14. Immediately one of their number hits trouble and once again it is in the vicinity of Sport 2. This time Car 118 has a very heavy hit into the banking, which for those who know the venue is made up of some very heavy earth filed lorry tyres. After a couple of minutes we get the good news that the crew are out of the car, although shaken and as a precaution one of them is checked over by Staffs Rescue, although later found to be OK. The second run is somewhat less eventful although we see the mechanical demise of Car 121, meaning that we are now down to 24 junior runners, with Car 106 having come out to play again after their earlier problems.

The main field keep up a rapid pace and the action is fast and furious with the second floor providing some spectacular views out across the circuit and out across to the snow capped mountains of Snowdonia. Anyway less of the David Attenborough and more of the Murray Walker as the action heats up literally, with Car 32 trailing huge amounts of smoke as they fly by. Unfortunately they don't get too far before stopping in clouds of what proves to be steam, with a split water hose. Stage14 provides some further business for the Overland and Gemini Recovery crews as Car 42 stops with a reported blown diff.

The juniors fly through the final pair of stages 15 & 16, with some quite close yet fair action, particularly into the chicanes in front of control and out of the merge. These little cars have much apparently to play for at this end of the season clash. A similar amount of adrenaline is also present in the main field as various championship places are traded through the day, along with the odd coat of paint and wing mirror. A rather odd message then comes through from one of the competitors on stage 15, who complain to the finish radio that the tyre chicane immediately before the finish isn't on their stage plans ?. A quick call from Graham to the organisers reveals that the crew are right, unfortunately what they forgot to mention is that all crews signed a route amendment before the start to advise them of this additional chicane designed to reduce the approach speed into the finish. It makes you wonder, about all those requests to 'wire' money to Nigeria or that lottery win you don't recall buying a ticket for, people should really read and then recall what they sign !!. In the end a very respectful 35 cars finish the main field and 25 juniors.

For me the day took a different direction from the off and I spent the day experiencing control of a single venue rally after my recent Rally GB exertions. Bill is keen for me to apply for a trainee Controllers licence and perhaps bring some not so 'young' blood into the Gemini control team

***Ian Davies : Gemini 23***

# 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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## A few Dates for 2017 More Next Month

**Sat. 11th February**

**Cambrian National**

**BTRDA Round**

**Cloceanog & Aberhirnant**

**North Wales**

**Sun. 12th February**

**Jack Neal**

**Byton**

**Clitheroe & DMC**

**19th March**

**Lee Holland**

**Anglesey**

**G&PMC + PDMC**

**Sun. 9th April**

**SMC Stages**

**Weeton**

**Stockport161MC**

**May ?**

**John Overend**

**Melbourne**

**Sat. May ?**

**Plains**

**Dyfi**

**Knutsford MC**

**Sun 11th June**

**Keith Frecker**

**Weeton**

**BSSMC**

## Golden Microphone Championship Past Championship Winners

2015 - Ian Davies  
2014 - Peter Langtree  
2013 - Tony Jones  
& Peter Langtree  
2012 - Tony Jones  
2011 - Stuart Dickinson  
2010 - Eve Fisher  
& 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

## Golden Microphone Trophy 2016 : Final Results After 28 Rounds

<b>G 23</b>	<b>Ian Davies</b>	<b>130</b>	<b>points</b>
G 01	Bill Wilmer	120	points
G 56	Tony Jones	110	points
G 33	John Ellis	105	points
G 11	Mark Wilkinson	105	points
G 25	Chris Woodcock	95	points
G 03	Les Fragle	95	points
G 09	Keith Lamb	95	points
G 57	James Atkinson	90	points
G 13	Stuart Dickenson	90	points
G 21	Derek Bedson	85	points
G 17	Robin Mortiboys	85	points
G 55	Steve & Matt Broadbent	80	points
G 04	Ian Winterburn	80	points
G 48	Peter Langtree	75	points
G 37	Lee Skilling	70	points
G 31	Duncan Stock	65	points
G 14	Adrian Lloyd	60	points
G 02	Graham Cookson	60	points
G 64	David Bell	60	points
G 69	Maurice Ellison	60	points
G 39	Alan Shaw	50	points
G 41	Jerry Lucas	50	points
G 12	Chris Jarvis	45	points
G 50	David Peaker	40	points
G 58	Geoff Ingram	40	points
G 07	Tony & Avril Lee	35	points
G 65	Brian Eaton	30	points
G 24	Paul Henry	30	points
G 62	Colin Evans	30	points
G 53	Tom & Vicky Mercer	20	points
G 15	Tim Cruttenden	20	points
G 52	Steve Gregg	20	points
G 26	Mark Dickenson	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 10	Barry Kennedy	10	points
G 05	Steve Coombes	10	points
G 51	Gerry Morris	10	points
G 45	Ray Kavangh	10	points
G 54	Pete Shuttleworth	10	points



I went to Mull to Marshal and ended up doing 3 controls where I never saw a rally car driven competitively

Next up was Wales Rally GB. I did 2 days first in Gartheiniog on the Saturday and on the Sunday was assigned to Alwen. I was doing Safety Radio as part of the Gemini Team in Gartheiniog. I arrived at my location and was told by the Sector Marshal to park my car 500 metres down the track. 'But I won't be able to see the cars or their numbers from there' I said 'and therefore will be of little use to anyone'. 'Yes I know' was the reply 'It's a mandatory radio point and if any thing happens I will send someone to you for you to report it'. So I sat in my car gazing at pine trees for a whole day and listened to passing cars and radio reports from other radio crews. For most of the day I was bored out of my skull (but I did manage to finish reading the book I had taken with me)

In Alwen I was assigned to sit in the driveway of a house that had its only access from the property onto the rally stage. My job this time was, should the householder require to leave the property, to contact the controller who would seek permission from the Clerk of Course to stop the stage and allow the people out. Arrived at the House and parked up in the driveway only to find that I only had a very narrow view of the stage. Another boring day in prospect. Got out of the car and wandered down to the gate to see if the view would be any better from there. A slight improvement but not a lot, however, across the track was another house and the people who lived there were preparing to watch the event from their back garden. I got talking to them and was informed that the people at my location had decided that rather than be confined to their house for the whole of Sunday they would have a weekend away and not be disturbed by the Rally. So once again nothing for me to do. Then, the people in the house across from my location asked me if I wished to join them in their garden to watch the rally pass by. Frequent cups of freshly brewed coffee, sandwiches and cake arrived at regular intervals throughout the day and from their garden I could see over a mile of stage. Brilliant spot but not exactly marshalling. Will I do WRGB next year? . . . Doubt it!

The following weekend it was across to Dalby for the MEM Malton Forest Rally. See report about that on Page 53

After the Malton Forest Rally it was supposed to be a trip across to the Isle of Man for the PokerStars but that didn't go to plan and I never got there but the way that the weather was that weekend I was rather glad not to be there (*not really*). Huge congratulations to Daniel Harper on the win

I was supposed to be competing on the Caledonian 200 (in Bonny Scotland) the weekend following the PokerStars but it got cancelled because of a lack of entries (anyone want the 8 maps I bought & doubt I will ever need again) so I volunteered to marshal on the Dansport instead. Within 2 hours of getting confirmation of my marshalling points on the Dansport I get an email asking me if I fancied a run on Hexhams Northern Dales Classic. Having made the commitment to marshal I turn the ride down (bugger). So its off to Marshal on the DanSport. I get given 3 Controls. Besides the fog, hail, snow, & heavy rain I also had to contend with navigating myself between controls (on maps that I don't know well) and when going to and leaving my second control (on the Goyt Valley) had no option but to drive against Rally Traffic. A bit scary. Then to add to it all, on my way to the third control (pushed to get there before the 1st car) I came over a brow a little too quickly and the road in front of me was flooded. Sideways down the road I went. Thought I was going to total the Integra. Didn't (but more by luck than ability) and I got to my control just before the course car.

Finished the month with the Hall Trophy. Somehow I got conned into being Chief Marshal. The day started well with bright sunshine and no wind, however after 10am the mist appeared and the sun was lost. As the day went on the mist got worse & the we had freezing conditions and mid SS9 it was decided to call it a day. Despite the mist & cold we all still had a good time.

## Grumpy Old Git

**Still Wittering On & On  
But now from 'The Shed'**



Way back in July I decided that the 'spare bedroom' that I use as an office was a little bit on the small size (6' X 9') and rather cramped. Its really only used as a bedroom for my Grandchildren when they stay over and besides the bed that they use it has to fit in all my files and bits of rally gear and my computer bits and bobs. To make things more awkward it is built into the eaves of the bungalow and has a sloping ceiling. Squashed was an understatement. So I decided to build a 'shed' (although the manufactures call it a Summer House) at the top of the rear garden to act as my office and let my grandchildren have a bedroom as a bedroom.

Simple, I thought, but in the end it turned into a major job and cost an arm & a leg, what with running electricity to it, connecting up my broadband & telephone and other creature comforts (insulation, carpet, kettle, TV, heating, cupboards & drawers for storage, reclining chair to relax in, Jacuzzi, Sauna, sun deck, optics & bar etc) it has taken an age to complete and now that it is complete I find that I am still short of space!

I wonder why? Too many creature comforts perhaps? Do I need a swimming pool & BBQ?



If future editions of spotlight are a bit shorter than they have been of late its probably that I am so laid back now. 'Chilling in the Shed'.

But more likely its because I have decided to cut down on the F1 and WRC bumph and a little less of the MSA news. Everything about F1 and WRC that I put into this publication is readily available elsewhere. Most people receive the MSA news via email and that plus the F1 & WRC stuff is just clutter that bulks up the newsletter and probably distracts from what is happening within sd34msg and reports on events by club members..

So what I need now is more input from member clubs about what they are doing at their club. Between three or five clubs send me a monthly report all about what they have planned for coming months plus what events (not just about competitive events but social events) they have run but for the rest all I get is a request to publicise their event when they need to attract entries or marshals. Five/six clubs out of twenty six member clubs is a pretty poor contribution rate.

I still want reports on events that members of member clubs have competed on even if they are not run by an sd34 club but the reports that I do get seem to come from the same few clubs and the same few competitors. The odd report from some others wont kill them . . . Honest

**Bah Humbug ! Merry Christmas!**

# Lancashire Automobile Club

## Goes marshalling on Wales Rally GB

As usual the Lancashire Automobile Club was out in the forests on this years WRGB. As well as the 'main team' taking on ATC, Stage Start, Flying Finish and Stop Finish other members including David Bell and Dennis Walton put in their contribution supporting other duties.

The 'main team' was organised by Martin Wylie and has a reputation for running the clocks and is requested to attend several stages, this year we did Pantperthog (SS9 & SS12) on the Saturday and Alwen (SS19 & SS12) on the Sunday. Martin arranged excellent accommodation at the Seren Hotel, Ffestiniog (which interestingly normally caters for respite stays!). Worth looking up if you plan staying in the area on events - big car park and a decent menu.

We were asked to do Start at Pantperthog and Flying Finish at Alwen so with a crew of seven we were covered. As expected though on arrival we found we were stretched to cover ATC and Start at Pantperthog and Flying Finish and Stop at Alwen. We managed to find a couple of extra bods at each location to backfill and managed OK on the day.

For me things didn't start well. A Friday morning appointment saw me having stitches removed from my back following a minor operation. Then I took the Mini for petrol and heard a strange noise. A quick investigation showed at one of the cylinder head studs had sheared and things were not well. As its only done 132,000 miles and barely run in this is disappointing - interestingly it is the stud that the bracket for the coil is attached to and it looks like metal fatigue has taken its toll. Before you ask the last time this nut was undone was in 1994!

Anyway my great nephew Darren Hindle stepped into the breach and offered to drive in his Fiesta - thanks Darren. Still a bit disappointing as it was the first time in 26 years the Mini didn't do the event.

We left Warrington just after 2.00am and got down to the stage in plenty of time and got set up. All the kit worked except when a battery connection clip fell off the battery and the internal battery on the transmitter was found to be flat. The SIT guys fixed that so no issues. Martin is a demon on the clocks and all I had to do, apart from operating the manual timing via the bomb drop, was make sure things ran smoothly. If you have someone delegated to step in when things look like going wrong it makes a big difference. One car came to the line but failed to move stalling 3 times. The brakes were locked on. It dint trigger the beam and with about 8 hefty marshals he was moved off the line and the next car position. He was on a 5 minute delay so that meant the brakes on the stalled car had cooled sufficiently during this time for it to move under its own power back onto the line and away on the next available minute. No panic and no delays. Only problem after that was a car that arrived at ATC 15 secs early then objected to the time given and proceeded to argue the toss - I think the delayed entrants following were getting ready to take action! He then roared up to the start we gave hi a start time for the next minute and he tried to drive off (a minute early!). We managed to stop him and he then argued our clocks were wrong pointing to his clock in the car. A reply of 'I don't care what your clock says - it's mine that counts' seemed to shut the navigator up.

A drive to the digs and an early night followed were we thanked the extra hour in bed due to the clocks change.

The final day saw us up and away by 5.15am to travel to Alwen. I looked after the Flying Finish with Ian Ormond on clocks, with Dale spotting whilst his wife managed the paperwork. The rest of the crew went to Stop with Martin looking after things. Paul Hamilton Smith was allocated the task of controlling the media (well would you argue with him?).

Things went well from our standpoint but the official timings for stage start and finishes seemed a little suspect. According to the information we were given the Course opener for the Nationals was coming through midway through the second running of the WRGB cars. That lead to the Stewards, Spectator Safety, Car 000 and Car 00 all arriving at the Flying Finish together closely followed by Car 0. Other than that no issues all day.

Packed up the equipment and drove home getting back here at around 5.30pm. Tired but happy.

Here's to 2017.





# MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY

It was nearly two years ago that Clitheroe & DMC and Malton MC decided that it would be in both clubs interests to run the MEM Malton Forest Rally as a Co-promoted event. The first year (2015) of this co-promoted rally Malton MC took on the majority of the organisation with Clitheroe lending support and manpower as required with Clitheroe Chairman Chris Woodcock taking on the role of Clerk of Course again but giving a lot of the responsibility for the 2016 event over to Deputy Clerk of Course Sam Spencer.

On this years rally (2016) Clitheroe & DMC became more involved and took a more active role with Steve Lewis as Stage Commander for Staindale (SS1 & SS4).

On the Saturday (day before the Rally) whilst those watching, marshalling or competing on the Neil Howard Stages run by Bolton-le-Moors CC were enjoying glorious sunshine down at Oulton Park the merry band of Clitheroe & DMC members who had volunteered to help set up the Staindale stage were subjected to high winds, rain, hail and freezing temperatures in the Dalby Forest complex. Just what you need to set up a stage (NOT). The merry band were cold, muddy and very wet by the end of setting up and no where near as merry as they were at the start of the day. It was a steep learning curve for all involved. It is one thing setting up a single venue stage rally such as Blyton but the game rises to a whole new level on a Multi-Venue event in the forest. With a few last minute improvements to be made at one or two points on the Sunday morning the weary set up crew of Steve Lewis, Matt Broadbent, Maurice Ellison and Jez Turner headed into Scarborough to meet up with Steve Butler and Paul Buckel at the Clifton Hotel and then out on the town for something to eat and the odd beer. We were joined (just as we had finished eating) by Matt Broadbents dad (Steve) who had spent the day marshalling at Oulton Park and then hotfooted it over the Pennines to Marshal on the Malton. Jez Turner had a 'Bonfire Party' to go to with his better half and daughter so he trailed back to Hebden Bridge and then returned to Staindale on the Sunday

Bright and early on Sunday morning (6am) we all meet up at SS1 arrival. Steve Butler & Paul Buckel are dispatched to repair any damage caused by the overnight winds and snowfall and also implement the improvements whilst the rest of us get stuck into signing on the hoards of marshals. Dont know where all those marshals came from but the line of cars waiting to sign on seemed to go on forever (whoever you all were Thanks). There seemed to be hundreds of them but on a 6.3 mile stage, with a lot of spectators, you need an awful lot of marshals.

First car is due at Staindale at 9:40 so I make my way through the stage to the flying Finish and see only a very few of the 'hundreds' of Marshals that we have signed on, they must all be sheltering from the elements in their cars up the many side roads whilst waiting for the 'Safety Car' to come through. Jez Turner has a gas powered 'George Foreman style Grill' and whilst I set up my Radio he gets breakfast on the go. The divine aroma of bacon cooking wafts down to the Stop line and its not long before requests for Bacon Sarnies arrives from the Stop Line crew. Jez has now been appointed as CDMC Chef for ALL future events.

The procession of Safety cars & Course cars all come through and we use them to familiarise ourselves again with the operation of the equipment. All fine until car 18 arrives with Car 34 in hot pursuit. Car 18 manages to take out Flying Finish beam as he slides past us sideways and we now have to revert to the manual system. At the same time our coms system (radio) to the Stage Stop crew fails (we can hear them but they cant hear us). There follows 10 minutes of madness as we, whilst still recording all the competitors times on our check sheet, have the Stop Line crew calling us for times on the coms, Radio Control calling us asking what is going on, my mobile phone ringing and Chris Woodcock wanting to know what has happened and have we got it under control and they are all wanting answers NOW. All under control and all times noted (despite everyone calling endlessly and all at once) the but the Finish crew cant enter the times on the competitors time cards. After SS1 ends peace & tranquillity returns and with a new coms link to the Stop Line . . . Sanity.

We had a brilliant weekend despite the weather and could have made a fortune selling Bacon and Sausage Sandwiches to Spectators

**Maurice Ellison : Clitheroe & DMC : Flying Finish Staindale**



## Grass Roots Motor Sport



**Steve Lewis &  
the Equipment Van**



**Large Box Junction  
& Spectator Area**



**Flying Finish Location**



**Breakfast & then Lunch  
Courtesy of Jez Turner  
CDMC Head Chef**





# 2016 Professional MotorSport World Expo awards

Clitheroe's Tommi Meadows was in Cologne (Germany) in November for the Professional Motorsport World Expo gala dinner, where after being one of 9 drivers shortlisted for the prestigious UK Young Rally Driver of the Year award, he went on to win it.

The award has now been going for several years, and has been helping young rally drivers make their first steps into a rallying career. Year after year, the category also proves to be one of the closest fought in the Professional MotorSport World Expo Awards. With the lead changing between three contenders throughout the voting process, 2016 proved to be no different, but it was Meadows who emerged on top once the votes had been collated.

The 16 year-old MSA Academy student has enjoyed a successful 2016 season, taking his underpowered Nissan Micra to numerous podium results and now lying second overall in the ultra-competitive championship. With 2 rallies to go, Tommi and co-driver Gareth Hooper will want to take an overall rally win to end their time together in junior competition on a high.

"2016 has been a good season for me and winning the UK Young Rally Driver of the Year award has just topped it off," said Meadows. "It's great to see that my efforts are being recognised internationally. It's not easy to fight at the top with underpowered machinery compared to your rivals, and sometimes you underestimate the risks that you are having to take in order to stay on the pace that's needed".

The team now face two rallies in as many weekends, as they finish off the season at Cadwell Park and Anglesey.

**A huge thanks to the following for their invaluable support:**

Proflex UK  
Sagar Insurances  
A-Frame Engineering  
DMACK  
Zenith Racing  
Pacernote  
Rallytech  
TAROX





# Busy, Busy, Busy

## One day weekend

Plans to do the Clitheronian road rally were always in place but the BLMCC autosolo being on the Sunday morning after it made things a bit more complicated. Lauren and me would be in the Ibiza for the rally but James wanted to use the Micra for the solo. He got his first FTD there earlier this year and wanted to try to repeat it. Looking at getting it to Wigans DW stadium meant it wasn't possible without a 3 figure insurance bill to put him on it just for the one day. There wouldn't be enough time to get home from the rally swap cars and get back in time. So we planned to use the Ibiza for both events. A provisional entry was put in to Steve Mather with a cover note saying 'if the car survives' which fortunately was accepted as such. So James could use the Ibiza we could sleep in his car for a bit and help marshal during the day and it would work out well for us all, in an ideal world, best laid plans etc.

Saturday morning of the rally we had to work so up at 7, work till 2, home, last minute bits and pieces, load up etc then managed a 15 minute snooze before it was time to leave for Blackburn services. Noise was always on my mind because the Ibiza I think is too loud so it could be a short rally. 95db so we were in with 3 to spare.

The great things about this event is it's all pre plot grid references and all tarmac. Route plotted and we were ready at MTC on time. A straight forward drive to the first competitive section after midnight and it was go. First proper event in this car for me and it was a big one. 160 miles of Lancashire and West Yorkshires best lanes. It didn't disappoint. At least the 1st half to petrol didn't. Just into the 2nd half we went wrong big time in what seemed like a biblical storm and struggling to get back on route we fell behind. So far that we got to the Haylotts farm white (concrete) and the gate at the bottom of the valley was closed. We're we wrong again? There was no way we could turn around or reverse so I got out opened it, drove through, closed it and headed off up the hill on the other side dropping even more time that we didn't have. At the top of the hill were 2 cars. One guy walked over and apologised they thought everyone had been through. We made it to the end of the section but literally on the last minute of lateness. Cut n run was the only option. Looking at the map we could miss the next few out and rejoin on the next to last long bit. So after a lovely 4am scenic tour of Garstang centre we ended up at a junction that looked like where we should be. While we were checking it to make 100% sure we didn't turn against rally traffic car 6 went past at a fair old rate so Lauren said "follow him!" Some hopes but I gave it a go. We pulled in a couple of times to let other faster cars past as they caught us and made it to the end. Very late and very tired but we got a finish. Stone dead last but a finish is a finish. Could've been worse 10 others retired, one buried in a wall with the drivers ankle broken. So after a welcome breakfast it was off to Wigan to the DW stadium and a well earned snooze.....

## DW Stadium Autosolo

So after the rally we arrive at the DW about 7am. Parked up in the paddock, which was still being set up and head down for a sleep until James arrived. Best laid plans. I got about 10 minutes rest then it seemed everyone arrived and started changing wheels at the same time. Not a chance I was going to get any sleep. Lauren on the other hand had packed her sleeping bag and was cocooned up on the passenger seat well away. So I left her there and got out for a chat and a walk round the course. No sign of James yet so I messaged him just to check. No reply. A bit later he rang. Overslept and no way he could make it there in time. Being the caring and understanding father I am I nicked his entry and did the event in his place! Lauren had a couple of hours sleep, if you can call it that in a competition seat and got up and marshalled while I was out.





## **Busy, Busy, Busy** **Continued from Page 55**

To say it was a good event would be an understatement the car park is huge and they used the whole of it for the 1 test site so it was open and flowing but with tight and twisty bits too. I was probably suffering from mild exhaustion by this point because I mucked up on 1 test requiring a return to the point etc and then picked up a couple of cones on the next one. 16s lost but it didn't matter it was a bonus event I wasn't supposed to be doing anyway. James arrived mid way through the morning tests and marshalled the rest of the day. The weather was good not like the night before so everyone enjoyed themselves and the day went like clockwork. By some unknown fluke or using the force I managed 5th o/a 2nd in class. Alec Tunbridge in the caterham taking the win, pretty much sealing the ANWCC autosolo championship and my 2nd in class took me to 1 point off the All rounders title. Then it was pack up and go to bed. A 38 hour day or as the title suggests a one day weekend. Big grin though, not sure Lauren agreed....

Next stop Demon Tweaks for the KDMC autosolo.

## **KDMC Autosolo Demon Tweaks**

Early start to get to DT for the rearranged from Booths Hall Autosolo. Both James and I were in the solo today back in the Micra so it was the same team mates rivalry like event city. It was the next to last BTRDA round so there was a big entry with some top competitors, 11 in our class alone so I had little hope of a decent finish so let's just enjoy the day. No snow and ice this time but heavy rain on the way which had stopped as we arrived. The new car park looked great and felt grippy under foot. The older areas felt really slippery in comparison. We wouldn't be disappointed. Tests on the top older section



where the loading bays are was like being on "glice", that's wet glass covered in ice. Many of the early runners came a cropper at the finish line where there was virtually no grip and slid through or into the finish furniture. On the new Tarmac it was totally different with tons of grip. 2 excellent tests by Duncan for the solo given the slightly restricted space as the 3rd car park was being used for the autotest. For round 2 we used the autotest site and that was just as slippery as test 1 which made for more interesting driving. A rain shower mid way through got rid of any thoughts of it drying up. For the 3rd set of tests the tests were joined up making a really fun test. Super grip for the 1st half then no grip for the 2nd half. It was like going from Fast and Furious straight into Driving Miss Daisy. Regardless where we'd finished it'd been a really good day out and thanks to Duncan for the layouts and to the marshals who braved some weather doing what they do. By the end James had clobbered a few cones on the slippery stuff and over shot the finish on one so picked up 30s of penalties over the day but still managed 7th o/a 3rd in class. I somehow got 3rd o/a and 1st in class. That was really unexpected but very welcome. If James hadn't any penalties we would've been 1/10th of a second apart, me in front. Alec took the win again in the caterham sealing the BTRDA and ANWCC Autosolo championship titles and now it seems I've sealed the ANWCC all rounders title for the 3rd year in a row. Happy bunny.

**Andy Williams : U17MC**



# North Humberside MC **CADWELL STAGES**

Tommi Meadows grabbed another strong haul of points towards his Junior 1000 Rally Championship campaign last weekend at Cadwell Park.

The recently crowned UK Young Rally Driver of the Year has enjoyed a successful year, having never been outside of the top 5 on any event. This leaves him and co-driver Gareth Hooper in a good position to take a top 3 result in the championship.

However, the day did not go without drama for the pair. Torrential rain the night before the event meant that the surface was treacherously slippery, which made for some interesting moments in the car on Sunday morning. After two relatively clean stages, the Nissan Micra crew emerged in 3rd overall out of 15 Junior 1000 competitors, and with a 35 second lead to the next Nissan.

Bad luck struck on the following loop for Meadows, as a car ahead broke down in the middle of the road, leaving no room for anyone else to get past.

"We came round a corner and there was a car just in the middle of the road that had broken down. We sat there and waited for the marshals to push it out of the way, which felt like an eternity and was very frustrating".

With almost half a minute lost with this incident, the pairing were hoping to be given a notional time for the stage which would have been a fair result. However, as Meadows and Hooper were the only crew affected, the organisers refused to take any action on the matter.

"We still managed to hold onto third, but it put us way out of contention for a better result," said Tommi.

The event was concluded with the final stage being run in the dark. A clean run through the course allowed the 16-year-old to hold onto third overall, and take yet another win of the LewisReporting Pre '03 Trophy.

"It definitely hasn't been one of my best performances and I accept that. What matters is that we got the result that was needed. We move forward to the final round at Anglesey with confidence and back on familiar territory".

**Tommi Meadows : Clitheroe & DMC**

## **A huge thanks to the following for their invaluable support:**

**Proflex UK**

**Sagar Insurances**

**A-Frame Engineering**

**DMACK**

**Zenith Racing**

**Pacenote**

**Rallytech**

**TAROX**



## **Preston Motor Club : Scatter Rally. 22/11/16**

Myself and Samuel turned up at the Broughton Arms in our Metro 6R1.1!!!

A warm welcome from all involved, The Dukes were there and Sam didn't actually have his hat, I asked him if he felt OK with out it!!! I asked Seddy about progress on his Pug but because he has to work outside not much has been done, understandably.

The scatter started at the pub by receiving a grid ref at our allotted time of 19:38, so off to a car park at Beacon fell where we got a handout with 20 grid references, the format was questions no code boards, we plotted 10 but only managed to do a couple as we were both tired and our concentration was low, it was Samuels second scatter in a week so maybe one a month is enough for him.

There was a lot of gravel on the roads that had been washed out from various places and plenty of big puddles which made it interesting, a bit slippery as well due to wet leaves on the roads.. Plus drizzle and patches of fog. One of the crews had a bump but said they were ok when we stopped.

So all in all a short but enjoyable night, see you at the next one!!!!



**Gareth Shepherd Clitheroe & DMC**



# BTRDA Rallycross

## Round 7 : Croft

A 78 Car Field Turned up to fight it out for last round Honours, The Weather was the worst seen at the Croft Circuit for some years. A few Drivers found the surface difficult to find any type of Driving line, Grip, etc in Qualifying. It was the sort of day when those out in Front stayed in Front.

Onto the Heat's

Shaun Buckley taking pole in the Steve Gaunt Trailer Hire Historic Class. Closely followed by Vince Bristow 2nd & Gary Simpson 3<sup>rd</sup>.

The Mel Williams Tyres Production Class pole was to see John Ward taking the Honours.

The Fuchs Lubricants Super Modified Class pole Taken by Alex Fawcett, 2<sup>nd</sup> Phil Chicken, 3<sup>rd</sup> Tony Lynch.

The Cartek Motorsport Clubman / Production 4x4 Class Taking pole Was Mad Mark Watson. 2<sup>nd</sup> Simon Horton, & 3<sup>rd</sup> James Lyon.

The BTRDA Junior Rallycross Class Pole, Tom Constantine, 2<sup>nd</sup> Jaidon Bennett, & 3<sup>rd</sup> Morgan Wroot.

The BTRDA Autocross Class Pole Leonardo Lyon, 2<sup>nd</sup> David Thornton & 3<sup>rd</sup> Mark Pearson.

So onto The finals the weather not letting up one of the marshals joked track limit's what track you can't even see it.

The Steve Gaunt Trailer Hire Historics – A Final won by, 52 Gary Simpson, BMW E30.

The Steve Gaunt Trailer Hire Historics – B Final. Won by, 9 Neil Maynard, Triumph TR8.

The Mel Williams Production – A Final Won by, 711 John Ward Peugeot 106 GTi.

The Mel Williams Production – B Final Won by, 62 Fred Ling, Citroen Saxo VTS.

The Fuchs Lubricants Super Modified – A Final Won by, 81 Michael Boak, Citroen C2.

& The Fuchs Lubricants Super Modified – B Final Won by, 117 Keiran Curran, Vauxhall Corsa B GSi.

& The Fuchs Lubricants Super Modified – C Final Won by, Ben Butterworth, Porsche Boxster.

The Cartek Motorsport Production 4x4 – A Final, First time of asking the race got red flagged in some way's lucky for some drivers as at least 2 or three cars took to the infield & rejoined missing a few corners out. & sure to end up in the stewards room.

So back to the start to do it all again. Mad mark Watson (Citroen Xsara T16) Making a cracking start saw him lead from start to finish. 2<sup>nd</sup> 811 James Lyon, Nissan Pulsar Gti-R. & 3<sup>rd</sup> 8 Simon Horton, Subaru Impreza S12.

The BTRDA Junior Rallycross – A Final Won by 7 Tom Constantine Suzuki Swift. 2<sup>nd</sup> 33 Morgan Wroot Suzuki Swift. & 3<sup>rd</sup> 36 Jaidon Bennett, Seat Arosa Sport.

The BTRDA Autocross – A Final 1<sup>st</sup> 512 Leonardo Lyon, Vauxhall Corsa. 2<sup>nd</sup> 558 David Thornton, Vauxhall Corsa. 304 Mark Pearson, Ford Fiesta. If you get to see the highlights on tv, you will see the Racing conditions where atrocious so well done to all Competitors some great entertainment. & As Always the Marshal's & Organisers



**Report & Photos by: Phil Andrews**





**VINTAGE SPORTS-CAR CLUB**  
THE DRIVING FORCE OF VINTAGE AND HISTORIC MOTOR SPORT

# VSCC Lakeland Trial A Great Success

Saturday, 5th November saw the VSCC Lakeland Trial, one of the biggest events in the VSCC calendar, take place in the Northern Lake District where competitors enjoyed a dry though chilly day when out of the direct sunlight. For November no one was expecting the sun to be splitting the trees but the autumn colours were really fantastic.

This event was the brainchild of Dick Smith who is a very well known Frazer Nash racing driver and VSCC stalwart. He devised and ran the event assisted by his family and other friends for over 50 years which is a fantastic achievement. Fairly recently Dick handed over the reins although he still keeps a watching brief over the event. This year saw him out and about in the role of safety officer checking the sections giving him a great opportunity to meet old friends' many of whom have been regulars, marshalling or competing since the first event in the 1960s.

The event is so popular it is always oversubscribed in spite of the vast majority of competitors living at least 150 miles away and many much further.

Competing cars, the majority of which were built around the 1920/30s, attempt to ascend the sections climbing as high as possible through the 25 markers placed up the hills on both sides of the section. Bottom of the hill is zero and passing the top marker with the centre of one front wheel gives a maximum score of 25 but known rather confusingly as a "clean".

Some other trials organisations place markers in reverse order so a clean is zero marks at the top of the section. Striking a marker post in VSCC trials deems you to have stopped at that point even if you carry on and get past the top mark.

Competitors and marshals come from all over the country to this event, many of them date from a very similar period as the cars!

This is great news for those of us that were born immediately after the war hopefully this means we too have many years of competitions in front of us.

Those dating from this period may not be as fit or strong as the younger ones but many oldies can "feel" for grip and really excel in muddy conditions. It was great however to see a crop of relatively new drivers entered, many of them young people both male and female as well as several young marshals doing a great job on the various hills or sections.

The future for the VSCC looks very good in general but some issues are of great concern; more of that later.

Based at the Wheatsheaf pub in Lorton, competitors dispersed to different start hills, they were instructed they MUST tackle sections in a given sequence up in the Whinlatter and Wythop forest complex as well as a section right at the top of the world famous Honister pass.

Here slate for roofs of Lake District properties has been mined for hundreds of years and it is still mined by traditional methods today. Much of today's production is now exported worldwide as it's so attractive.

*Continued on Page 60*



**ERA driver James Baxter  
in rear seat with scarf**



**Duncan Pittaway's GN  
with spanners under spring leaves**



**David Johnson changing magneto**



## **VSCC Lakeland Trial** **Continued from Page 59**

The slate demands a very high price not just for roofs but decorative purposes such as fireplaces, lamps, gateposts and other designer items. Japan is one market for products I gather and gardens at Chelsea Garden Festival are a regular user of the slate.

This section is called Drumhouse presumably because at one time there would have been a building for winding the cable drum to haul the mine tubs on the wire rope. The ropeway carried the slate down to the mine buildings from the top tunnels called "drifts".

The current mine owners wanted to put up a very extreme high zip wire adventure trail up here but were turned down by the National Park authority and opposed by so called "Friends of the Lake District officers" despite very strong backing from many locals including climber Chris Bonnington, various organisations and tourist chiefs.

When it was turned down Chris Bonnington, vice chairman of Friends of the Lake District, immediately resigned his membership of the organisation.

Unfortunately, Mark Weir the owner of the mine was killed during this period, his helicopter crashed whilst taking off from the mine on a nasty winters night. Mark was a great adventure seeker, a maverick but a guy who bought the derelict mine, invested a tremendous amount of time, money and effort into it. His vision now brings millions of pounds to the local economy. Marks partner Jan mother of their children, carried on the fight but despite appealing the planners decision it was turned down again which seems very unfair as the wire ropeways were a part of the mines transport system for so many years.

When I was a small boy in the 1950s I used to watch the slate travelling on the high wire but I have to say I wouldn't fancy being on it myself.

One of Marks ideas was to have a Via Ferrata (which means "Iron way" in Latin) adventure wire on the sheer face of the mountain and this is up and running. It is very popular for those who like the adrenalin rush and now often featured on TV programmes.

The same planners would no doubt disapprove of old cars emitting fumes and climbing up shale tracks in the Lake District once a year but fortunately Mark Weir encouraged it. He was a risk taker no doubt, but no one else would have committed so much time, money and energy to such a precarious project as a derelict slate mine. Fortunately it is now one of the area's most popular attractions with mine tours, cafe, visitor centre etc. We owe Mark a great debt of gratitude. Make sure you visit Honister slate mine sometime and raise a toast to Mark with refreshment from the cafe to the venture that was his vision and passion.

If ever the mine is sold the new owners may not be such like minded individual's with regard to vintage cars competing in trials.

Starting from the visitor centre at the top of the pass, Drumhouse section claws its way up the mountain-side. It's one of the most famous and iconic trials sections not only in the country but known worldwide. Here you can see the cars at very close quarter tackling the steep unsurfaced rough track that winds its way via several hairpin bends right up to the top of Fleetwith Pike. A massive almost sheer drop off to the right has no protection to prevent cars from going over the edge other than the skill of the driver.

**Continued on Page 61**



**Rod Spollon owner of Chateau Impney gives up a day to marshal**



**Matt Jonstone lines up for start**



**Roger Harrison in cap chatting to Charlie Martin with woolly hat about Morgan 3 wheeler**



**Charlie Martin chats to Justin Maeers in the 1921 GN**



## **VSCC Lakeland Trial** **Continued from Page 60**

This is not for the faint hearted competitor or even spectator for that matter.

Parking is available at the slate mine for a small fee but warm clothing and stout footwear is needed here for people who trek up the track and marvel at these historic machines picking their way up the loose shale track which is very rough in places.

Not all cars made it to the top by any means and those with no front brakes which is not uncommon on very early cars need to be very careful not to slide back as grip is minimal. These cars have to be hauled up generally by recovery vehicle then return back down the mountain attached by a sling or rope fastened to the rear of the competing car and the front of a Land-rover or other big 4x4 vehicle which follows behind to prevent them getting out of control. The sling or rope is tested and Lloyds approved to make the descent as safe as possible.

All passengers have to walk down every section these days as more and more health and safety regulations are implemented.

Most normal modern cars wouldn't be capable of getting up the sections of this event but many vintage cars with slow revving, long stroke engines shod with very skinny tyres often make it look remarkably easy yet those people that try for the first time find it's often impossible just to get off the start line.

The HQ at the Wheatsheaf pub Lorton is always full of car enthusiasts on Friday evening as well as on Saturday afternoon when competitors return with score sheets. It is a great place to be if you have petrol running through your veins. It's not possible take cars into any of the forests unless you are marshalling but Drumhouse does gives a great chance to watch the cars in action.

So with the background set what actually happened on the trial ?

This is quite difficult to comment on as this year no spectators at all were allowed onto the sections to watch unless you were a signed on marshal for that particular section. Signing on was at the forest entrance at 8am. That excluded anyone wishing to marshal slightly later in the morning as many people have done for years if due to business or family commitments they needed to arrive later. Some marshals occasionally have to leave earlier at times but if the section chief marshal is aware of this a shift system works well.

Recovery crews waiting at the sections I saw with their 4x4s understood they weren't allowed to walk up the section to watch either so stood at the bottom of the sections peering upwards unless called to assist by the marshals in that particular section.

Competitors haven't been allowed into the sections for the past year or two either to recce or spectate. This has only been the rule for the past couple of years and annoyed many competitors when listening to their comments. They said it spoiled the social aspect of the trial and it was very cold just waiting about.

When cars got stuck getting them out took a long time in some sections yet this was a "dry" trial not a drop of rain all day, In wet weather lots of people, whether competitors, marshals or spectators, pushing cars or pulling on a rope is a much faster way than recovery using pulleys winches or vehicles although sometimes mechanical assistance is essential.

**Continued on Page 62**



**Young marshals doing a great job**



**Lowering tyre pressures to tackle Long Crag**



**Bugatti type 13**



**Tim Hopkinson Austin 7 Ulster at "Dead End"**





## **VSCC Lakeland Trial** **Continued from Page 61**

I was told by one marshal that they weren't allowed to take any photos "they were there to observe not to take photos". Other marshals were unaware of this rule so could this be clarified for future events. Surely common sense can allow marshals to do their job properly even if occasionally using a camera to record a car stuck up to its axles in deep mud or a similar situation.

Media photographers were not allowed with vehicles in Wythop forest this year yet this forest contains Raughtonbeck Rise and several other popular sections, photos of which often appear in the motoring magazines or on websites. The forest has a good road network used by HGVs for hauling logs and is such a large one it would be impossible to get to different sections by parking on the public road and walking without causing traffic problems to other road users on the public roads.

Perhaps there was a good reason for this but as yet no one has been able to give an explanation.

A very wide selection of cars took part with Austin 7s being by far the most popular, some reputed to be in "standard" form but sounding very "healthy", the "modified" ones often sound like a high revving race car engine which in reality they are but what great fun those delightful vehicles give the competitors.

Ford Model A cars have a reputation for ruggedness and these too are a popular choice. Riley, Alvis, Lea Francis, Morris Major, MG M type, Chrysler 75 (rather like a Bentley) Vauxhall A type and 30/98, Frazer Nash, AJS, GN, and even a Bugatti type 23 were taking part.

Many competitors take part in this event rather like a social outing but are better known for their exploits racing other cars. Immediately springing to mind is the intrepid Duncan Pittaway, builder and heroic pilot / driver of the fire spitting monster aptly named "the Beast of Turin" which you must have seen on TV with flames shooting out of its vast number of exhaust stubbs. It has featured at Chateau Impney, Goodwood and other historic venues. James Baxter is usually seen putting up fastest times of the day in ERAs but was enjoying his day out in the rear seat of a big Chrysler 75. Many other big names of the motorsport world were attending the event in some role or another.

Great to see Rod Spollon, whose family own Chateau Impney, marshalling in Hobcarton on a section ably assisted by another young guy who races a vintage Morgan called Charlie Martin.

Charlie was telling me he is currently building up another vintage Morgan but wasn't sure whether it would have 3 wheels of 4 when finished. Not sure if this is because he only has 3 wheels at the moment or for some other reason! Rather funnily standing beside me was Roger Harrison from Ulverston who is also building a Morgan 3 wheeler so I called Roger over so the two of them were able to compare progress and modifications on their various projects.

Duncan Pittaway had built up a wonderful old Anzani engined GN using parts from 1921 and 1928, the engine being a 3200cc aero engine. Like the Beast of Turin this build had an equally interesting story but too involved to relate here unfortunately. These guys are brilliant engineers it's so inspiring that they have such ability not only to build the cars but when completed go out race and even win in them.

**Continued on Page 63**



**David Golightly 1927year Ford model T  
with special body**



**Matt Johnston 1928 Austin 7**



**William McVicar was first to clean  
"Dead End"**



**Richard Houlgate on his way to 3rd in class**



## ***VSCC Lakeland Trial Continued from Page 62***

Duncan's GN in spite of its age tackled all the rough sections that the Lakeland Trial throws up, cleared every hill except one where he landed in a bog because no recceing was allowed. In so doing he carried off a first class award for his class of car narrowly missing out on an outright win.

He had a rather unusual method of giving the car rather more ground clearance by putting a spanner between the chassis rail and front spring on each side. At least that is what he told us when it was pointed out that a couple of spanners had become trapped between the chassis rails and the spring leaves!

David Johnson completed all the hills then his Austin 7 Chummy broke down at the top of his last hill. Luckily it was able to be pushed out of this section and found to have no spark. Undeterred he took off the magneto, produced another one from under the driver's seat and proceeded to change it. Soon it was going nicely and off he went to the Wheatsheaf to hand in his score card.

Another guy with a Frazer Nash broke both drive chains to the rear wheels but got to the top of Drumhouse. He set too and evidently it's a very messy job but in immaculate clothing repaired the greasy chains and he carried on his way. Pure enthusiasm and dedication these guys have.

I am a big supporter of the Lakeland, we have carried out repair work and pruning on sections prior to many events. I fully understand the need for health and safety issues but as someone who has driven in various other trials over the years, marshalled on the Lakeland many times as far back as the 1960s on some occasions I to have had to turn up slightly late in the day.

I have pushed cars up hills, been plastered in mud, towed cars out of the forests back to their parked trailers or taken drivers to collect their tow cars at their B&B several miles away.

I am not really sure how much I will be able to help on the trial in future as the current rules stand, this would be a great pity.

Could signing on be done the night before or at the forest gate by the gate marshal for the odd marshal that cannot get to the forest entrance early.

These forests are open to the public all the time, living locally I know many hundreds of people regularly enjoy them riding mountain bikes, running, walking often with their dogs and children. Generally speaking wherever I have been on a section if the general public have arrived at a section they have been very responsible and stood in a safe position and enjoyed watching the cars for a short while before moving on. Marshals have never allowed a car to tackle the section unless it was safe to do so.

If the VSCC insists on imposing draconian measures not allowing people to watch the cars from a safe distance the other forest users will protest vigorously and there will be a backlash against cars in the forests.

I have competed in dozens of forest rallies over many years but now the Malcolm Wilson rally which for many years has used the forests rather like the Lakeland trial morning and afternoon has to start the forest sections very early in the morning in Whinlatter about 7am or so. This is so that all the cars are through the forest before 9am when the day visitors arrive, It has totally changed the format of the rally. The Whinlatter visitor centre is just up the road this establishment gets vast amounts of income from these forest users many of whom park all day whilst exploring the forests.

New CCTV cameras record every car now so even bigger income will be generated as many people didn't purchase tickets previously.

VSCC please think very carefully, if this event is to continue in its present format do not upset the regular users of the forests or there will be repercussions I am sure. The rule forcing competitors to tackle every section in a strict order meant that those in the massive queue at Routenbeck couldn't pop up to the next section which was just a short distance away until they had tackled Routenbeck. This meant many cars were running way behind time especially if the car in front of them was rather uncompetitive and not cleaning sections but having to spend lots of time being pulled out by the recovery teams.

An amendment to these rules would alleviate this situation.

Never the less this was a fantastic trial, the organisers deserve the highest praise and long may the Lakeland enliven November in the Lake District for many years to come.



***Happy faces as Duncan Pittaway fires up his GN***

***Keith Thomas***

# Roy & Elsie Honeywell

*Platinum Wedding Anniversary  
(70 years)*



The happy couple. 93 years young  
and married 70 years ago.

**6<sup>th</sup> November 1946**

The wedding reception meal cost 6s 8d per head  
(approx. 35p) and the total bill with taxi and flowers  
came to £19.

**A £1 tip for the waitresses rounded it up to £20**

# The John Easson Award 2016

2300 Club are pleased  
to announce the winner of  
the 2016 John Easson Award.  
Bingley rally driver **Sam Bilham**  
has been chosen as the winner  
of this year's prestigious award  
which is worth a total prize fund  
of £5,000.



**John Easson**

# 'Daring Drivers, Deadly Tracks'

**EAST Lancashire racing car star turned author Brian Redman has won a top prize for his new book.**

The title 'Daring Drivers, Deadly Tracks' has won the third Royal Automobile Club Motoring Book of the Year award. The 79-year-old, born in Colne and raised in Burnley, left the family's grocery business in 1967 to pursue his passion for high-speed thrills.

Redman and Company had almost 100 shops throughout Burnley, Blackburn and the rest of Lancashire.

He had spells in Formula One (taking third place in the 1968 Spanish Grand Prix) and sports car racing (winning the gruelling 'Targa Florio' endurance race in Sicily in 1970).

He moved to the United States for a successful new career there, winning the SCCA/USAC Formula 5000 Championship three times in a row from 1974 to 1976.

Now resident in Florida, Mr Redman said of the win: "You could knock me down with a feather.

"I am thrilled and delighted. This is as good as winning the Targa Florio." Published in March 2016, Redman's memoir is a vivid account of the down-to-earth, popular and highly respected British racer's exploits in a perilous era.

Described as extremely readable, and at times both funny and poignant, it is a very personal book that has received great acclaim and has already been reprinted twice to meet demand.

The book's content confirms Redman's significant place in motor racing history.

Accompanying the text, the book includes over 300 photographs from a career that lasted till Mr Redman was 52 in 1989.

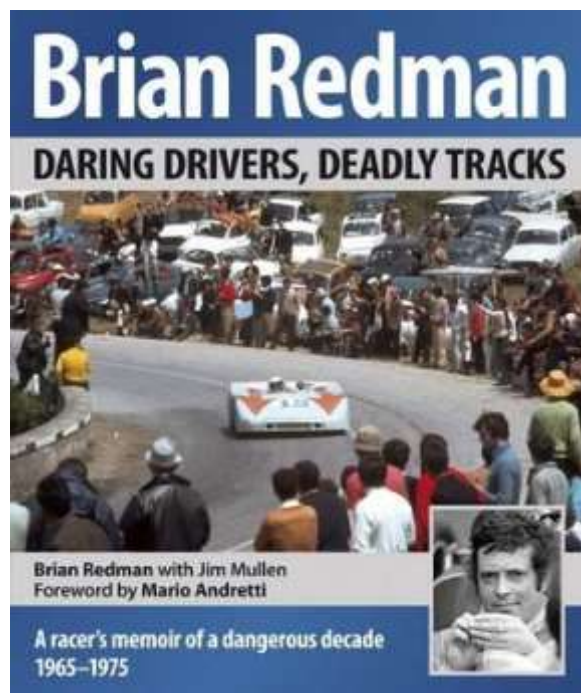
In 2002 he was admitted into the motorsports Hall of Fame in Michigan USA.

Mr Redman was stunt driver for acting legend Steve McQueen in the 1971 film 'Le Mans'.

Judge Gordon Cruickshank of Motor Sport said: "This is not just a driver autobiography, but a comprehensive and thoughtful picture of an era, and of the racing driver's mind-set.

"It is very moving when discussing how to cope with the death of friends, yet also full of the fun and enjoyment of the time - an attractive and very readable work."

Formula One world champion Mario Andretti wrote a foreword including: "Brian has managed to cap a pretty terrific racing career with a pretty terrific racing memoir."





# R.I.P. David Cuff

It is with profound regret that we have to report the passing of David Cuff, Chairman, Events Secretary, Clerk of Course for the Coast to Coast and Administrator of The Lancashire Automobile Club.

David was a larger than life personality, with a great sense of fun, a friend to all, and a very keen Jaguar devotee, and had been on many events with his bright red E-type.

David's father was a well known rally and race driver, and not surprisingly David was brought up in world of motor sport, and the bug was certainly passed from father to son.

David was diagnosed with cancer in March, and despite his problems, battled on bravely, still attending many events and meetings. He passed away on 2<sup>nd</sup> November at The Trinity Hospice, Bispham, to whom donations can be made in his memory. Needless to say our sympathy is extended to all his family and friends.

A celebration for the life of David took place at Preston Crematorium, and the cortege was led by his E-type Jaguar, a very touching moment.

David Cuff

24th March 1947 - 2nd November 2016

**Lancashire  
Automobile Club**



## R.I.P. Bill Henderson

It was very sad to hear that Bill Henderson, Scotland's best known and most respected motorsport photographer who was Autosport magazine Scottish reporter for an amazing 53 years has sadly died at the age of 92.

His immense collection of photos chronicles the history of Scottish events from 1947 and he recorded the climb to fame of such greats as Stirling Moss, Jim Clark, Ken Wharton, Jackie and Jimmy Stewart right up to the drivers of the present day. He was instrumental in furthering the career of many drivers by bringing them to the attention of the movers and shakers in motoring world through his excellent articles in Autosport.

Picture shows Bill with his trusty camera recording the prize winners presentation at 2013 Boness Revival in his usual quite reserved style, an event he has attended since 1947,

He was instrumental in helping promote Boness Revival Hillclimb to achieve the popularity and respect that it has achieved today, his photographic prowess from years ago can be seen in the recent event programmes and souvenir booklets that have been published over the past eight years or so.

Fortunately it will still be possible to view his photos in the future as his images are being scanned and digitalised and at the click of a button downloaded into your computer, just type in his name to open his portfolio.

We owe Bill a great debt of gratitude, he was kind, very skilled in his profession, unassuming, extremely knowledgeable, cheery and always interesting to chat to, we will miss him greatly.

**Keith Thomas**



# ***NORTH WEST RACERS***

*With Dave Williams Phil Rainford and Rachel Bourne*

## **AMERICA CONQUERS THE NORTH**

With a long gap after the final round of the Avon Tyres Formula Ford 1600 National Championship until the end of season Formula Ford Festival and Walter Hayes Trophy meetings, America's Chase Owen decided to prepare for those events by taking part in the final 4 rounds of the Post89 Northern series which were staged as two Double Headers at Anglesey and Oulton Park circuits. The possibility of snatching the regional crown from Manchester's Matt Cowley provided further encouragement.

Meanwhile, the Pre90 Northern title was a straight fight between Jamie Jardine and Jaap Blijleven after their season long duel.

### **Anglesey 24<sup>th</sup> & 25<sup>th</sup> September**

The micro climate of the Anglesey Circuit generated every kind of weather imaginable as the Post89 and Pre90 cars qualified and raced together during the last weekend of September.

In bright and dry conditions, Owen whizzed around the Coastal Circuit and claimed pole in the Cliff Dempsey Racing entered Ray GR14/15 during the single qualifying session on Saturday. Behind him were two young men who took great delight in setting times within a couple of tenths of one the stars of 2016. The Van Diemen mounted duo – Matt Round-Garrido in his Team DPA/Medina Sport JL16 and Matt Cowley in the B-M Racing supported JL13 – were separated by just 4 hundredths of a second.



***Chase Owen braves the storm***

Tom McArthur stepped down from the Post89 Class to have some fun behind the wheel of a Pre90 Van Diemen RF89. He set the fastest time in this category, beating the two championship protagonists Jaap Blijleven and Jamie Jardine in their 88FF and 84FF model Reynards respectively.

By the time race number 1 took place later in the day, a storm had arrived. In high winds and driving rain no one could live with Owen's pace and he took the chequered flag almost 20 seconds ahead. Round-Garrido established a small gap over third placed Cowley. The latter was able to whittle this down in the closing stages but was unable to find a way by.

The Pre90 honours went to McArthur as Blijleven and Jardine fought one another as well as the conditions. Jardine was further troubled by a clutch problem that saw him run wide at the Bookatrack.com Hairpin handing second in Class to his rival from Holland.

The next morning, the second race was held in far more clement conditions. Owen once again took the lead but this time the two Matts were able to keep him in sight. Cowley was second until a patch of dirt that had been dragged on to the track caused him to lose control the third time he tackled Target. His gyrations caused Round-Garrido to lift and allowed Pre90 Class leader, McArthur, up into second overall.

Almost immediately, the Safety Car was scrambled when a couple of cars further down the order had a coming together.

Shortly after racing resumed, we had two Pre90 cars in the Top 3 when Round-Garrido ran wide exiting Church allowing Jaap Blijleven to go through into third. The Dutchman put his head down as he tried to catch McArthur but began making mistakes. These allowed Round-Garrido to get ahead of him at Rocket meaning it was he finished third overall behind Owen and McArthur.

The recovery drive of Cowley took him up to fifth where he acted as a buffer between Blijleven and his Pre90 Northern Championship rival, Jardine.

***Continued on Page 67***



## **NORTH WEST RACERS**

*With Dave Williams, Rachel Bourne & Phil Rainford  
Continued from Page 66*

# **Oulton Park**

## **8<sup>th</sup> October**

Following his double success in Wales, Chase Owen arrived in Cheshire with a 2 point margin over Matt Cowley in the Post89 Northern Championship. This advantage was doubled when he added a further couple of points to his tally for taking pole during qualifying in a session which was interrupted when Matt Round-Garrido lost control exiting Cascades and slammed hard into the Lakeside barriers bringing out the red flags and putting himself out of the rest of the meeting. Luke Williams would have started alongside Owen in the Firman RF16 but he was sent to the back of the grid for ignoring warning flags. This meant the Van Diemen JL13 of Josh Smith would start alongside the Texan on pole with Cowley down in third.

With Tom McArthur absent, Jamie Jardine and Jaap Blijleven had no distractions on decision day for the Pre90 title. Since Anglesey, Jardine's car had undergone a substantial mechanical overhaul to rectify the clutch problems he had endured during the previous 2 meetings and he set a best lap that was 3 tenths faster than Blijleven's.

Although they had qualified together, the Post89 and Pre90 Classes raced separately. The latter were the first to come under starter's orders with Jardine and Blijleven pulling away from the rest of the field in their own private battle. It was absolutely intense, flat out driving with lap times constantly in the high 1 min 48s or low 1 min 49s – this was one of the fastest Pre90 races of all time! Sparks flew – literally – as the pair got airborne at Brittens causing their cars to bottom on landing.

Blijleven was never able to get close enough to attempt a pass. A big effort to get a good slingshot out of Hislops on the final lap saw him to skid on to the grass. He kept going but had to be content with second place.

The fastest car in the opening Post89 race was the B-M Racing Van Diemen LA10 driven by David McArthur. He was really annoyed with himself for not qualifying further up the order but quickly made amends by taking third on lap 1 round the outside of Cowley at Cascades, a move he repeated on Smith next time through to latch on to the gearbox of Owen.

As the leader began to take defensive lines to keep McArthur at bay, the cars behind closed in thus a magnificent 5 car battle developed. On lap 9, the second placed man made a bid for victory on the outside at Lodge but ran wide, dropping to third behind Smith. As Owen sped onwards to take the chequered flag it was bad news for Cowley's championship aspirations, especially as he had been pushed down to fifth by Doug Crosbie's Van Diemen JL13.

Jardine reclaimed the Pre90 Northern Champion he won in 2014 by winning the final round of the season. The outcome was nearly very different however as, since they raced earlier in the day, the track had become slippery and he had a very sideways moment exiting Old Hall on the opening lap. Blijleven could not take advantage of Jamie's dramas because he too was busy avoiding having an accident of his own on the same patch of low grip substance. By the time the Dutchman gathered everything up, the champion-elect had an unassailable advantage.

Similarly, Owen took the Post89 Northern title with one final victory as Smith followed in his wheel-tracks. McArthur was still the quickest man out there but he fluffed his start and dropped to fourth behind master defender, Crosbie. By the time McArthur was up to third the two leaders were long gone. Cowley was frustrated, once more finishing fifth.



**David McArthur was the fastest driver at Oulton Park**



**Jamie Jardine holds off Jaap Blijleven**



**Tom McArthur had Pre90 fun**

**Report by Dave Williams,**  
**Photos courtesy of Rachel Bourne and Phil Rainford**



# 6 Crazy Brits do Rally de Espana 2016

With a year having flown since last year's event, Thursday 13th October saw the start of another action packed journey for 6 Wallasey Motor Club members, with rendezvous 05.30 at Liverpool Airport. Neil Evans, Tim Nunn, Jon Chamberlain, and WRC Spain virgin, Richard Kerr formed the advance party with Gary Marriot and Andy Macdonald following on a day later.

The advance party opted for the first night in Barcelona to spectate SS1. Arriving early afternoon in time to check in, have some food and a cheeky beer or two outside, the weather rapidly became monsoon like, the streets awash with flood water. Thankfully, whilst our ankles were soaked and refusing to sit inside the umbrella worked wonders although our beers took a little longer to go down as it leaked, but, what the hell, we managed, just.....

Come to Spain, they said, the sun always shines.....

SS1 saw no change in the weather and having wisely followed Neil "the weatherman's" advice that although the earlier forecast had predicted rain all night, we wouldn't need our jackets, you guessed it, clad in only t-shirts and shorts, water wings would have been a savvy purchase as we almost drowned in the endless torrential rain! Having seen the front runners through, the sanctuary of the Oktoberfest tent beckoned and a quiet, calm night ensued. Steaming in more ways than one, every effort was made to drink with moderation get an early night- I suspect we failed!

Friday am- still damp from the night before but well rested after 3 hours sleep, the already waning advance party returned to the airport to collect the sensible ones Gary and Andy. The wild goose chase to find our "off site" hire car then began. Having finally collected the car, a Ford Galaxy (the fastest hire car in Spain) and with team pilots Andy and Neil "where's my coat" Evans signed on, we went back to Barcelona (the opposite direction to Salou) to find said lost coat. This was amidst the back seat driver comments of "oh, that looks nice, I've not been to Barcelona for ages". With "coat gate" resolved we sped off to Salou with Gary "on the notes" Marriot up front.

Running late, we headed straight past Salou up to SS7 Terra Alta 2, the last gravel stage of the day after Jon "the catering manager" Chamberlain provided the usual alfresco late lunch of Baguette, ham, cheese, olives and crisps with the obligatory can of Estrella (supporting the local economy) helping to wash it down beautifully!

Returning to Salou late, we checked into our Penthouse accommodation and reluctantly dragged ourselves out into town for another quiet and sensible night.....oh and a couple of beers!

Saturday came all too soon- the start of the tarmac days saw team WMC heading out to SS11 El Montmell 1. Resuming my role as Tim "Gunga din" Nunn the team's hydration expert carrying team water.....with Rich becoming the team flag bearer- a Scot with an English flag seemed fundamentally wrong but he bravely took one for the team!



*Continued on Page 69*



## **Rally de Espana 2016**

### **Continued from Page 68**

After a good uphill walk into the stage in welcomed sunshine, we pitched up and claimed our spots to watch the cars off the start, again watching the top runners through whilst avoiding being decapitated by the drone, but nevertheless getting ourselves on TV in the process. It was great to see Craig Breen's crowd appreciation, flashing his headlights and waving to the Irish flags as he gave it flat chat off the start. Leaving the stage we then drove on through amazing scenery, relocating to a chicane in the middle of Alcover- Capafonts 2, high in the mountains. With a stage side picnic, of you guessed it, bread, cheese, ham, olives, crisps and a cheeky beer we were back off to Salou.

With time against us and having seen the sea front special stage the year before, we opted to return to the service park back in Port Aventura for a spot of rally car and people watching, oh and, of course a cheeky beer to round off the day just as the front runners were returning into final service of the day. The usual routine ensued, no down time, a quick phone call home to report how rubbish the trip was, a quick shower and food before the obligatory quiet night out!

Come to Rally Spain, they said- it's really relaxing..... Mmmmm!

After a sedate night out (and early to bed as with every night) Sunday, the final day and a quick 30 mile drive up to SS18 Pratdip 2. After watching the lead cars through, we hightailed it back to Salou to see the ceremonial finish on the sea front. This year we strategically placed ourselves close to the viewing platform that was opened to the general public the year before and were able to get prime position to watch Sebastian Ogier make his donut entrance literally in front of us to celebrate his 4th consecutive World Championship win- we even made the podium photographs, if you look hard enough! With Hi- fives delivered to Sordo and Ogier as they left the ceremonial finish, exhausted from the challenges of the past few days, you guessed it, a few cheeky beers, some tapas and people watching rounded off the afternoon perfectly.

Sunday night saw us, in line with tradition rounding up the night at Danny Boys, again, for some great live music and mingling with a whole load of crazy petrol heads including a wee Irish fella called Craig Breen. At least this place was rocking unlike many others which were empty. The opportunity to help the local bin men this year was disappointingly missed by Gary and Tim who assisted with gusto in 2015.....

Monday- after a lazy start, it was time to come home.....the journey back to the airport was via Barcelona for a few hours before the flight. In true tourist mode we took a boat ride around the bay before more food and a cheeky last beer. Throughout we were all exceptionally quiet, for once!!!- I have no idea why, as we were all well rested and full of energy after such a relaxing few days.....

In summary, a pure endurance test with as much rallying we could fit in amidst beautiful Spanish scenery, loads of walking, minimal sleep, absolutely fantastic company, great craic with too many laughs to recall for so many different reasons and oh yes, the occasional cheeky beer accompanied all too often with bread, cheese, ham olives and crisps.

As per 2015, in two words- TOTALLY AWESOME! .....And finally, would we do it again- Damn right we would!



**Wallasey Motor Club**  
**WRC Spain 2016 team signing out**

# NESCRO CLASSIC CHALLENGE

Pos	Driver	Total
1	John Bertram	527.3
2	David Marsden	460.9
3	Archie Simmons	278.4
4	David Short	269.9
5	John Sloan	264.2
6	David Agnew	252.7
7	Ben Blanchard	226.6
8	Ian Dixon	226.4
9	Ray Jude	223.9
10	Jim Hendry	223.6
11	David Alexander	182.5
12	Richard Goodacre	174.8
13	Brian Bradley	174.6
14	John Fenwick	170.3
15	David Garstang	163.3
16	Paul Slingsby	158.8
17	Gavin Thompson	155.1
18	Stephen Byrne	147.5
19	Charles Graves	145.0
20	Andy Beaumont	131.7

Pos	Navigator	Total
1	Andrew Fish	527.3
2	Mike Garstang	461.9
3	Roy Heath	349.9
4	Bob Hargreaves	326.6
5	Marian Sloan	264.2
6	Ben Jude	223.9
7	Peter Birtles	174.8
8	Michael Marsland	174.6
9	Alan Jackson	167.7
10	Paul Garstang	163.3
11	Michael Fox	158.8
12	Dave Lauder	155.1
13	David Byrne	147.5
14	Graham Crosier	146.9
15	Ron Palmer	145.0
16	Mark Humphries	135.0
17	Richard Welsh	133.1
18	Callum Douglas	123.8
19	Tom Leeming	120.0
20	Ali Procter	106.7

# NESCRO



# NESCRO TARGA CHALLENGE

Pos	Driver	Total
1	Quentin James	482.5
2	Chris Hunter	408.0
3	Joe Harwood	357.4
4	Drew McClean	354.6
5	Andrew Graham	309.0
6	Simon Jennings	298.6
7	Geoffrey Bateman	296.5
8	Daniel Place	280.5
9	Grainger Robertson	254.2
10	Ryan Hay	223.8
11	Stephen Palmer	203.0
12	Jon Hill	201.2
13	Craig Wallace	189.7
14	Angela Jones	188.7
15	Chris Marsh	168.2
16	Graham McTavish	167.7
17	Joe Mallinson	147.9
18	Chris Dodds	145.0
19	Liam Charlton	130.4
20	Stephen Short	121.6

Pos	Navigator	Total
1	Tom Howe	482.5
2	Fionna Tyson	408.0
3	Karina McClean	354.6
4	George Edminson	309.3
5	Margaret Bateman	296.5
6	Sam Iveson	280.5
7	Niall Thomson	223.8
8	Michael Pears	223.0
9	Clive White	212.9
10	Jai Wall	211.5
11	Jack Palmer	203.0
12	Clifford Auld	189.7
13	William Jarman	188.7
14	Andy Beaumont	168.2
15	David Robertson	164.2
16	Jim O'Niel	151.8
17	David Lumsden	145.9
18	Josh Davidson	145.0
19	John Turnbull	121.6
20	Zoe Wright	121.1

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

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

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

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



# Hexham & DMC Northern Dales Classic & TARGA Rally

## THORNTON WINS “DUST UP IN THE DALES”

An exciting day long battle saw Mark Thornton/ Willie Walker win the inaugural Northern Dales Classic Trophy, narrowly beat MG Maestro Archie Simmonds, the result in doubt until the days final test, the Chevette pilot taking the honours after an action packed day which featured no fewer than 16 long tests, all the action taking place on the one site, located in the tiny hamlet of Eastgate in Weardale.

After several years of frustration trying to find a site for a targa type event, the Hexham & District Motor Club were finally given the go-ahead to use the former cement works at Eastgate, a huge complex that provided the opportunity to lay out some imaginative tests, almost all of which was on concrete with very little loose surface although, after years of disuse, quite a bit of the concrete was liberally covered in moss and weed. The organisers had originally intended the Northern Dales to be a Summer event but the long and protracted negotiations involved in getting the necessary permission meant the event ended up with a November date. With the shortened hours of daylight at that this time of year, the organisers opted for a format of four tests, each run four times meaning the event could be all done and dusted before darkness descended.

Despite the late date in the calendar and the snow lying on the hills all around, some 27 crews made the journey to Eastgate, a good mix of historic and targa cars, with several of the crews being regulars from the well known Hexham 12 car series who were trying this branch of the sport for the first time. Overnight frost meant there were patches of ice on the opening test, it didn't seem to other Simmonds as he promptly set the quickest time, just ahead of the Peugeot 205 of Jennings/ Bradford. Thornton came back on the next test, just ahead of the flying MK1 Escort of Marsden/ Garstang and was quickest on test Three before Simmonds fought back on the following test meaning the two ended the opening lap all square.

Slick organisation saw the second lap of tests commence almost immediately with the Pattison/ Harkness Saxo quickest out of the blocks although an indiscretion on test two meant they were well down the leader board. The Guthrie/ Horne Anglia and Craigs/ Byrom MGB both picked up massive penalties when they erred from the correct route. The Finn brothers in their Peugeot 205 were setting some extremely quick times but threw it away with a wrong test penalty while down near rear of the field the Charlton/ Tait Puma was consistently quick and moving steadily up the leader board. The second loop finished with Thornton leading Simmonds with Jennings/ Bradford the best of the rest.

*Continued on page 72*



*Photos Courtesy of Alastair Knox*



## Northern Dales Classic & TARGA

### Continued from Page 71

After a short lunch break which saw the catering van do record business, battle recommenced and while some crews got quicker, others simply got more sideways!. Pattison/Harkness and Masters/ Dundee saw some quick times spoiled by picking up cone penalties while Kevin Savage posted some deceptively quick times in his tiny Suzuki Alto with Tom Hall doing a similar giant killing exercise in his Riley Elf. . Up at the front, the extra power of Thornton's 16valve Chevette was starting to get the better of Simmonds diminutive MG Midget and he edged out a narrow lead, Charlton/ Tait were closing in to challenge Jennings/ Bradford while Joe Harwood / David Lumsden were moving their Subaru quietly up the through the field.

So to the final lap of four test and although Simmonds done all he could, clawing back 9 seconds on Thornton, it wasn't quite enough and the Chevette pilot took the honours by a narrow 5 second margin, it was as close as that and testimony to a fine performance by both crews. Meanwhile, this final lap saw Charlton/ Tait edge ahead of Jennings/ Bradford to take the final podium position, a late flourish from Tom Hall took him up into 5<sup>th</sup> spot and Harwood/ Lumsden were consistently quick as they took 6<sup>th</sup> place and the class award.

The inaugural Northern Dales was an outstanding success and drew many appreciative comments from competitors. Quick and efficient operation by the organisers saw the 16 tests run and results announced all within 4½ hours, including the lunch break. The venue proved extremely popular, the organisers using the features of the site providing the opportunity to lay out some innovative and interesting tests which everyone enjoyed and, if the site becomes available again, there is sure to be a rush for entries.

### RESULTS :-

Mark Thornton/Willie Walker	Chevette 16v	1206
Archie Simmonds /Tom Hall	MG Midget	1211
Liam Charlton /Luke Tait	Ford Puma	1229
Simon Jennings /Gordon Bradford	Peugeot 205	1238
Tom Hall /Archie Simmonds	Riley Elf	1251
Joe Harwood/David Lumsden	Subaru	1260
Kevin Savage/Richard Savage	Suzuki	1283
Dave Marsden/Mike Garstang	Ford Escort MK11317	
Chris Dodds /Josh Davison	Mazda MX5	1320
Steve Brown/W. Opperham	Mazda MX5	1335

**Ed Graham : Hexham & DMC**



**Photos Courtesy of Alastair Knox**



# 2016 RAC Rally of the Tests

MINI SPORT of Padiham driver Steve Entwistle and the iconic Paddy Hopkirk Mini 6 EMO proved to be an unbeatable combination on the 2016 RAC Rally of the Tests. For the pairing won their class by 1 min 35 seconds after the gruelling four-day event which took crews on a 700-mile route from Bournemouth to Chester.

And the 2015 HRCR Clubmans champion was in sensational form on the special tests, finishing second overall and beaten only by the two-litre BDG-engined Ford Escort of Dutch crew Peter Naakgeboren and Bart den Hartog. Despite having only 1275cc under the bonnet, Entwistle and navigator Henry Carr also posted three outright fastest times and were in the top ten on 75% of the tests, which ranged from airfields and kart circuits to the perimeter roads of Chepstow race course.

"We set out with the aim of winning our class, and we were delighted to achieve that after a very, very tough four days," said Entwistle, who lives in Blackburn.

"The chance to drive 6 EMO was a dream come true for me, thanks to the generosity of Paddy and Mini Sport.

"I was very conscious of the car's heritage and the previous occupants of the driving seat. It is Paddy's personal car and it has been rallied by him, Roger Clark and Rauno Aalto-nen, so there was no way I could come back without a trophy!

"The car was absolutely fantastic throughout the event, and didn't miss a beat. The only thing we had to do was put petrol in, which was a tribute to Mini Sport's meticulous preparation standards."

6 EMO was built by Paddy's co-driver Alec Poole as the first of a special run of works replica BMC Minis and was used by the legendary Irishman to win the 1990 Pirelli Classic Marathon.

Since then, it has been entrusted to the care of Mini Sport, the leading Mini specialists based in Padiham, Lancashire. The idea of contesting the 2016 RAC Rally of the Tests was formulated after a meeting with Hopkirk and Chris Harper, managing director of Mini Sport, earlier this year.

"Steve's connections with Mini Sport go back many years, and we were very happy to support him on the 2013 Rally of the Tests in his own 'Orangebox' Mini, and more recently in the last year's HRCR Clubmans Championship which he won outright," explained Chris.

"It seemed a natural progression to use 6 EMO this year, and I'm delighted with the class win, the attention the car attracted throughout the event, and the way the car performed. Some of the times he set on the special tests were amazing considering he was up against a host of Porsche 911s and a two-litre Ford Escort."

A recreation of the classic RAC Rallies of the 1950's and organised by the Historic Endurance Rally Organisation (HERO), the Rally of the Tests is no scenic tour- and this year's was acknowledged by the 99 crews from 13 countries as being the best and the toughest.

Starting in Bournemouth with a special test around the Winter Gardens and then an hour-long regularity on Thursday evening, Friday's leg comprised ten special tests and seven regularities, with crews competing virtually non-stop for ten hours before the overnight halt in Bristol.



**Continued on Page 74**



## ***Rally of the Tests***

### ***Continued from Page 73***

A special ceremony at the RAC headquarters in Bristol at 8am on Saturday saw the crews flagged off by Hopkirk, who had flown in from Sicily to watch 6 EMO in action. With a total of 12 tests and eight regularities packed into 12 hours, it was a very tired set of competitors who made it to the overnight halt in Stoke.

The final leg saw another seven tests and five regularities before the survivors took the chequered flag in a ceremonial finish in Chester centre on Sunday afternoon.

One of the unique features of the Rally of the Tests is the final regularity of each day, as Entwistle explained:

"They are a real 'sting in the tail' test of exhausted crews, and designed to be navigated without a map or trip meter. The route card is descriptive with distances, which means you are driving on tracks that aren't on Ordnance Survey maps.

"So farmyards, footpaths and fields are all fair game, which certainly makes things interesting when timed to the second!

"The high point of this year was tackling the MOD base at Swynnerton on Saturday night. It's on mixed surfaces, and navigation is all by tulip diagram.

"There are 75 junctions, with a control every two miles, most with a passage check in between. There are several cars on the course on different laps, and we got 6 EMO up to 85mph on the fastest section, which was impressive to say the least.

"Henry did a fantastic job in there, his navigation and timing was absolutely spot-on.

"It's easy to see why the RAC Rally of the Tests has the reputation as being one of the best regularity rallies in the world, and why it attracts the cream of European crews. For me, if I only ever did one rally a year, it would be this one."

***Neil Johnson***

***Steve Entwistle & His Navigator  
Henry Carr plus Neil Johnson will ALL  
be at Clitheroe & DMC Clubnight on  
Tuesday the 24th of January to tell you  
about their exploits on the  
2016 RAC Rally of the Tests***

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

**M/R 103 / 731 437  
8:30pm**



***Paddy Hopkirk with his very own mini  
At the start***

The Teacher asked young Patrick Murphy: "What do you do at Christmas time?"

Patrick addressed the class: "Well Miss Jones, me and my twelve brothers and sisters go to midnight mass and we sing hymns; then we come home very late and we put mince pies by the back door and hang up our stockings. Then all excited, we go to bed and wait for Father Christmas to come with all our toys."

"Very nice Patrick," she said. "Now Jimmy Brown, what do you do at Christmas?"

"Well, Miss Jones, me and my sister also go to church with Mum and Dad and we sing carols and we get home ever so late. We put cookies and milk by the chimney and we hang up our stockings. We hardly sleep, waiting for Santa Claus to bring our presents."

Realising there was a Jewish boy in the class and not wanting to leave him out of the discussion, she asked, "Now, Isaac Cohen, what do you do at Christmas?"

Isaac said, "Well, it's the same thing every year. Dad comes home from the office, we all pile into the Rolls Royce; then we drive to Dad's toy factory. When we get inside, we look at all the empty shelves . . . and begin to sing: 'What A Friend We Have in Jesus'. Then we all go to the Bahamas."



# 2017 HRCR old STAGER Historic Asphalt Stage Rally Championship incorporating the Mini Sport Mini Cup and Junior Mini Cup HRCR launches the Mini Sport Junior Mini Cup!

***The HRCR is launching a new initiative for 2017  
To run within the HRCR old Stager Asphalt  
Championship and alongside the current  
Mini Sport supported Mini Cup!***

The Mini Sport Junior Mini Cup will be run as a class within the HRCR old Stager Championship aimed at encouraging young people into historic rallying. Whilst drivers must be under 25 years of age to be eligible to compete in the Mini Sport Junior Mini Cup there will be no age limit for co-drivers.

The Mini Sport Junior Mini Cup will be based on the Mini 1000 model with limited modifications conforming to MSA Historic Stage Rally Car regulations. A kit of parts will be provided by Mini Sport to ensure equality of performance at a competitive cost with the emphasis on safety and reliability rather than outright speed. Competitors will be able to use tyres of their own choice, however Mini Sport will continue to supply Yokohama tyres at very competitive prices which have proved to be very successful in the Mini Sport Mini Cup competition over the past two years.

To be eligible for the Mini Sport Junior Mini Cup, vehicles will need to be built using the basic Mini Sport supplied kit. Each car built will be given a unique identification plate confirming it as being built using the supplied kit. To ensure equality of performance all cars will be checked for power output and must meet a minimum weight limit.

The Mini Sport Junior Mini Cup is not just about competing on events. For those competitors new to rallying there will be opportunities to attend a workshop on car preparation and tuition on driving and co-driving skills. Whilst it is envisaged that the Junior Mini Cup will prove to be very competitive the HRCR are keen to promote comradery amongst competitors an important value that attracts competitors to the HRCR old Stager Championship.

It is envisaged that the Mini Sport Junior Mini Cup will run over 5 National B events all on UK mainland venues within the 2017 old Stager Championship. Like this year, the 2017 Championship will be run on sealed surfaces. Full details of the kit, vehicle technical specification and Junior Mini Cup regulations will be announced in the autumn.

**The HRCR are currently seeking expressions of interest from prospective competitors. If you would like to find out more or register your interest you can contact either Simon Malins from the HRCR on 07785-308165, Rob Eastwood at Mini Sport on 01282 778731 or by e-mail at [stage@hrcr.co.uk](mailto:stage@hrcr.co.uk)**

This year the championship will visit England, Wales, Scotland and the now traditional trip to the iconic Isle of Man. Similar to this year it will be a 6 event, 7 round championship with the Rally Isle of Man counting as 2 rounds. The events have been carefully selected to appeal to the clubman competitor looking to use their historic rally cars at some of the best available asphalt venues in the UK. New to the championship this year are the Solway Coast Rally in the Scottish Border region and the Cheviot Stages Rally taking crews across the challenging roads on Otterburn.

**Mini Sport will continue to support the ever popular Mini Cup and there will be even more Minis with the launch of the new Mini Sport Junior Mini Cup. The Junior Cup will run over the 5 mainland UK events. The Championship will be officially launched and registrations will open at the HRCR Open Day at the British Motor Museum Gaydon on Saturday the 14th January 2017.**

19th	March AGBO Stages	Weston Park
30th	April Dixies Historic Challenge	Epynt
18th	June Mid-Summer Stages	Caerwent
6th	August Solway Coast	Scottish Borders
14/16th	September Rally Isle of Man	(2 rounds)
22nd	October Cheviot Stages	Otterburn
25th	November Hall Trophy	Blyton Park (Reserve event)

**Calendar subject to MSA approval**

**For more details or to register your interest in the Championship please e-mail [stage@hrcr.co.uk](mailto:stage@hrcr.co.uk)**



# Chateau Impney Hill Climb 2017.

**Chateau Impney Hill Climb makes its annual return  
on Saturday 8 and Sunday 9 July 2017**

*The event will be celebrating the venue's 50th anniversary since the last Chateau Impney Speed Trial in 1967. Maserati's 60th anniversary since the Maserati factory retired from racing which coincided with Manuel Fangio's spectacular World Championship title win in 1957.*

Already lined up for 2017 is one of the works Maserati 6CMs, a 4CS, an 8CM, 250F, 150S and T26 to name a few.

We will be announcing further details in the coming months. Chateau Impney is also celebrating in 2017 its 50th anniversary since the last Chateau Impney Speed Trials were held in 1967. We will be welcoming back many of the competitors and cars that competed here in period. The standing record for the original sprint course of 22.07 seconds was achieved by Tony Griffiths in his BRM P48, chassis 487, in 1964.

We are delighted to be welcoming the sister car BRM P48, chassis 484, to compete at Chateau Impney in 2017. This car was raced by Jo Bonnier in the 1960 Formula One World Championship, Graham Hill in the 1961 Intercontinental Formula and was a highly successful competition car with Tony Marsh in 1962 and 1963 RAC Hill Climb Championships. In 2017, Chateau Impney Hill Climb will be awarding, jointly with the Bugatti Owners' Club, "The ERA Challenge Trophy" to the best ERA or ERA-engine car performance at both La Vie en Bleu, held at Prescott Hill Climb on 27/28 May 2017 and the Chateau Impney Hill Climb on 8/9 July 2017.

We are delighted to already be welcoming ERAs R4D, R4A, R7B, R8C and AJM1 to both events with several more lined up to attend. As well as the competition itself, the event will include spectacular air flypasts, lunchtime demonstrations, and a vintage funfair for families that will be free of charge with any ticket. A number of family focused additions will be new for 2017 and we will be announcing this event content early in the New Year. The popular Footman James Concours d'Elegance will return, where the winning car will be chosen by public vote, and there will be a dedicated classic car park. Spectators will also be able to explore the open paddock again, getting up close and personal with the drivers and impressive cars facing the Chateau Impney challenge.

The event will also feature a Trade Village, where visitors can purchase goods from both local businesses and specialist traders, and a number of Food Courts will host a variety of local food and drink vendors serving up a taste of the region. As with previous events, general admission tickets will include free access to the grandstands, and the hill climb runs and driver interviews will be broadcast on a number of large-format screens throughout the Chateau grounds, ensuring that spectators miss none of the action.

Tickets for 2017's Chateau Impney Hill Climb are priced from £20 per person, and 2-15 year olds are charged from £5 per child with a ticket-holding adult. 2017 tickets go on sale from 1 November 2016.

**An early bird discount of 15% is available for  
advance purchases before 30 November 2016.**

**Tickets can be purchased online at  
[www.chateauimpneyhillclimb.com](http://www.chateauimpneyhillclimb.com)  
or by calling 0844 844 0444.**

*Keith Thomas*





# ***Inside the Industry***

## ***with Paul Gilligan***

### **New Car Prices Are Actually Rising, and Will Rise Further**

A little while ago I advised readers not to worry about new vehicle price rises that were being announced following the drop in the value of the £. I suggested manufacturers were still chasing volume and would take the pain away with increased discounts of one sort or another. It seems I was wrong, dead wrong.

More price rises are being announced all the time, and now I see fleet discounts being pulled back for next year. It seems the manufacturers simply can't take any more pain. That perhaps applies to VW Group more than anyone else, and they are Europe's number one. In addition sales in the rest of Europe are rising now so there isn't such a reliance on the UK market.

I was in discussion with a major fleet supplier the other day who feels that the combination of increased prices and reduced fleet discounts will result in an increase in actual prices paid of 10-15% by March. Even if its half that it will be around £1000 per unit.

I've advised all my business customers to order their first quarter requirements, car and van, NOW. This means they can lock in at today's price and often today's discount.

### **New Plates Don't Mean Much Anymore**

In a recent survey almost 80% of new car buyers said they would buy when suited them rather than waiting for the next new registration plate. And almost all who would wait cited practical reasons like enhanced residual value rather than being seen with the latest plate on their car.

Yet March and September continue to represent around a third of annual registrations. Fleets, certainly the rental companies who sell their cars after 3-6 months, have sound reasons for choosing these months to gain in residual value. And they are of course the peak months for pre-registration activity because the unsold car at least bears the same plate as a brand new one. So I think plate months will continue to be big months for a long time to come, even if those who use their hard earned cash to but actually don't care.

### **How Should You Fund Your New Car?**

I think this is the question I get more than any other from private buyers, and often from business users also. There are now a variety of funding options. Personal contract Purchase (PCP) and Personal Contract Hire (PCH) are now the most popular products, but there is still conventional Hire Purchase (HP) and the option of a bank or internet loan.

Which is best? The simple answer is all of them are best in certain circumstances. Which means all of them are wrong in certain circumstances. Different manufacturers and dealers favour different products and therefore give the most support (i.e. discount) to that product. And these policies can change rapidly. For example last weekend an offer dropped into my in box on a BMW 5 Series, £37500 car, PCP at £299 a month with no deposit. PCH rates for the same car and mileage over £400 a month! But until then PCH was probably the best option. And things can change back next week

Buyers need to look beyond the simple deposit and monthly payment. PCP and other purchase agreements are much more flexible than PCH. If circumstances change you should be able to get out of a purchase deal without cost broadly after 2 years. If you want to do the same with a PCH deal it will typically cost you about 6 months' payments or more. With a PCH deal you can expect to have some equity at the end of the agreement although this is not guaranteed, so if you sell the car rather than return it you will have some money in the bank. With PCH you are guaranteed to have exactly no equity at the end, but may well get painful excess miles and damage charges instead.

If you want to buy a near new car at a lot less than new price PCH is not available, and you may find PCP expensive. In this case a bank or internet loan is probably the best bet.

So there is no one correct answer. Circumstances alter cases. Unfortunately there is a dearth of good advice. Some of the things I've read on this subject in "quality" newspapers and even motor magazines are about as wrong as they could be. Even worse beware of the bar room expert, who buys a new car every 3 or 4 years and is keen to tell you he knows exactly how to do it. You need to find an experienced and unbiased fleet management professional who is immersed in the industry every day.....

***Continued on Page 78***

## **VW Face the Music**

The damage to VW caused by the diesel emissions scandal goes on. Of course with falling sales and vast amounts of compensation to be paid there had to be painful consequences. 30000 jobs are to go, 23000 of them in Germany. That's about 20% of the German VW workforce, and VW say there will be no compulsory redundancies, so the compensation will be generous, costing millions more.

Meanwhile Audi have been pulled out of the WEC and VW from WRC, no doubt more pain to come.

London's Mayor has decided that VW Group drivers have been getting away with not paying the Congestion Charge because of the low emissions of their cars, which weren't actually that low. So he's sent VW GB a bill for £2.5M which he thinks is the loss of income to London. Now IF they pay how about using that windfall to subsidise the conversion of all London taxis and single deck buses to hydrogen? Then we'd be convinced he actually believed in clean air rather than in filling the coffers?

VW are determined to bounce back though. They've announced a major push into electric and driverless cars, expecting to sell over 1 million electric cars a year in less than a decade. VW also intend to dramatically expand their range of SUV models from the current 2 to 19 by 2020. They have noticed that these models sell particularly well in the US where VW are relatively weak. Presumably they were too busy fiddling the emissions tests to notice this before or carry out some proper research? Any tourist will know what sells in the US within a couple of hours of getting off the plane!

## **Amazon Car Sales Expand**

Following last month's news that Amazon are to start selling SEATs in France, now they've announced a deal to sell Fiats in of all countries Italy. There will be a special discount of up to an extra third (!) on top of existing offers which should work!

Amazon's research showed around half of Italian buyers were happy to buy online, 97% still wanted to collect the car from a dealership, so they will be asked to nominate the dealer where their car will be ready for them within two weeks of order. So are dealers to become centres for the valeting and handover of new cars already ordered at a price they can't compete with?

Meanwhile BMW's "Retail Experience" boss has told dealers their network strategy must be "completely revolutionised". I've read his presentation several times and still don't begin to understand it. When, if ever, I do I'll let you know. I'm sure it only means more costs for the dealers though!

## **This Is Not A Surprise**

Research by the FIA has confirmed what many expected, that our Government rips off the motorist. In 2013 £34 Billion was taken from UK motorists in tax. £1 was spent on roads for every £3.87 taken. In France it was £0.31 spent for £1.86 take, in Germany £1 for £2.09 taken etc. In Europe overall only in Malta is the position worse than the UK!

## **Jaguar Electric Car Arrives**

Many would say that by launching their i-Pace electric car only a few weeks ago Jaguar are behind the opposition. Sometimes that can be an advantage though, giving time to learn from others and improve on their efforts. Jaguar expect Battery Electric Vehicles (BEVs) to take 10% of car sales worldwide by 2020 and 40% by 2030, so clearly they had to be there.

Look like they've got it right. Super looking car, 0-60 in 4 seconds, 300 mile range between charges. The car shown so far has 400 bhp and a predicted sale price of £55000. A cheaper 300 bhp version and more expensive 500 bhp flagship are planned. On sale 2018, the queue is already forming I hear.

## **Many a True Word**

I was recently introduced to a wonderful man who is probably the UK's leading restorer of Italian exotica produced from 1970 to 2000. He specialises in Ferraris but works on, and sells, others. His reputation and quality are such that his fairly big workshop is booked up 2 years ahead for restorations. A blunt speaking Yorkshireman he gave me these two gems to think about:

"The most expensive car you can buy is a cheap Ferrari"

"You can spend lots of money on a Lancia, but you'll never get much of it back"

*Paul Gilligan*

07785 2932 222 [pg@gilliganvc.co.uk](mailto:pg@gilliganvc.co.uk)





# MSA Extra

THE **MSA** NEWSLETTER FOR BRITISH MOTOR SPORT



## BOARD PLEDGES AIR AMBULANCE DONATIONS

**The first in a series of £2000 cheques was presented to Northern Ireland's Air Ambulance service last week, following a decision by the MSA Board to continue donating sums from the National Court Fines Account.**

In 2015 the MSA pledged up to £10,000 to every UK Air Ambulance service over the next five years, drawing the money from fines collected under UK motor-sport's judicial process.

MSA Director Nicky Moffitt handed the first donation to Air Ambulance Northern Ireland chairman Ian Crowe. "The fact that the MSA is making donations to Air Ambulance charities is nothing new in itself, however this is the first time that a sustained run of donations has been pledged," said Moffitt.

Crowe added: "As a fledging Air Ambulance charity we are extremely grateful to the MSA for their pledge to support us for the next five years. This initiative by the MSA demonstrates how they value the importance of HEMS in motor sports."



## MSA AND KWIKTRAK NEGOTIATING TRACKING SYSTEM FOR UK RALLYING

**The MSA can confirm that it is in negotiations with specialist UK company Kwiktrak (UK) Ltd regarding a live vehicle tracking system for UK stage rallying.**

Both parties had originally anticipated that the system would be ready for introduction in a phased manner from the start of the 2017 season. However implementation has been delayed and it is intended that the system will be introduced at a later date, which will be confirmed as soon as possible.

Rob Jones, MSA Chief Executive, said: "We are pleased to be able to confirm that MSA is negotiating with Kwiktrak regarding the supply of a live vehicle tracking system, which will represent a very significant step forward for stage rally safety. Working towards a date for implementation has taken longer than we had anticipated however, and it is now clear that our previous target of the first events of the 2017 season was too optimistic. As soon as we are able, we will confirm a revised timetable for introduction."

The proposed Kwiktrak system features bespoke software meeting the sport's requirements, including – not limited to – being able to track up to 150 cars on any one event and provide coverage of up to four special stages simultaneously. There would also be a dashboard console allowing crews to communicate with Rally HQ in the event of an incident, including by voice if it is an emergency. An added benefit is that tracking data would be available to organisers and crews for up to 30 days following an event.

**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.

Visit the new megasite at

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

# Technical

Updates, clarification & advice



## COMPETITION NUMBERS

Some observers and marshals have reported that the legibility of competition numbers on vehicles in circuit is becoming an issue. Therefore the MSA wishes to remind competitors of general regulation (Q)11.1.1 which requires the numbers to be in place prior to scrutineering, where it will be checked for compliance on position, legibility and size.

Commonly reported issues include numbers being poorly spaced, the background not extending the required 5cm beyond the numbers (example pictured), and numbers being 'lost' within the vehicle livery without the required delineation. The requirements of (J)4.1 and (Q) 11.1 to 11.4.2 are clear and descriptive. Scrutineers will advise competitors to rectify any non-compliant displays.



## SNELL K98 STANDARD

The MSA Technical Department wishes to remind competitors that the Snell K98 karting specific helmet standard will be removed from the list of acceptable helmet standards in karting with effect from 1 January 2017. This was notified in the 2016 Blue Book.

## 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)



## SEAT MOUNT FAILURE

A scrutineer sent the above image to the MSA following an accident in which the competing vehicle heavily impacted the tyre wall. As can be seen, the seat has ripped out of its mounting points, both front and rear. It is clear that the material used for the mounting points was insufficient, as it was too thin and there were no spreader plates in place beneath the bracket. It was also noted – as can be seen from the image – that the mount on the left had failed in the past and was re-welded. Scrutineers have been reminded to check seat mounts carefully and as such competitors are advised to ensure the suitability and compliance of their mountings at all times. For further guidance, please email [technical@msauk.org](mailto:technical@msauk.org).

## Training

### 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).

#### Dates and Venues

Saturday	4 February	South West
Saturday	11 February	Central & Southern
Sunday	12 February	South East England
Monday	13 February	Guernsey
Tuesday	14 February	Jersey
Saturday	26 February	Northern Ireland
Saturday	4 March	North (York area)
Sunday	5 March	East
Saturday	11 March	Isle of Man (Douglas)
Sunday	12 March	North West
Saturday	18 March	South Wales
Sunday	19 March	Scotland (area TBD)
Saturday	1 April	Carlisle area

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.



# TRAINING

The Under 17 Motor Club (NW)

## First Marshal on Scene

**Saturday 3rd December 2016**

The Under 17 Motor Club (NW) will be holding a First Marshal on Scene at an incident training event on Saturday 3rd December 2016 at **Blackburn Service Area on the M65 junction 4**. See location map : [http://www.extraservices.co.uk/location ... th-darwen/](http://www.extraservices.co.uk/location...th-darwen/)

All marshals and motor club members welcome (under 18 bring Mum or Dad!) 1st come, 1st served & limited numbers.

### Programme :

There will be three 2 hour sessions with 10 to 12 persons on each course during the day.

- **Session 1 at 10:00**
- **Session 2 at 13:00**
- **Session 3 at 15:30 (limited places)**

A free food voucher for a meal at McDonalds (on site) will be provided.

**To enrol**, please email your name, address and telephone number, whether MSA registered and marshal level and the session you are booking (10:00, 13:00 or 15:30) To

[tracey.amsc@hotmail.com](mailto:tracey.amsc@hotmail.com).



## Motorsport Fire Training (Thanks to BMSTT)

**2016 dates**

**Monday 5<sup>th</sup> December 2016**

**6pm, 7pm or 8pm**

### Where?

**Penrith Community Fire Station**

Carleton Avenue,  
Penrith,  
Cumbria.  
CA10 2FA

### Who?

All marshals and motor club members welcome  
(under 18 bring Mum or Dad!)

It will be 1st come, 1st served & limited numbers.

**For any more information contact,**

**Katy Mashiter 07736 346836 or**

**email [katy@ktmmarketing.co.uk](mailto:katy@ktmmarketing.co.uk)**

I will need to know name, contact details, whether MSA registered and marshal level and whether they are booking the 6pm, 7pm or 8pm session.

The sessions will be about, 45-60 minutes theory (inside) followed by 30-40 minutes practical session. Clothing as per the weather on the day, YOU will be outside!





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) .**



**Roger Barfield**

**(2015 sd34msg Prize Presentation Night)**

**Under 17 MC (NW)**

**1st Class 'B' None Race/ None Rally**

## Scottish Rally Girls 2017 Calendar



2017 Calendar coming soon....  
[scottishrallygirls.co.uk](http://scottishrallygirls.co.uk)

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.

**You can now buy the calendar on-line at**  
**[scottishrallygirls.co.uk](http://scottishrallygirls.co.uk).**

**Duncan Littler**  
**SpeedSports (Wales) Photography**  
2 Pendref, Dwyran,  
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 '  
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E-Mail  
[sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)



**We Want  
YOU!**



Rob Yates is running the Aberhiraunt stage on the 2017 Cambrian Rally and we need YOUR help to marshal the stages.

For 2017, all marshals are required to be registered on the MSA Rally Marshal Grading Scheme and have completed the online accreditation, or you won't be able to marshal on your own without being 'buddied'

<https://www.msauk.org/Marshals/Online-rally-marshals-training>

We will need to see your registration card at signing-on.

If you're available to help, please can you complete the form:

<https://form.jotformeu.com/markwilki/cambrian-rally-2017---penllyn-stage>

Rob Yates – 07774 741 434

[rob.yates@live.co.uk](mailto:rob.yates@live.co.uk)

Mark Wilkinson – 07879 657 580

[markwilkinson81@icloud.com](mailto:markwilkinson81@icloud.com)



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# ANECCC

**Association of North East & Cumbria Car Clubs**

After many a long year with a Web Address that took you to a Site that declared that the site was 'under construction' ANECCC finally have a website that actually works and is of use to its member clubs

Not too bad either  
Lots of useful information on it  
You should have a look

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

**Forthcoming Meeting Dates**

**6th Dec**

**Tyne Group Meeting**

Tynemouth Motor Club NE29 8LP

**8th Dec 8pm**

**Tees Group Meeting**

Stockton Bowling Club TS20 2DS



**GEMINI**  
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COMMUNICATIONS

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



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

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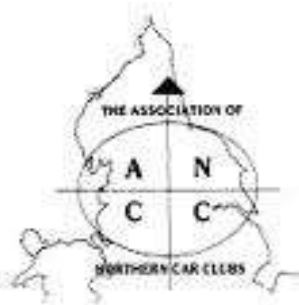
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**HECK SAUSAGES**

**ANCC**

**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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- **Ladies Cup**

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# 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)

## LEGEND FIRES NORTH WEST STAGES 24th / 25th February 2017



**David Dudley  
Motor Sport  
Photography**

**Email :**

**[diddudley2003@yahoo.com](mailto:diddudley2003@yahoo.com)**



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**EMAIL: [phil@pro-rally.co.uk](mailto:phil@pro-rally.co.uk)**

# Acknowledgements

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

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

A Special mention of gratitude to  
ALL THE PEOPLE WHO DO SEND IN REPORTS,  
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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 AGM

Wednesday  
18<sup>th</sup> January

8-00pm,

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

## ANCC



Monday 30<sup>th</sup> January

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

## AGM

Monday February 20<sup>th</sup>

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 January edition is**  
**Friday the 23<sup>rd</sup> of December**  
**which is due out on**

**Tuesday 3<sup>rd</sup> of January**

A couple of days later than usual but I hope you understand why

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