

January spotlight

2017



LE JOG 2016
Photos Courtesy of Tony North



www.sd34msg.org.uk

Volume 8 : Issue 1 : January 2017 : Maurice Ellison

Chairman's Chat

Happy New Year to all and here's a resolution that's easy to keep – registration for our 2017 championships. It only costs £5 for all the competitive discipline championships, Road Rally, Stage Rally, Non Race/Rally and Sprint and Hillclimb, there's no registration or fee necessary for the Marshals Championship. In 2016 only 81 competitors registered and yet there were probably twice that number who competed regularly so could have received an award in the relative championship for the sake of £5. Remember the more registrations we receive the better the awards can be.

The 2017 season is about to start but the 2016 season is not yet complete as there is the Awards Presentation Evening to attend on the 3rd February and again it's just £5 a ticket, see full details within. Hope to see as many as possible of you there.

Best regards,

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

Contents

Front Cover : LE JOG

Pg. 2	Chairmans Chat	Pg. 32	Radio Mutterings
Pg. 3	Member Club Contacts	Pg. 33	Radio Mutterings
Pg. 4	SD34MSG Contacts	Pg. 34	Grumpy Old Git
Pg. 5	2016 Presentation Evening	Pg. 35	Grass Roots Motorsport : Fire Training
Pg. 6	2016 Provisional Results	Pg. 36	Grass Roots Motorsport : 1st Proper Event
Pg. 7	Under 18 Championship Registration	Pg. 37	Grass Roots Motorsport : 1st Proper Event
Pg. 8	2017 Championship Registration	Pg. 38	North West Racers (1)
Pg. 9	2016 SD34MSG League	Pg. 39	North West Racers (2)
Pg. 10	2016 SD34MSG Championship Standings	Pg. 40	Chateau Impney
Pg. 11	2016 Marshals Championship	Pg. 41	Chevron Racing
Pg. 12	2017 SD34MSG Provisional Calendar	Pg. 42	DMACK Tyres Shoot Out
Pg. 13	2017 SD34MSG Provisional Calendar	Pg. 43	NESCRO Challenge
Pg. 14	2017 Provisional Championship Rounds	Pg. 44	NESCRO Review
Pg. 15	Around the Clubs:: Blackpool South Shore	Pg. 45	NESCRO 2017
Pg. 16	Around the Clubs : Clitheroe & DMC	Pg. 46	LE JOG
Pg. 17	Around the Clubs : Clitheroe & DMC	Pg. 47	Inside the Industry
Pg. 18	Around the Clubs : Liverpool MC	Pg. 48	Inside the Industry
Pg. 19	Around the Clubs : Lancashire AC	Pg. 49	Santas Wish List
Pg. 20	Around the Clubs : Hexham & DMC	Pg. 50	Santas Wish List
Pg. 21	Grizedale Stages Rally	Pg. 51	Santas Wish List
Pg. 22	Rockingham Stages Rally	Pg. 52	MSA News
Pg. 23	Killarney Historic Rally	Pg. 53	MSA News
Pg. 24	Killarney Historic Rally	Pg. 54	MSA News
Pg. 25	1979 RAC Rally at Alton Towers	Pg. 55	JLT Club of the Year
Pg. 26	1979 RAC Rally at Alton Towers	Pg. 56	JLT Club of the Year
Pg. 27	Gemini Communications Motorsport Team	Pg. 57	Training Dates
Pg. 28	Gemini 2017 Calendar	Pg. 58	Odds, Sods & Bodkins & Events
Pg. 29	Radio Mutterings	Pg. 59	Odds, Sods & Bodkins & Events
Pg. 30	Radio Mutterings	Pg. 60	Odds, Sods & Bodkins & Events
Pg. 31	Radio Mutterings	Pg. 61	Odds, Sods & Bodkins & Events
		Pg. 62	Odds, Sods & Bodkins & Events
		Pg. 63	Odds, Sods & Bodkins & Events
		Pg. 64	Odds, Sods & Bodkins & Events
		Pg. 65	And Eventually : Meeting Dates

SD34MSG Prize Presentation Night
Friday February 3rd
Award Winners : see page 6
Get your Tickets : see page 5

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
Website : www.wiganmotorclub.org.uk



2300 Club

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





MOTOR SPORT GROUP

Contacts

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

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

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

Treasurer : Steve Butler
Road Rally Website : steven.butler9@btinternet.com
www.sd34msg.org

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

Sprint /Hillclimb : Steve Price
prstp739@aol.com

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

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

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

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



Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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

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

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

Steve Johnson

07718 051 882 steve.amsc@gmail.com

Les Fragle 01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

WANTED

YOUR Clubs:-

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

Send to : Maurice Ellison

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*

SD34MSG 2016 Prize Presentation Night

Friday February 3rd

Blackburn Rugby Club

(on the A6119, M/R 103 / 675 304, BB1 8NB)

It was going to be

JOHN INDRI

But he has just pulled out !

**So We Went and Got
a Better Team**

Sam Collis & Friends



***Sam Collis is just back from the
Silver Fern Rally in New Zealand***

Pie & Peas Supper Tickets £5 each

Available from
Maurice Ellison

07788-723721

Or Email

sd34news@gmail.com

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 3rd February.

Email Steve with your vote at

steven.butler9@btinternet.com

The Qualifying Rounds Were as below

SD34MSG Road Rally Championship 2016

Date	Event	Organising Club
21/22 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

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

Final Championship Positions

Junior (U 18s) Championship

1st O/A	James Williams	U17MC
---------	----------------	-------

Marshals Championship

1st O/A	Maurice Ellison	Clitheroe & DMC
---------	-----------------	-----------------

Individual Championship

1st O/A	Pauline Merrills	Stockport061MC
2nd O/A	Andy Williams	U17MC
3rd O/A	James Williams	U17MC

Non Race/Rally Championship

1st O/A	Andy Williams	U17MC
1st Class A	James Williams	U17MC
2nd Class A	Scott MacMahon	U17MC
1st Class B	Roger Barfield	U17MC
1st Class C	Steve Lewis	Clitheroe & DMC
1st Class D	Alec Tunbridge	Bolton-le-Moors CC

Sprint & Hill Climb Championship

1st O/A	Nigel Fox	Liverpool MC
1st Class 1	Nigel Trundle	G&PMC
2nd Class 1	Duncan Woodcock	Liverpool MC
1st Class 2	Robert Holt	Liverpool MC
1st Class 3	Andy Larton	Liverpool MC
1st Class 5	Mick Tomlinson	Pendle & DMC

Stage Rally Championship

1st O/A Driver	Brandon Smith	Clitheroe & DMC
1st O/A Co-Driver	Pauline Merrills	Stockport061MC
1st Class B Driver	Matthew Jakeman	High Moor MC
1st Class C Driver	Ian Bruce	Stockport061 MC
1st Class D Driver	Adrian Atkinson	Blackpool SSMC
1st Class D Co-Driver	Dave Riley	Blackpool SSMC
2nd Class D Driver	James Massey	Clitheroe & DMC
2nd Class D Co-Driver	Matt Broadbent	Clitheroe & DMC

Road Rally Championship

1st O/A Driver	John Leckie	Matlock MC
1st O/A Navigator	Gary Evans	Matlock MC
1st Expert Driver	James Taylor	Clitheroe & DMC
1st Expert Navigator	Sion Mathews	Matlock MC
2nd Expert Driver	Tony Harrison	Clitheroe & DMC
2nd Expert Navigator	Ian Graham	Clitheroe & DMC
1st Semi Expert Driver	Mark Warburton	Clitheroe & DMC
1st Semi Expert Navigator	Jonathon Webb	Hexham & DMC
2nd Semi Expert Driver	James Swallow	Preston MC
2nd Semi Expert Navigator	Tony Vart	Clitheroe & DMC
1st Novice Driver	Robert Grimshaw	Preston MC
1st Novice Navigator	Ashley Young	Matlock MC
2nd Novice Driver	Josh Townley	Clitheroe & DMC
2nd Novice Navigator	Nick Townley	Clitheroe & DMC

Paul Coombes Trophy (Best Road Rally of 2016)

Looking for your Vote (see page 5)

Inter-Club League

1st O/A	Clitheroe & DMC
1st Div. A	Bolton-le-Moors CC
1st Div. B	Preston Motorsport Club
1st Div. C	Airedale & Pennine MCC

Brian Molyneux Award

To Be Announced on the Night



MOTOR SPORT GROUP

Supported By

GAZZARD ACCOUNTS



Gazzard Accounts Ltd

gazzard.accts@btinternet.com
33 Acresfield Road,
Middleton, Manchester.
M24 2WT.
01706 - 629 - 896

2016 SD34MSG Inter-Club

Division A

Position

Club	Points	Div	O/A
Clitheroe & DMC	938	1	1
Bolton-le-Moors CC	776	2	2
U17MC-NW	555	3	3
Liverpool MC	533	4	5
Blackpool South Shore MC	424	5	6
Stockport061 MC	407	6	7
Garstang & Preston MC	351	7	8
Warrington & DMC	322	8	10

Division B

Position

Club	Points	Div	O/A
Preston MC	539	1	4
Matlock MC	339	2	9
Wigan & DMC	266	3	11
Accrington MSC	247	4	12
Pendle & DMC	163	5	14
Wallasey MC	154	6	15
Manx AS	130	7	16
Knowldale CC	116	8	17

Division C

Position

Club	Points	Div	O/A
Airedale & Pennine MCC	174	1	13
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

Individual Championship

O/A	Competitor	Q	pts	Club
1	Pauline Merrills	Y	80	S061MC
2	Andy Williams	Y	77	U17MC
3	James Williams	Y	67	U17MC
4	Steve Price	Y	66	BLMCC
5	Steve Johnson	Y	65	U17MC
6	Steve Lewis	Y	58	CDMC
7	Ian Bruce	Y	53	S061MC
8	Jonathon Webb	Y	49	HDMC
9	Lauren Cook	Y	45	U17MC
10	Jack Darbyshire	Y	42	PMC
11	Maurice Ellison	Y	40	CDMC
12	David Goodlad	Y	37	BLMCC
13	Kris Coombes	Y	30	PMC
14	Louis Baines	Y	28	PMC
15	Robert Grimshaw	Y	26	PMC
16	Ian Swallow	Y	22	PMC
17	Mark Livesely	Y	20	PMC
18	James Swallow	Y	19	PMC
= 19	Terry May	Y	12	PMC
= 20	Colin Baines	Y	11	PMC
= 20	Sam Coombes	Y	11	PMC
= 22	Gav Irvine	Y	8	G&PMC
= 22	Matthew Harwood	Y	8	G&PMC
24	Daniel Cookson	Y	7	PMC

Not Qualified

25	Brandon Smith		69	CDMC
= 26	Nigel Fox		55	LivMC
= 26	Phil Clegg		55	AMSC
28	Alec Tunbridge		47	BLMCC
29	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	Chris McMahon		36	U17MC
= 36	Scott McMahon		36	U17MC
38	Tony Harrison		33	CDMC
= 39	Robert Holt		32	Liv MC
= 39	Duncan Woodcock		32	LivMC
41	Michael Tomlinson		29	PDMC
= 42	Alan Barnes		24	PMC
= 42	Garry Ross		24	A&PMMC
= 44	Ayrton Harrison		22	CDMC
= 44	Nigel Trundle		22	G&PMC
46	Daniel Barker		21	ANSC
47	Adrian Atkinson		20	BSSMC
48	Richard Hunter		19	MMC
49	Roger Barfield		18	U17MC
50	Michael Judson		17	CDMC

Only first 50 places shown

Last Updated 13th Dec. 2016

Last Updated 13th Dec. 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	E	PMC	3
10	Robert Grimshaw	26	N	PMC	4
11	James Swallow	25	S	PMC	3
12	Josh Townley	21	N	CDMC	3
13	Jonathon Hoggarth	17	S	CDMC	2
DNQ	Martin Lloyd	18	E	S061MC	2
DNQ	Ian Swallow	18	N	PMC	3
DNQ	Andy Williams	13	N	U17MC	2
DNQ	Colin Baines	10	N	PMC	2
DNQ	Alex Brown	9	N	PMC	1
DNQ	Mike Figg	8	S	CDMC	2
DNQ	Paul Gray	7	S	CDMC	1
DNQ	Joe Mallinson	5	N	APMCC	1
DNQ	Matthew Harwood	3	N	G&PMC	1
DNQ	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	S	CDMC	4
11	Nick Townley	20	N	CDMC	3
12	Simon Frost	17	S	CDMC	2
13	Craig Shooter	14	N	PMC	2
14	Alan Barnes	12	E	PMC	2
DNQ	Matt Broadbent	17	E	CDMC	2
DNQ	Rob Lloyd	10	E	CDMC	1
DNQ	Terry May	10	N	PMC	2
DNQ	Stephen Frost	9	E	G&PMC	1
DNQ	Ian Farnworth	9	S	G&PMC	1
DNQ	Sam Coombes	3	N	PMC	1
DNQ	Gav Irvine	2	N	PMC	1

Last updated 14th Dec

Best 7 Scores to Count

U18 Championship

O/A	Competitor	pts	Club
1	James Williams	70	U17MC
2	Kameron Anderson	56	U17MC
3	Josh Townley	20	CDMC

Last Updated 6th December

Stage Rally Championship

O/A	Driver	Q	pts	Class	Club
1	Brandon Smith	Y	188	D	CDMC
2	Ian Bruce	Y	157	C	S061MC
= 3	Jack Derbyshire	Y	81	C	PMC
= 3	Adrian Atkinson	Y	81	D	BSSMC
5	James Massey	Y	78	D	CDMC
6	Michael Judson	Y	52	C	CDMC
7	Matthew Jakeman	Y	26	B	HMMC
DNQ	Mike Figg	N	26	D	CDMC

O/A	Co-Driver	Q	pts	Class	Club
1	Pauline Merrills	Y	234	C	S061MC
2	Dave Riley	Y	134	D	BSSMC
3	Matt Broadbent	Y	106	D	CDMC
4	Terry Martin	Y	79	D	CDMC
5	Gary Jakeman	Y	26	B	HMMC
DNQ	Tony Vart	N	53	C	CDMC
DNQ	Alan Barnes	N	26		PMC

Last Updated 7th December

(Following Hall Trophy)

Non Race/Rally Championship

O/A	Competitor	pts	Class	Club
1	Andy Williams	62.63	All	U17MC
2	Alec Tunbridge	61.86	D	BLMCC
3	Steve Lewis	61.57		CDMC
4	Phil Clegg	61.21	D	AMSC
5	Steve Johnson	61.04	A/F	U17MC
6	James Williams	60.74	All	U17MC
7	Scott MacMahon	60.59	A	U17MC
8	Chris MacMahon	60.05	A	U17MC
9	Daniel Barker	55.54	C	AMSC
10	Garry Sherriff	48.98	A	PMC
11	Steve Price	48.89	A	BLMCC
12	Lauren Crook	40.17	All	U17MC
13	Roger Barfield	39.92	B	U17MC
14	David Goodlad	30.00	A	BLMCC
15	Hazel Johnson	28.15	A	U17MC
16	Gary Ross	21.94	A	A&PMCC
17	Joe Mallinson	20.38	C	A&PMCC
18	Stephen Kennell	10.81	B	CDMC
19	Ian Swallow	9.55		PMC

Last Updated 6th December

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
December 5th 2016*

Accrington MSC

Stephen Smith	186	Tracey Smith	186
Dave Barratt	50	Steve Johnson	40
<i>Total Club Marshalling Points : 482:</i>			

Bolton-le-Moors MC

Total Club Marshalling Points : 54

Clitheroe & DMC

Maurice Ellison	196	Steve Butler	62
Heidi Woodcock	60	Chris Woodcock	60
Jez Turner	60	Steve Lewis	40
Dan Sedgwick	30	Matt Broadbent	30
Tony Vart	30	Paul Flynn	30
Matt Flynn	20		
<i>Total Club Marshalling Points : 690</i>			

CSMA (NW)

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

Garstang & Preston MC

Les Fragle	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 : 460</i>			

Hexham & DMC

Georgiana Webb	90		
<i>Total Club Marshalling Points : 90</i>			

Lancashire A.C.

Total Club Marshalling Points : 20

Liverpool MC

John Harden	102	Bill Gray	94
David Hunt	90	Andy Fell	72
Sean Robertson	62	Kevin Jessop	40
Geoff Main	20		
<i>Total Club Marshalling Points : 746</i>			

Pendle & DMC

Les Eltringham	90	Alan Shaw	90
Peter Wright	62	Peter Schofield	42
Toby Fisher	30		
<i>Total Club Marshalling Points : 586</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	Richard Cooper	20
Jamie Elwell	20	Mark Livesey	20
Katie Marie	20		

Total Club Marshalling Points : 770

Stockport 061MC

Mark Wilkinson	102	Ian Mather	74
Lindsay Mather	74	Ken Wilkinson	72
Sarah-Jane Wilkinson	50	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	Lauren Cook	42
<i>Total Club Marshalling Points : 446</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**

2300	Mull Car Club
Lightning MSC	Highmoor MC
Matlock MC	Knowldale MC
Airedale & Pennine MCC	Manx AS
Blackpool South Shore MC	Wigan MC

To claim Marshalling Points :

Email Alan Shaw

(Marshalling Championship Compiler)

shawalan.555@btinternet.com

**Stating which event you
marshalled on + the date**

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

2017 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

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

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

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 2017 MSA Year Book

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

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
12-Feb	Stage Rally	Yes	Clitheroe & DMC	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,
19-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 & D MC	John Robson Rally	Northumberland
03+04 Mar	Stage Rally	Yes	Manx Auto Sport	Haydn Minay Forest Rally	Isle of Man
4/5-Mar	Road Rally	No	C&AMC	Tour of Anglesey	Anglesey
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 & DiMC	Primrose Trophy Rally	97, 98, 102 & 103
22-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
05+06 May	Stage Rally	Yes	Manx Auto Sport	Manx National + Chris Kelly Rally	Isle of Man
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	Hillclimb	No	MGCC (NW)	Scammondon Dam	Scammondon
14-May	Stage Rally	Yes	Wigan & D 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 & DMC	Sprint	3 Sisters, Wigan
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
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	Argyle Forest Rally	Dunoon
24-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree

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

Date	Type	League	Club	Title	Venue - Notes
1-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
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 & DMC	Enville Stages Rally	Anglesey Circuit
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	Beverley & Dist MC	Beaver Rally	North Humberside
29/30-Jul	Road Rally	No	Morecambe CC	Morecambe Rally	Lancashire
30-Jul	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
12-Aug	Hillclimb	Yes	Pendle & DMC	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,
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
9/10-Sep	Road Rally	No	Ilkley & DMC	Colman Tyres	Yorkshire
23/24-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
24-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
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 & DMC	Sprint	Anglesey Circuit
15-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
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 & DMC	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

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
25/26 Feb	John Robson Rally	Hexham & DMC
4/5 Mar	Tour of Anglesey	C&AMC
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
22/23-Jul	Beaver Rally	Beverley & DMC
29/30-Jul	Morecambe Rally	Morecambe CC
9/10 -Sep	Colman Tyres	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
14-May	Cetus Stages	Wigan & DMC
11-Jun	Keith Frecker Stages	Blackpool SSMC
2-Jul	Enville Stages Rally	Warrington & DMC
24-Jun	Argyle Forest Rally	Mull CC
01+02-Sep	Promenade Stages	Wallasey MC
24-Sep	Heroes Stage Rally	PDMC / GPMC
13 to 15 Oct	Mull Rally	Mull Car Club
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
14-May	Autosolo/PCA/AutoTest	CSMA
18-Jun	Autosolo/PCA/AutoTest	CSMA
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
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 to count)

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

Airedale & Pennine MCC

Yay, the PCAs are back at the **ROCK & HEIFER** Thornton.

Sunday 15th January

The Rock and Heifer has reopened and we have permission to run our popular events again so we are starting our 2017 season at midday Sunday 15th January.

Signing on from 11am,

£15 per driver includes a plate of warm food, (chilli etc) and non drivers can eat for £2.50. We will put up a returnable trophy with a replica to keep, available to entrants from all clubs, not limited to Airedale and Pennine members this time.

Details on

www.apmcc.co.uk

Bolton-le-Moors MC

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



Presentation of cheque for over £2000 to Headway from money raised at the Neil Howard Rally. Thank you to all the drivers who did the passenger rides and to all those who contributed in any way.



WALLASEY MC

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



Main Photo: Quentin James/Tom Howe
(Citroen C2 GT)

Inset: Brandon Smith/Chris Sharpe-Simkiss
(Darrian T90)

Photo Courtesy of Phil James

Pro-Rally.co.uk

1

South Shore Motor Club members have bagged a hat-trick of rally titles, each in a different discipline of the sport, making 2016 one of the most successful in the club's sixty plus year history.

Pat Masters scored Off-Road Rally success in winning the **MSA Britpart Freeland Challenge** title alongside Welshman Colin Batten. The pair won two of the six-round series, that featured off-road courses in England, Scotland and Wales, in their tiger striped Land Rover Freeland.

Chris Sharpe-Simkiss won the **ANWCC Stage Rally Co-drivers** title following a successful season alongside **Brandon Smith** in a Darrian T90. Aside from that he also picked up the award for finishing as Top Junior in the series that counted rallies in North Wales and Northern England as championship rounds.

Quentin James and Tom Howe topped the **NESCRO Targa Challenge** series that was contested by almost one hundred crews, and featured rallies in England and Scotland. New to Targa Rallying and in what was the pair's first full season of competition they competed in a self-prepared Citroen C2 GT that was developed from a standard road car. Only introduced by the Motor Sport Association in 2013, the Targa discipline is rapidly gaining in popularity as witnessed by the number of entrants in this year's NESCRO series.

For anyone interested in motorsport the South Shore club will meet every Thursday in the new year at the Clarence (PH) on Preston New Road from 20.30 hours and all are welcome.

'What's On' at CDMC

January '17

Tuesday January 3rd

Christmas Sweater Night

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



Tuesday 10th January
Committee Night

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

Why not come along. You might enjoy it

Tuesday 17th January

R4 : January SCATTER

Maps 102 & 103 Required

Sign On from 19:30

Clue Card issued at 20:00

Start : Forton Services M6 Northbound

Finish : Waddy Club

A torch might be useful

Tuesday January 24th

Steve Entwistle & Henry Carr

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



Tuesday January 31st

Mick Tomlinson (A-Frame Engineering) with Rod Brereton



February Club Nights

Tuesday 7th February

2016 CDMC Awards Night



Tuesday 14th February
Committee Night (Love In ?)



Tuesday 21st February
Round 4 of the Winter Scatter Series

Tuesday 28th February
Peter Barrett

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

Waddington Sports & Social Club

Waddington, Nr Clitheroe

BB7 3HW

M/R 103 / 731 437

Website : www.clitheroedmc.co.uk

Tuesday 20th December CHRISTMAS PARTY



Clitheroe & DMC held its annual Christmas Party on Tuesday the 20th of December Just under fifty members attended. Unfortunately Elsie Honeywell couldn't make it this year, nor could Sam Embler (one half of the pairing we have come to know as 'the Dukes of Ribblehead'). Poor Sam was stuck in Hospital with a broken jaw, Seddy (Dan Sedgwick -the other half of the Dukes - explained how) whilst accepting the award for Best Young Memers of the year on both their behalves. Seddy is not going to tell Sam about the award because it might just make him smile and Sam is not yet allowed to move his jaw at the moment.

Terry Martin had turned up ready to shoot a TV advert with his black polo jumper on..."all because the lady loves Milk Tray"...not sure about the Hi-Karate after-shave though Tel!

Great meal as usual and If Boss Hogg thinks he has dodged the Proflex Xmas box issue by dashing off to Italy after leaving Heidi with a flashing necklace (never seen flashing diamonds before....) he has another think coming on the 25th!

Well done Heidi and the team in the kitchen.

And just to prove we are not just car buffs we had a big cycling debate at our end of the table last night and we can now confirm that Graham Obree broke the world hour record twice and also won the individual world pursuit championship twice...but no Olympic medals. Paul Buckel did however promise to come out of cycling retirement in the New Year....it wasn't clear if he intends to race again (or do a paper round) but if you are in Accy early next year keep your eyes open for a newly lycra clad Buckel!

Clitheroe & District Motor Club



December Clubnights

Tuesday 6th December Scatter Rally Round 3

Chris Woodcock was Clerk of Course for the December Scatter Rally, Round 3 in the Scatter Rally Series.

For the first time, in this series, only map 103 was needed, or so the pre-event publicity said..

Crews were given their instructions at 1 minute intervals and there was two surprises in store for crews taking part.

1st surprise was a printed map of O/S102 which was necessary for one of the clues. So much for only needing map 103.

The next surprise was the mathematical hoops that navigators had to contend with in answering the questions, eg Lancaster X Abbeystead - Clitheroe X Garstang / Scorton.

Easy Peasy we thought. Just use the calculator on the phone and give the answers as decimal. No need to work out all those fractions. No where in the instructions did it say answers as 'fractions only'. However, it turns out that phones are not programmed to do this sort of calculation the same way that you are taught in school so we (and I doubt we were alone) got a lot of the answers incorrect despite visiting the 'Clue Sites' and getting the correct information. Those that worked out the answers the 'old fashioned way' benefited. Humph . . . Technology !

After the results were announced and on the way back up the Trough Matt my Navigator for the night explains to me in technical terms, that went way over my head, how calculators on phones are programmed and how it all went wrong. Matt is a lecturer at Lancaster University teaching Computer Science and also has a Masters Degree on the subject. Bit bloody late, with all that knowledge, realising the difference after the scatter!

On our way round the route I recognised many of my own obfuscations (words a navigator uses when not sure) being called to me but one I have never heard before "Square 45⁰ Right" quickly followed by me "Err What?" Apparently it means a tight 45⁰ R where I should be braking. Despite the Maths we still had a cracking good night out and didn't bend it, but on the way home and listening (only partially listening to 'variations in programming mathematics') I nearly stuffed it when I approached a downhill 45⁰L over bridge and slid menacingly towards the bridge on a lot of wet leaves. That stopped the Maths lecture sharply

Starting to be a habit, sliding the Integra. Might need some sticky tyres rather than cheap & cheerful



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=PLvHjtnrZs9AJRgs4XZbPzZss9x4O>

Scatter Rally Championship

Following the December Scatter

Drivers		Navigators	
O/A	Points	O/A	Points
1) Steve Cotton	55	1) Robert Cotton	55
2) Dan Sedgwick	38	2) Sam Ambler	38
3) Stephen Hardy	31	3) Sam Mitton	31
4) Ben Mitton	26	4) Levi Nicholson	26
5) Andy Lodge	25	5) Callum Lambert	25
= 6) Paul Pendleton	20	= 6) Arron Johnson	15
= 6) Dan Fox	20	= 6) Kris Coombes	15
= 8) Louise Baines	15	= 6) Steve Butler	15
= 8) Kris Coombes	15	9) Paul Buckel	13
= 8) Paul Buckel	15	= 10) Tony Vart	10
11) Steve Butler	13	= 10) Maurice Ellison	10
= 12) Gareth Shepherd	11	= 10) Sam Shepherd	10
= 12) Josh Addington	11	= 10) Elliot Shaw	10
14) Mark Johnson	9	= 14) Matt Worden	9
15) Maurice Ellison	7	= 14) Leah Brown	9
16) Dominic McTear	6	16) Matt Broadbent	7
17) Phil Shaw	9	17) Ian Rayner	6
18) Andrew Hargreaves	4	= 18) Ellis Pilkington	4
19) Matt Horn	3	= 18) Sam Hargreaves	4

SCATTER RALLY DATES

R4. Tuesday 17th January

R5. Tuesday 21st February

R6. Tuesday 21st March

Entries via CDMC Face Book Page

December Scatter (Round 3) RESULTS

O/A	Crew	Points
1	Paul Pendleton / Chris Harris	90
2	Paul Buckel / Steve Butler	85
= 3	Steve & Robert Cotton	70
= 3	Dan Sedgwick / Sam Ambler	70
= 5	Andy Lodge / Callum Lambert	45
= 5	Steve Hardy / Sam Mitton	45
7	Dan Fox / Leah Brown	32
8	Maurice Ellison / Matt Broadbent	28
9	Ben Mitton / Levi Nicholson	20
= 10	Phil Shaw / Elliott Shaw	10
= 10	Andrew Hargreaves / Sam Hargreaves	10

There is a problem with the OLD Clitheroe & DMC Website

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

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

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

SD34MSG

Prize Presentation Night
Friday February 3rd 2017

Raffle Prizes Wanted



Gazzard Accounts Ltd

Warrington & DMC



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

WDMC Prize Giving Sat 28th Jan 2017

18:30 - 23:30

The 2016 prize giving will be held at the

Lymm Hotel.

A popular evening with food and disco.
Menus are now available from Denise Burns
who is taking bookings

ALL NEW WEBSITE

For Warrington & DMC

www.warringtondmc.co.uk

manx auto sport



2017 Annual Dinner

Manx Auto Sport are pleased to announce that the
following details for the 2017 Annual Awards:

Best Western Palace Hotel & Casino
Saturday 28th January 2017

19:00hrs

£29.95 per person

Special Guest – Frank Kelly
Reserve your place now.

Tickets need to be paid for in advance of the dinner

PDMC Committee Christmas Bash



at the Craven Heifer at Kelbrook



Lancashire Automobile Club



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 at
eileen.dyson@btinternet.com
or alternatively by calling 01254 886 819.

Lancashire Automobile Club



HIGHLAND TOUR

20th September 2017

The dates for the Highland Tour 2017 are Wednesday 20th September if you want overnight accommodation at Hetland Hall near Dumfries

Day 0 starts on Thursday morning first car off at 09:00 heading up to Helensburgh on Thursday 21st for the start of the 3 day tour on the Friday 22nd up to Dun-donnell for two nights Friday and Saturday then back to Helensburgh for the 24th Sunday evening then home on Monday to recover.

More details will be posted on

www.highlandtour.com

GAZZARD ACCOUNTS

**Registered Agent with
HM Revenue & Customs.**

**Accounts and Book-keeping
services for Small Businesses.**

We specialise in

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER
Limited Companies.**

**Workplace or Home/Evening
visits can be arranged.**

We will offer you the following :

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and
areas of Lancashire and Cheshire.**

**Registered Office :
33 Acresfield Road,
Middleton,**

Manchester. M24 2WT.

Office Tel No : 01706 - 629 - 896

E-Mail :

gazzard.accts@btinternet.com



Gazzard Accounts Ltd

HEXHAM & DMC Hexham & DMC



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

Firstly, Many, many Congratulations to Jonathon Webb who is now confirmed in 3rd place in the navigators Section of the 2016 SD34 Road Rallying Championship, great performance against stern opposition. Jonathon is in charge of the 2017 Hexham Historic / John Robson so the event should be in safe hands.

LE JOG

A very big **THANK YOU** to those folk who helped out on the Le Jog Classic Rally. Thankfully it stayed dry but boy, was it chilly, Warcop Ranges is not the place to be on a November evening. Thankfully the rally ran to schedule with no delays and we were able to get away on time. I am trying to shame the organisers into dishing out the year badges, watch this space.

HEXHAM AWARDS NIGHT

The 2017 Annual General Meeting and Annual Awards Night will be held on Wednesday 4th January in the Dr. Syntax Inn, New Ridley (Upstairs Room). The evening will commence at 8:30pm **PROMPT** and will start with the Annual General Meeting, followed by a Motorsport Quiz, a break for the buffet meal and then the presentation to all the 2016 Award Winners. Those members who have an award to collect are asked to make a special effort to attend.

Coming In 2017 :-

THE CLIVE ELLIOTT MEMORIAL RALLY

The opening round of the 2017 Hexham 12 Car Series
55 miles on map 87, Start and Finish at the Dr. Syntax
Regulations will be available at the Awards Night, start looking for a Navigator **NOW**

The Malton Lazer Ryemoor Rally 21/22nd January

For road rally enthusiasts this is a good event, 135 miles on map 100, regs now available
Following various championship meetings, we can confirm that The **2017 Hexham Historic** will be in the **2017 Premier Rally Championship** and the **2017 NESRO Challenge**

The John Robson Rally will be in the ANCC, ANWCC, and SD34 Road Rally Championships.

On behalf of the Hexham & District Motor Club can I wish all members and their families :

*A Very Merry Christmas
and A Happy New Year*



Hexham & DMC 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 knobbles 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

Furness District Motor Club

GRIZEDALE STAGES

26th November

Blackpool South Shore Motor Club members enjoyed their fair share of success on the final Saturday of November when competing on both gravel and tarmac rallies against crews from all parts of the United Kingdom.

Indeed, the Lake District based Grizedale Stages Rally was dubbed the 'Battle of Britain' having attracted competitors from England, Scotland, Ireland and Wales. It lived up to expectations too with competitors from all four countries collecting awards at the finish.

Amongst them were Fleetwood Auto Engineer Mark Holmes and his co-driver Craig Simkiss who finished fourteenth overall in their Tranzparts Ford Escort Mk1. They won awards for finishing first in Class 3 (for 1601cc - 2000cc cars) and finishing first two-wheel drive car. Given that their nearest class rivals were more than a minute behind them and eight places in arrears it was a truly remarkable result for the South Shore crew.

Also contesting the Grizedale event was Adam Taylor from Clifton in the Taylors Motorsport Ford Fiesta R2. Taylor, who was co-driven by Loic Ditchburn, hadn't competed for four years so he made a cautious start before climbing up the standings to finish thirty-eighth overall and sixth in Class 2 (for cars 1401cc - 1600cc).

For those South Shore members who prefer to rally on tarmac it meant a trip to Lincolnshire in order to contest the Hall Trophy Rally at the Blyton Park Circuit. Thornton's Adrian Atkinson and Blackpool's Dave Riley had an eventful day in the Warden Construction Mitsubishi Lancer Evo6, for the most part catching and trying to pass slower cars.

Their task wasn't helped by the failure of their auxiliary lights, just when they needed them most, as darkness and fog fell in tandem. They proved themselves up to the challenging conditions making up three places to finish the rally fourth overall and claim the first in Class 4 awards.

Blackpool's Chris Sharp-Simkiss was contesting the event as co-driver to Brandon Smith in a Darrian T9 and sixth place was enough for the pair to claim the 2016 ANWCC Stage Rally Championship.

Matty Daniels was another Blackpool co-driver in action, competing alongside Tim Whiting in a Ford Escort Mk2. Electrical issues had an adverse effect on their early stage times but once sorted they made good progress up the leaderboard to finish twelfth. Hambleton duo Paul Reader and Callum Cross reveled in the fog to bring the Saltcoat Motors Peugeot 205 home forty-fourth overall.

Report & Photograph Courtesy of Phil James : Pro-Rally



Pro-Rally.co.uk

1

All the latest British Rally Photographs
www.pro-rally.co.uk

Phil James

PRO-RALLY PHOTOGRAPHY

TEL : 01772 69-00-34

MOB :07771 76-86-57

EMAIL: phil@pro-rally.co.uk

Sebastien Ogier and Ott Tänak for M-Sport

M-Sport have confirmed that Sebastien Ogier and Ott Tänak will lead the team into an exciting new era – each piloting the all-new Ecoboost-powered Ford Fiesta WRC in the 2017 FIA World Rally Championship.

Fielding both the reigning FIA World Rally Champion and the WRC Driver of the Year, M-Sport are in prime position and determined to make a return to the top-step of the podium.

Having tested the new Fiesta in Wales last month, Ogier was sufficiently impressed by the team's latest creation and agreed terms with the Cumbrian outfit to spearhead his championship defence.

Ogier and co-driver Julien Ingrassia have long been on Malcolm Wilson's wish list, and rightly so. The French pairing are a force to be reckoned with – talent, flair and speed on any surface that the FIA World Rally Championship has to offer.



ROCKINGHAM STAGES



Out on the third weekend in a row it was off to Rockingham for the 3rd round of the MSN rally championship back with Ben Moore in the Astra kit car. With the previous 2 rounds going well confidence was extremely high and with a couple of class contenders missing we looked planned to make use of their absence. Make of use it we certainly did in what was our best rally together and right up there with the best rallies I have ever done.

The first loop went well settling into a good rhythm right from the off with a quick run through the first 2 stages. We even managed to go quick enough on the 2nd to catch the 30s man none other than Seb Perez son of multiple btrda champion. This meant after the first 2 we were 18th overall and 4th in class.

The biggest issue of the day was the loss of the last stage which was disappointing due our new found night stage pace. Despite this the 3 remaining stages of the day went very well getting quicker and quicker and saw us take hold of 3rd in class by 2 seconds overnight. This meant 15th overall and 3rd in class overnight.

Day 2 had more of a mixed start due to the icy conditions which left us with a bit of a dilemma do we push on and try to extend the gap or do we take it easy and get through. The decision was taken to risk a slightly reserved comfortable pace which actually saw us take time on the first stage. Unfortunately the second saw us lose all the time we made due to a spin in the pit area which we had to conduct a 12 point turn to escape from. Despite this we were still 5 seconds up on 4th place.

The next loop saw us lose 2 seconds too the 4th placed crew despite pushing on. This meant going into the final loop we had a 3 second buffer to which we would have to keep hold of. This meant we would have to put on a big push in the last 2 to try and keep the place. For once things went our way and we held the 3rd place in class and eventually finished 16th overall which we were hugely delighted with.

With the success of this event i currently sit 6th overall in the co-drivers championship and Ben 8th in the drivers both second in the class. With arguably the fastest 2.0l in the country leading the class and the rest of the top 5 made up of Millingtons this is even better than we could of hoped for. Unfortunately with us missing the next round at Brands Hatch it will be a struggle to keep up this position but we will try our best in the final 4 rounds...

Jordan Joines : Wallesey MC

2016
Rockingham Stages

THAME Motorsport Club
3rd & 4th December
Rockingham Motor Speedway

MOTORSPORT NEWS **CIRCUIT RALLY CHAMPIONSHIP**
IN ASSOCIATION WITH MSVR



Photos Courtesy of Steve McKenna
07801267650 SMJ.Photography

MSVR 2017
MOTORSPORT VISION RACING
ANGLO MOTOR SPORT CLUB
www.snettertonstagerally.co.uk
www.amsc.org.uk

SNETTERTON STAGE RALLY
19th February 2017

MICHELIN
VITAL EQUIPMENT



MOTORSPORT NEWS **CIRCUIT RALLY CHAMPIONSHIP**
IN ASSOCIATION WITH MSVR

Email: entries@snettertonstagerally.co.uk
Contact: Stanley - 07796 805 072

Killarney Historic Rally

Molls Gap Memories

The Killarney Historic rally had been nearly two years in the making for Gareth Frank and I after the 2015 event was abandoned due to flooding as the first car lined up at MTC1. Needless to say we were determined to return in 2016, so much so we asked the organisers to keep our entry fee. The 2016 event was to be an exact replica of the year before so luckily we had notes for the stages and a vague idea of where everything was. There had however been some changes in Irish regulations. 65 profile tyres were no longer required on historic cars so we were able to use some proper Hankook racers but all cars now needed to be fitted with double door bars, not easy in a cockpit as tight as Firenza.

We headed to Holyhead at 7pm Wednesday evening, caught the 2:15am boat to Dublin then headed south through Ireland to arrive in Killarney just after lunch on Thursday. Friday gave us chance for one run over the stages to double check the notes then we had the formalities of scrutineering where other than some advice on a better fuel tank breather we passed without issue. The drivers briefing was held at 21:00 prompt, although it didn't start until 21:20 and we were told in no uncertain terms by the Motorsport Ireland representative "one more big accident and we're out of business" worrying times indeed.

Saturday morning we headed to the start with ample time to prepare ourselves until 15 minutes before we start I suddenly realise I've left my intercom adapter in the hotel. With no chance of getting there and back in time I dash across the service area to see if Tractor Williams has one, he hasn't but says EARS should. Mercifully they do and €60 later I'm sorted. We head out as car 29 and make our way the short distance from Killarney to the start of the legendary Molls Gap. I am a huge fan of historical rallying and have watched just about every video that's been produced of the Circuit of Ireland since the 50's and nearly every one features footage of Molls Gap. Despite the fact it has been extensively widened over the years it is still one the most exciting, technical and iconic stages in rallying anywhere in the world. At the arrival control I waited for my correct time but soon learnt in Ireland road timing is largely irrelevant, as long as you've written in the "due time" section the marshals (who are usually sat in their cars) just copy what you've written. The only problem with this is the area between the ATC and Start (sometimes a distance of a couple of miles) is where people decide to reseed themselves or fix their cars. I also quickly learnt the marshals aren't always that efficient and several crews seemed to get their timecard back through the window with five seconds to go, somewhat akin to a road rally.

We took our place in the queue and headed off into the legendary stage. The modern rubber did seem to make a difference and whilst the Firenza isn't a powerful car we seemed to be going well but without taking any risks then suddenly we had a flying Mini Cooper on our tail. Gareth quickly let him past and the cream Cooper S bobbed and weaved his way out of sight as if driven by Paddy Hopkirk, quite a sight. As we neared Molls Gap itself a Sunbeam that should have been running ahead of us caught us and from the distance I got an excellent view of it passing through the gap. As expected there was a huge crowd at the Gap as we passed through without incident and on to the end of the stage.

A long run back to Killarney saw us into service to check the car over before heading out for a loop of three stages on classic Irish lanes just outside town. Despite the dry weather the stages very deceptively slippery with a lot of mud in places. The tighter sections didn't particularly suit the big Firenza but over the faster flowing sections and the long bumpy straights we were going well. With this loop complete it was back for a final service before a repeat of the loop. Having been followed through by the large modified field there was now even more mud dragged on the road where crews had been cutting, not to mention some very suspect marks in banks in hedges.



Killarney Historic Rally Continued From Page 23

We were warned at the start of SS6 that there was a yellow flag at post 11 (they have a different yellow flag system) and sure enough when we arrived at post 11 we could see why they were slowing us down. After rounding a 90R there was a long straight through a dip where a Mk2 had bounced off the road, destroyed somebody's wall and landed on the front of the VW Golf parked on the drive. Before the final stage we had a hour holding control to ensure all crews ran it in the dark and low and behold it started to rain. Gareth wasn't too worried, we were on a supersoft slick and with not much power we shouldn't struggle too much but the modified crews with 300+bhp looked a little nervous. This final stage was like proper road rallying, tight technical lanes with four Cibies ablaze on the front of the car, fantastic. We made it through with no problems at all but Gareth did notice the lights were developing a mind of their own on the run back in and wouldn't work at all when we put it on the trailer. None the less we had finished a very demanding but hugely rewarding rally.

It's fair to say that rallying in Ireland is a very different ball game to what I'm used to, the organisation is a lot more laid back (not always in good way), the numbers of spectators are massive but it is blatantly obvious why they are having problems with insurance as they are stood in some very worrying places at time. The event itself

had run without a single hold up and had been thoroughly enjoyable, as had sitting alongside Gareth in the immaculate car that yet again gave us no headaches. Gareth has a new engine and gearbox lined up for the car and has vowed to return, most likely in 2018 and I'm by no means finished with Irish rallying.

Sam Spencer : Malton MC



A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off, he asked what she'd like as a gift. "I'd like to be eight again," she replied, still looking in the mirror. On the morning of her birthday, he rose early, made her a nice big bowl of Co-co Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, with popcorn, can of pop, and her favourite sweets, M&Ms. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed, exhausted.

He leaned over his wife with a big smile and lovingly asked, "Well dear, what was it like being eight again?"

Her eyes slowly opened and her expression suddenly changed.

"I meant my dress size, you idiot!!!!"

The moral of the story: Even when a man is listening, he is still going to get it wrong

Alzheimer's Test

If you are male and over 60 years old, you SHOULD take this Alzheimer's test.

How fast can you guess these words and fill-in the blanks?

1. __ _NDOM
2. F _ _K
3. P _N _S
4. PU _S _
5. S _X
6. BOO _S

Answers on Page 58

When the 1979 RAC Rally came to Alton Towers

Whilst, since 1984, I have lived close to Alton Towers, I had no idea in 1979 that I would eventually do so. At the time, I was living in Wakefield but remained in contact with Matlock Motor Club and joined their marshals on 25 November for SS3 on the then familiar 'Sunday Run' on the first day of the RAC Rally.

It was an early morning start to get there and, on the road between Ashbourne and Rocester, I rounded a fast bend to face an Escort sitting on top of a hedge. That's now one corner that I now always treat with circumspection.

With all of the subsequent development at the Towers, I cannot remember for sure just where the stage was, other than it passed a lookout tower and had some uphill hairpins in a wood. Certainly the corner where my Matlock colleagues were marshalling provided some good vantage points for using my first SLR camera even if the lighting was poor for the low ASA colour print film that was generally available. Frankly, I really was a very amateur photographer in those days.

The colour prints duly went into my archive and given little further thought unless rallying Wartburgs, Ladas, Autobianchis and Citroen CXs happened to be mentioned, all having been there on the day.

Some months ago, a friend of mine lent me some small black and white prints that his father had taken of motorcycle racing at Alton Towers during the 1950s. By now, my photography had become digital and these prints were scanned and photoshopped before being returned. Later I decided to do the same with my colour prints from the same venue and hopefully capture the colours before they further faded away. At least they provide something of a unique record since I believe that rallying never returned to Alton once any thrills to be found came from the various visitor attractions.

All text and photos © David Yorke 2016.

Matlock MC



Pentti and Risto Virtanen were favourites for a win but they elected to take the Chevette 2300HS to a careful 7th overall and so secure the Sedan Products Open Championship.

Here the Matlock marshals can be seen at their posts. The person standing behind the offside rear quarter with a megaphone is the late Mike Farmer of Hillman Imp and Avenger fame. The white notice on the extreme left is a specially-prepared Club nameboard, which today would probably have been vinyl banner. Behind the nearside rear quarter appears to be an orange-tabarded photographer, white and numbered media versions being unheard of in those days.



A master of the tight line and Scandinavian flick at work. Hannu Mikkola and Arne Hertz won the 1979 RAC Rally for the second time and the Ford Escort for the eighth time. No wonder other works teams came less in hope but more to gain experience.

Whilst Bjorn Waldegaard came ninth in a brand new but troublesome example, he did enough to become the first ever World Rally Driver Champion after finishing second to Mikkola on the following WRC Bandama Rally where both drove not Fords, but Mercedes-Benz 450SLCs



During 1979, the MkII Escort was in its heyday, six finishing in the Top Ten of the RAC Rally, led home by Hannu Mikkola and Arne Hertz and then Russell Brookes and Paul White.

Another Escort pilot was a young Henri Toivonen who had but recently come to the UK courtesy of Peter Clark and the Skipton Ford operation. But luck was not with him and Phil Boland as the car retired with clutch problems after 30 stages. Even so, he now had some experience of this 'secret' event that would stand him in good stead a year or so later when he won outright.

His father Pauli had already won the RAC Rally earlier but in Volvos rather than Fords

Continued on Page 26



Turbocharging had started to come into rallying, especially with the Saab 99 versions. However, the Ola Stromberg / Bo Reinicke example proved temperamental and SS11 saw its final retirement with water pump problems. Things got no better for Saab since Stig Blomqvist and Bjorn Cederberg crashed out on SS16.



Peter Banham and Trevor Harris almost keeping their Dolomite Sprint on the tarmac whilst spectators run to safety.



An unidentified Mk II Escort on an open corner shortly after the hairpins. Note the wide lines that some of the earlier runner had taken, perhaps coming from it supposedly being a 'secret' rally



Whilst such a long wheelbase Citroen CX2400 was a rare sight on British rallies, Jean-Paul Luc and Michel Prudhomme must have enjoyed the most comfortable ride of any.



Russian rally crew Heiki Oku and Tomas Diener came over at the height of the Cold War. One Lada came through with its boot lid wide open as though a defector had managed to make his escape.

Heaven

Obama, Hillary and Trump are standing at the throne of heaven. God looks at them and says, "Before granting you a place at my side, I must ask you what you have learned, what you believe in."

God asks Obama first: "What do you believe?"

He thinks long and hard, looks God in the eye, and says, "I believe in hard work, and in staying true to family and friends."

I believe in giving. I was lucky, but I always tried to do right by my countrymen".

God can't help but see the essential goodness of Obama, and offers him a seat to his left.

Then God turns to Hillary and says, "What do you believe?"

Hillary says, "I believe passion, discipline, courage and honor are the fundamentals of life. Like Obama I believe in hard work."

I, too, have been lucky, but win or lose, I've always tried to be a true patriot and a loyal American."

God is greatly moved by Hillary's high-pitched eloquence, and he offers her a seat to his right.

Finally, God turns to Trump and says, "And you, Donald, what do you believe?"

Trump replies, **"I believe you're in my seat."**

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?
Newcomers Always Welcome.

Give Bill Wilmer a Call

07973-830705

w.wilmer@btinternet.com

MOTORSPORTS ASSOCIATION SAFETY

MEDICAL FREQUENCIES

LICENSED PRIVATE PMR MANAGEMENT SAFETY SYSTEMS

Administrator - Bill Wilmer

MSA Approved Regional Radio Co-ordinator:

For North Wales, Cheshire, Greater Manchester,

Lancashire, Merseyside & Salop:

Serving Motorsport for 51 Years



Golden Microphone Championship Past Championship Winners

1998 - Dave Crosby	2008 - Chris Jarvis & Lee Skilling
1999 - Keith Lamb	2009 - Paul Henry
2000 - Ian Davies	2010 - Eve Fisher & Graham Bray
2001 - Tony & Avril Lee	2011 - Stuart Dickinson
2002 - Keith Lamb & Adrian Lloyd	2011 - Stuart Dickinson
2003 - Stuart Dickinson	2012 - Tony Jones
2004 - Dave Crosby	2013 - Tony Jones & Peter Langtree
2005 - Chris Jarvis & Stuart Dickinson	2014 - Peter Langtree
2006 - Tony & Dan Turner	2015 - Ian Davies
2007 - Tony & Dan Turner	2016 - Ian Davies
	2017 - It could be YOU

Golden Microphone Trophy

2016 Results

After 28 Rounds

G 23	Ian Davies	130	points
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 Dickinson	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

Gemini Communications : 2017 Events Calendar

Cambrian National Stage Rally

Sat 11th Feb

BTRDA Round

North Wales CC

Cloceanog / Aberhirnant Forests

Jack Neil Stages Rally

Sun 12th Feb

Clitheroe & DMC

Blyton

Lee Holland Stages

Sun 19th Mar

PDMC + G&PMC

Ty Groes, Anglesey

SMC Stages

Sun 9th Apr

Stockport 061MC

Ty Groes, Anglesey

Plains National Stage Rally

Sat 13th May

BTRDA Round

Knutsford & DMC

Dyfi Forests

John Overend Rally

14th May

North Humberside MC

Melbourne

Keith Frecker Memorial Stages

Sun 11th June

Blackpool SSMC

Weeton

Enville Stages

Sun 2nd July

Warrington DMC

Ty Groes, Anglesey

Greystokes Stages

Sun 9th July

West Cumbria MSC

Greystokes Forest

Gareth Hall Memorial Rally

Sun 13th Aug

Bala & District MC

Trawsfynydd Ranges

The Heroes Stage Rally

Sun 24th Sep

PDMC + G&PMC

Weeton

Wales Rally GB

24th - 29th Oct : 6days

I. M. S.

WRC Round : North Wales

Neil Howard Memorial Rally

4th Nov

Bolton le Moors Car Club

Oulton Park

Glyn Memorial Trophy Stages

Sat & Sun 25/26th Nov.

C and A MC

Ty Groes, Anglesey

Hall Trophy Stages Rally

Sat 25th Nov

Clitheroe & DMC

Blyton

Gemini Awards Presentation

?? Dec

The Dressers Arms



BIKE RIDE Events

Raw Dyfi Indro

Tba May

Dyfi Forest Bike Trail

Manchester to Liverpool Bike Ride

Sun 11th June

40miles, Manchester to Liverpool

Manchester to Blackpool Bike Ride

Sun 9th July

60 miles, Manchester to Blackpool

Manchester to Nantwich Bike Ride

Sun 3rd Sept

Manchester to Nantwich & Return 100 mile Ride.

Leeds Big Wheel Bike Ride

Sun tba Sep

Leeds – Figure Eight 50 and 100 mile Ride

DECEMBER **Radio Mutterings** *including*

‘The Dressers Arms Shindig’ 2016 has been a busy and varied year

FEBRUARY: The month finds me out on the North West Stages at Weeton and my first multi venue event to be run under the enhanced MSA safety rules, with a veritable procession of 4x4s with lights and sirens worthy of the nearby illuminations. As by now to be expected the event is well run and provides some great entertainment particularly led by the armed forces Land Rover rally team who lurch and roll around the tight Weeton stages (oddly the venue at one time of the RAF driving school). Later on in the month it's the first running of the Cambrian Rally in it's new February calendar slot. For me it's a trip down to Penmachno and a mandatory location and running the 'B' system radio network out on the stage. A busy end to the month then sees me scoot across to Lincolnshire and the Jack Neil Memorial Rally at Blyton. The Clitheroe organisers really look after the marshals with breakfast and meal vouchers which are much appreciated. With gales blowing across the former bomber base it's not just the cars that are sideways as barrels and stage signs are blown in every direction, meaning for me writer's cramp as numerous judge of fact forms are required as cars take ever inventive stage routes.

MARCH: This month sees my first run out across to the Anglesey Racing Circuit and the Lee Holland Memorial Rally. Sadly I see some of the worst driving standards I have ever seen for a long time with a number of crews flying into a ninety right and heading straight one through the cones. Nothing particularly unusual in that, we all after all can make a mistake, what was astounding was that many continued along their incorrect route for up to 100m+, before turning around then heading at full speed head on towards others crews in the junction, this was a proper case of "should have gone to Specsavers". As is also the case at many single venue events counting simple numbers, like 2 or 3 was beyond a surprising number of crews.

APRIL: In a case of 'ground hog day' it's back to the Isle of Anglesey and the JMC Motors SMC Stages marking a change of venue to this popular event away from its more recent home at Weeton. With Gemini team personnel filling many of the senior roles, the team is out in force to support this event. For me looking after the split means moving around the venue as the split moves with the change of stage layout after each pair of stages. I don't usually comment on individual crews but the huge and somewhat barge like Volvo 740 saloon of Robert and Chris Wheeler brought a smile to my face. The turnaround crews make a great effort to keep the gaps between the stages to a minimum, riding in what Gemini 21 christened 'Ben Hur' in reality a Honda CRV towing a trailer !.

Continued on Page 30

Gemini Communications Motor Sport Team



Photos Courtesy of Keith Lamb : G9

MAY: Dry conditions bring conditions more likely to be seen on the Paris Dakar than the Plains Rally and my location in Dyfi West. The dust is truly biblical in proportions and seven months on the AC system in my car still coughs up clouds of the stuff !. The stage is run twice and proves challenging with various crews exploring the edges of their own abilities as well as that of the forest. Once again the multi venue status of the event means compliance with the new mandatory safety rules and I observe more pilots than the Red Arrows. My hat however goes off to Car 11 who having rolled and lost most of their glass on a previous stage, somehow get to the end of the stage in one piece with the car literally full of dust. Thanks to Tiger 1 at the stop line who offered the crew a much appreciated bottle of water to slake their thirsts.

JUNE: I next return to Weeton and the Keith Frecker Memorial Stages run by Blackpool South Shore MC, a genuinely 'local' event for many. With Bill, Gemini 1 otherwise engaged on one of the Gemini team supported bike rides, it falls to Les Fragle to act as Controller for the event. A message to the organisers, next year can you please make sure that you print off sets of stage plans for all of the radio crews, as Les has to describe the stage layout changes over the air to many crews, a task not at all easy in the many featureless areas of the stage where one pile of cones looks much like any other. Unfortunately at one point in the proceedings Les loses all power and control falls silent, I somewhat naturally step into the gap and handle control calls whilst Les resolves his electrical loss, with unforeseen consequences later on in the year.

JULY: Returning to Anglesey and the JRT Motor Services Enville Stages, sees another event this year supported by the wider resources and manpower of the Gemini team, with senior roles filled by team members in addition to those of us out in the field. Who could forget the rather fetching day-glo pink tabard worn by Les as Spectator Safety Officer and Tony Jones as Chief Marshal. Thanks perhaps to our 'team' involvement the event paper work is some of the best and clearest I've ever seen, bigger events please take note. As ever the action from the off is fast and furious, with so many cars out on the stage at any one time. One very unusual incident sees a rather nice looking Mazda MX5 have a heavy landing after the jump and they manage to lose their central roof section, finishing the event in a targa configuration. Sadly the event suffers a long interruption mid way through the event as Cam Rescue is called to a medical emergency in one of the pit garages and we suffer a long wait for the 'county' ambulance to transport the casualty to hospital.

AUGUST: This month begins with some first class practical fire training out at Darwen Services organised by Steve Johnson RDO and delivered by our familiar friends from Pennine Fire & Safety. I'm not sure what travellers stopping for a meal break made of the barrels of burning kerosene clouds of dry powder and foam. The latter is bizarrely delivered not by AFFF but washing up liquid filled 'training' fire extinguishers due to 'environmental health & safety', at least the foam was 'kind to our hands' and dishes !. One week later and I head down to the Trawsfynydd Ranges Motorsports Centre and the Glynn Memorial Stages, a venue I haven't been to in years. Once again one of the smallest events provides the warmest of welcomes, fine paperwork and stage packs. What the small entry of only 33 cars lacks in numbers they certainly make up for in enthusiasm, with cars heading into the wild scenery at every junction, making it a very busy day for the recovery boys.

Continued on Page 31



Legend Fires North West Stages Photos
Courtesy of Keith Lamb



SEPTEMBER: another very busy month for me with a couple of rallies sandwiched by one of the mass charity bike rides, supported by the Gemini safety team. I begin the month with one of my personal favourite events the very local Accident Advice Solicitors Promenade Stages run along the banks of the Mersey at New Brighton. I have been supporting this event for more years than I would like to remember and the event format of a couple of Friday night stages and a full day of Saturday action always attracts a full and varied field along the closed promenade roads (many thanks Wirral Council). There was just one fly in the ointment this year, the stage plans at A5 size were to be honest almost impossible to read, Wallasey can we please go back to A4 plans next year. The rally village next to servicing was another almost unique feature of this club event and attracted much interest from fans young and old. Thankfully Friday night was dry but it tipped it down on and off through Saturday and the conditions were treacherous, ultimately effecting the final results significantly. In contrast and one week later the Manchester 100 bike ride in aid of Christies passed off in fair conditions and I found myself looking after the junction and rest stop close by to the Anderton Boat Lift. Once again the Gemini team led the event safety arrangements and looked after some 3,500 odd riders of every shape, size and ability. The end of the month then saw me return once again to Weeton and the Millennium Coupling Century Motorsport Heroes Stages Rally. Returning to the harsh weather seen at New Brighton it poured down with one heavy shower after another. The resulting standing water particularly on the concrete former hanger bases made the conditions treacherous, with plenty of aquaplaning. Perhaps due to the conditions I witness a dozen or more cars fail to navigate the stage correctly in somewhat of a 'lemming' like collective failure. The high winds also meant that the marshals spent much of the day out in the rain chasing stage furniture around.

OCTOBER: after my somewhat unplanned 'control' experience at Weeton earlier in the year I am persuaded by Bill to join the radio control team for the Wales Rally GB. Work commitments mean that I can't join the recce, but Thursday sees me head down to the North Wales Rally Base to link up with Stuart Dickenson Gemini 13 my partner for the next couple of days. Friday sees us allocated to Stage 1 / 6 in Myherin as the 'C' system control team and A system link back into Rally HQ. With thick fog pretty much throughout the stage there is not much to see but plenty to hear and do over the two stage runs though the day as the radio traffic never ends. If I'm honest I was surprised by the intensity of the workload and the multi-tasking between the two frequencies and multiple 'issues' from out across the stage and Rally HQ. One thing I didn't think I would be asked for was an estimate of the height of the cloud base over the stage, but as we couldn't see the top of the wind farm masts it wasn't really a good flying day !. With "men in blue suits and a company car" at the end of the stage it was a day where clean number plates and lights were the order of the day, next year a full valeting service may be required. On the next day we found ourselves at the mass spectator stage at Cholmondeley Castle, once again running the two radio controls. Here my most vivid memory is not of the competing cars but the 'guests' coming to his Lordships private party, driving some of the most varied and valuable cars imaginable including a classic gullwing Mercedes. Sadly the stage was also marked by some rather selfish behaviour by some of the so called 'professional' accredited media who though it was OK to walk between the flying finish and stop.

Continued on Page 32



December Radio Mutterings Continued from Page 31

On the final day of the event I spent the day in the North Wales Rally Base with the 'C' system radios, alongside Les that provided me with yet another new control experience.

The radio control team on events is seldom seen but often heard (obviously Doh !!) and provides an essential link in the safety and organisational chain, particularly for such a large, complex and high profile event as the FIA / WRC sanctioned Wales Rally GB. My three days out with the team provided me with an opportunity to both witness and be part of this often hidden role.

NOVEMBER: work and family commitments mean a reduced availability this month, but I manage to get out to Anglesey and the second day of the Glyn Memorial Rally. With cold conditions forecast I pile on the layers and head into the Control Tower to sign on and get my stage location. Bill however has other ideas and I find myself staying in the warm alongside Graham Cookson to run the control for the day, under his excellent tutelage. If I was suspicious I might see a conspiracy here as I get another experience of life in radio control, this time on a busy single venue rally. To be fair I quite enjoy the opportunity and day flies by in a blur of messages, incidents and tasks. At the end I'm somewhat touched by the comments of other Gemini team members who complement me on the day's activities, who knows I might just get used to this control lark.

Gemini Communications Nineteenth Annual Golden Microphone Awards: 27th December 2016

DECEMBER: as the year draws to an end and the turkey curry looms large once again, we head out between Christmas and New Year to Chorley and the Dressers Arms and the 19th Annual Golden Microphone Awards. This annual event celebrates the achievements of the whole Gemini team and provides an opportunity for remembering past friends, a certain amount of 'mick' taking and the crowning of this year's champion who has accrued the most 'attendance' points on events during the year. The proceedings are organised and overseen by our illustrious leader Gemini One Bill Wilmer, who brings together team members each year to celebrate the achievements of the Gemini family.

After a suitable amount of chit chat, we enjoy the company of our peers and friends and a much appreciated 'team' meal, lubricated by lashings of fine wine and coke (the cola variety I hasten to quickly add for us drivers !). Once fuelled Bill takes to the floor (although not in the 'Strictly' sense) and opens proceedings with a look back over the last year. Sadly the year has seen the team lose one of its characters and early members as we recall the life and times of Jim Tate, the original 'Gemini Recovery'. Jim was certainly one of life's great characters and I was privileged to have enjoyed his company and good humour on several occasions.

Continued on Page 33



December Radio Mutterings Continued from Page 32

After toasting the memories of Jim, we move onto more serious team business and debate some of the issues of the day that really matter...should the team points system be amended (answer no); how many apologies does Bill owe this year ? (answer several); does Tony Jones have a new line in team apparel ? (answer no, but Bill's next door neighbour, may know a new supplier); has Adrian a new car ? (answer yes, a BMW he intends to compete in during 2017); did the team know that our very own Chris Woodcock is on the MSA Rallies Committee (answer yes, and Chris welcomes issues of concern or information for the Committee); does anyone know the WRC / FIA best regarded rally including safety communications ? (answer yes, it's our very own Wales Rally GB and the team and particularly Bill are very proud of this achievement); and finally can anyone beat this year's Champion ? (answer it's up to you).

This year's results see me repeat my achievements in 2015 and I am crowned as champion and recipient of the magnificent Golden Microphone Trophy and the accompanying cheque for £150. (Full Results : see page 29)

In total over the last twelve months 43 team members attended some 28 eligible official Gemini 'controlled' events. The team racked up over 3,000 hours of volunteer time into the sport, not counting the numerous other events many team members individually supported as radio operators. A 'conservative' assessment would value this contribution to the sport at over £25,000 per year. Events big and small have all been supported by our experienced team members, who bring to events a wealth of experience, common sense and by reputation a safety team that can be relied upon.

Happy New Year to you all.

Ian Davies : G23



My wife bought this on E-bay, did you know ? (at this point Dave began to fiddle down the front of his trousers, apparently looking for the battery pack (a likely story indeed)).

THE 19th (Yeh! - 19th!) ANNUAL

Gemini communications

RALLY RADIO TEAM

Xmas get-together / prize giving do.

Comprising of: delicious food - strong drink - stats
obituaries - apologies - info - giveaways - speeches
modelling - predictions - reviews - praise
criticism - personal insults - banter
and general fun and frolics.

On British Rally Forum there is an ongoing debate about the future of Road Rallying and the possible future use of Electric cars on events.

Most of the posts are fairly light hearted and poke fun at electric cars. All very amusing and I must confess to having a quiet giggle at some of the suggestions but there is a very serious question hidden in there amongst all the jokes. If Road Rallying is to survive what cars will we be using in 20 years from now (not that it should concern me, I can't see me dodging the coffin for that much time and even if I did, would I have a clue what anyone was talking about? Doubt it. It's bad enough now). For a lot of years it has been the norm on road rallies that the majority of cars are all over ten years old and you can generally pick up a very well sorted Road Rally car that is more than capable, in the right hands, of winning for under £7000 and for a lot less money still go out on events and have a good night (I know a lot of people spend far more but they are probably paying over the odds to make up for their lack of talent).

With current (no pun intended) electric cars you are very limited on the mileage you can get from a charge and the harder you push them the more you use up that available charge. You would be very lucky to get 100 miles out of a charge using an electric car on a current road rally (again no pun). Then there is the question of lighting. Will the MSA relent on their current stance on LED lights? Then, how about heating, whilst I can find myself in today's cars having to wind the window down to disperse heat from the car even in the middle of winter, would I need to wear thermal clothing to keep warm and preserve battery power. I am sure that improvements in design and technology will increase battery life and power and that other improvements will lengthen the miles between charges but that will all come at a cost and probably means that competitors will need to upgrade to the very latest electric cars to even be in the hunt.

The next little problem facing organisers and competitors is Start, Halfway Halt & Finish venues. Will there be enough charging points available and how long to charge up the car. At the moment you have probably 4 points at a motorway service area and it roughly takes 30 minutes to fast charge a battery. I may be pessimistic but I can't see even Service Stations having even 20 charge points available and even if they did, does that mean we can only start & finish etc at service stations in future. If it does then our choice of route will become more and more predictable.

I can see that the fun in competing might still be there for competitors despite only having forward and reverse, but not as much as today. Then what about marshals. They will need to get to and from their controls too with all the same worries about battery life and for what? To hear the gentle slight purr of a Renault Zoe ghost into a control. The thought does not fill me with excitement. Someone has already pointed out that by the time this all comes about we will be able to provide Competitors with GPS which will record and transmit their arrival time at controls and be smart enough to track them to ensure compliance with the route instructions and marshals won't be needed.

Don't see the fun in the future, Might as well do it all in Virtual Reality in front of a computer screen playing Dirt3 or whatever. I am told by my Grandson that the improvements in gaming technology is such that I can get all my kicks sat in a chair playing computer games VR Does not do it for me!

"We're doomed I tell you . . . All Doomed"

In the SD34MSG Road Rally Championship I couldn't beat either the 1st Semi-Expert or 1st Novice Navigators but managed to scrape a win in the Marshals Championship & by the smallest of margins (1 pt) take 1st O/A in the Kirkby Lonsdale MC Road Rally Navigators Championship from Paul Taylor. Also managed to pick up Best CDMC Club Member Award

Grumpy Old Git

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



December is a quiet month for motorsport. Not all that many events on. So this issue is far smaller than usual.

Biggest show in this neck of the woods was the LE JOG which went up Lythe Fell and then had a test at Tony Harrison's Garage at Bentham. I had originally planned to marshal at the AutoSolo at Darwen Services but after some consideration decided that I would rather marshal on LE JOG (usually have more than enough marshals at Darwen) so I made the trip down to Darwen to let Tracy Smith know I wouldn't be there and then had a very pleasant run in the December sunshine up Lythe to Tony's place where I ran start and finish control with Tony and we had young Josh Townley and a more senior Phil Senior doing the Check Sheets.

Fastest on this test (by 1sec) was a mini followed by Paul Crosby in his Porche. Most spectacular was Simon/ Niall Frost in the Volvo who would have got fastest time if he hadn't spun it just before the Stop Astride line and lost several seconds doing a three point turn.



Not competing on the event but way fastest on the Test was Ayrton Harrison using a quad bike. We used Ayrton as practice to get used to the clocks before the real competitors came. Ayrton was 10s faster than the competitors but he had inside knowledge of the tests (having set it up) only him on the bike and several attempts made plus the quad was far nimbler than most of the cars but he was the only one to get it up on two wheels! (although Simon tried) - Fastest (Mini) was 44secs



Photos : Jez Turner



FIRE TRAINING Penrith

Marshals from Rowrah Kart Circuit, Eden Valley and West Cumbria Motor Clubs had an interesting and warming evening early in December when they attended a Fire training session at Penrith Community Fire Station.

Instructors Jon Aston, Steve Johnson and Katy Mashiter introduced thirty six club members to why and when to use an extinguisher as well as which one to use, over three sessions in the early evening.

After this Pennine Fire Services of Blackburn gave them all the opportunity to extinguish controlled fires and even supplied extinguishers for their own garages and motor sport use.

The training was funded by MSA Training Development and was made available to clubs of all Motor Sport disciplines in the area and the only cost to the trainees was time and travel.

As well as updating the existing information about Extinguishers and their use, the evening provided a chance to get signatures in the Marshal record books and share best practice in different areas. Several trainees from Rowrah Kart Circuit took information away about joining the MSA marshal register.

Katy Mashiter : Kirkby Lonsdale MC



Warrington & DMC



Scalextric challenge

Results from Round 6 of the SCALEXTRIC night

Great night with yummy
mince pies and good banter

- | | |
|-------|-------------------|
| 1st. | Colin Cresswell |
| 2nd | John Boggs |
| 3rd. | Ann McCormack |
| 4th. | Adrian Lloyd |
| 5th. | George Jennings |
| 6th. | Ian Haywood |
| 7th. | Colin Burgess |
| 8th. | Sandra Withenshaw |
| 9th. | Denise Burns |
| 10th. | Ste Landen |

The Scalextric challenge points after the final round Six

- | | | |
|-----|--------------------------|----|
| 1. | Colin Cresswell. | 22 |
| 2. | John Boggs. | 20 |
| 3. | George Jennings. | 14 |
| 4. | Jo Reynolds. | 7 |
| 5. | Ian Haywood. | 7 |
| 6. | Ann McCormack. | 6 |
| 7. | Ade Lloyd. | 6 |
| 8. | Steve Prince. | 5 |
| 9. | Denise Burns. | 5 |
| 10. | Matthew Steadman. | 4 |
| 11. | Ste Unsworth. | 4 |
| 12. | David Bate. | 3 |
| 13. | Sandra Withenshaw. | 3 |
| 14. | Colin Burgess | 3 |
| 15. | Bob Reynolds. | 2 |
| 16. | Michael Daly. | 1 |
| 17. | Michael Spiers. | 1 |
| 18. | Will Heys | 1 |
| 19. | Ant Oates. | 1 |
| 20. | Alan 'Shortly' Crossley. | 1 |
| 21. | Mark Carter. | 1 |
| 22. | Duncan Fenwick. | 1 |
| 23. | Carolyn Fenwick. | 1 |
| 24. | Even Fenwick | 1 |
| 25. | Steve Landen | 1 |



Accrington Motor Sport Club **Roger Barfield** **Memorial Autosolo** **First in Class** **& FTD**

And only just turned 16

My name is Luke I've just turned 16 and I've just finished my first year of motorsport with the under 17 motor club. I first heard about them from the Ormskirk motor show in 2015 when they were doing a display and I had a passenger ride with Amanda Fields in a Zetec - s fiesta. I knew then that this was something I wanted to do, so in December last year I attended my first event and had some tutoring from Roger Barfield in his eco-boost fiesta. In the December I got my first car the ford Puma and so started my first year in PCA. My first event in the Puma was at Demon Tweeks where I got first in the under 18s, the Puma was good but a bit too soft in the corners so i knew that me and dad had some work to do to be more competitive with the other cars and competitors.

In February dad and I attended the 2 day Blackburn event which as you will see later on is one of our favourite venues, the course is tight and twisty and in the February it was cold and wet and was excellent for me to develop my driving skills, still only being 15 I could only compete in the PCA so I need to have a passenger every run, even still I managed to finish first in the group.

Next up was my first trip to Lymm services, this is a great track and gave me the option to get up to decent speed round the track, by now I've made a load of great new friends in Harry Fonseca, Kameron Anderson, James Williams, Scott MacMahon not only have I made great friends but we have a great sense of rivalry amongst us and a laugh. I've also learnt a lot of skills from these guys too like when to go fast, braking techniques, when to turn and starting and stopping.

By now dad and I had made a few mods to the car to improve engine breathing but we still need to improve the handling, despite having the power the Puma just wasn't as quick as some of the Micra's in the corners we knew at some point we would need new suspension, something for the future.

Next on the events calendar were a couple more Blackburn events and a passenger event at Event City in Manchester, my first taste of gravel driving and I loved it. All the time my driving skills are improving and some of the others in the group are starting to see me as a threat, I love the competition and the rivalry in the group it makes for not only great fun but also pushes us to improve our times and skill.

Continued on Page 37



Roger Barfield Memorial AutoSolo

Continued from Page 36

Next up on the event calendar was the event at DW stadium, a fantastic long course with lots of twists and turns and a proper chance to open the Puma up, by now my good friend Harry had bought Rogers Saxo vts and he was my biggest competition on the day, I could see Harry was quick as the car handled brilliantly, I knew I had to beat him. After several fast runs we awaited the results and low and behold I got my first FTD and was made up, can't wait to do this event again next year.

Next up on the event calendar was another trip to Demon Tweaks, however this time I was entered into my first autotest, not the autosolo, I was quite apprehensive as I'd never done that before. The day was very wet and the courses were extremely slippery, like sliding around on oiled up glass very, very tricky, this called for all my skill as the courses were very tight with no room for mistakes, times were quite slow but it was a massive learning curve and I knew that Dad and I had to sort out the handbrake for the next final few meetings.

Oulton park was next on the calendar as part of the Neil Howard rally stages, this was a passenger ride day and another opportunity to practice for me and also an opportunity for a bit of show boating, unfortunately I managed to shred a full set of tyres but had the most amazing fun doing so.

By now Dad and I have managed to make a few alterations to the puma, handbrake is now sorted and we've fitted lowered uprated springs all round, driving on the road the ride is harsh but most of the softness in the corners appears to have gone so can't wait to try it out at the last meeting of the season at Blackburn.

So Blackburn arrives and dad and I have some more modifications to do strut braces front and rear (last minute as per usual) Saturday was wet and despite the suspension set up and a bit of handbrake action I had a bit of a nightmare hitting seven cones resulting in slower times, but I mostly used Saturday as a practice day for the big day on Sunday.

So Sunday arrives and as I've just turned 16 its my first time in the Clubmans AutoSolo, with no passenger, I'm really excited but there's some really good drivers in the group including Jamie Foster and storage hunters star Jesse McClure in the rally Proton, Chris Livesy in the Micra and Melanie Morgan in the Fiesta to name a few. So the pressures on, its a beautiful day and its Roger Barfield's memorial event and exactly 1 year ago since my first event with Roger, there's some quick times going down and the competition is fierce today, I keep wanting to check the times but dad says wait till the end of the event and see them. I've done 10 clear runs and its time for the results so waiting patiently the results are out, not only have I won the whole of the Clubmans but I've also won my class and won FTD, I'm made up and beating the other way more experienced drivers like Jamie Foster and Jesse in the rally Proton is a bonus is huge bonus.

All in all I've had a brilliant years racing with the under 17s motor club, a brilliant club professionally run by Steve Johnson and his team, I can't wait for the next event and hopefully more wins and now I'm over 16 I'm able to compete in the National B and the sd34 championship and the ANWCC, a brilliant grass roots sport, affordable and fun with great people.



Roger Barfield
(2015 sd34msg Prize Presentation Night)
Under 17 MC (NW)
1st Class 'B' None Race/ None Rally

NORTH WEST RACERS

With Dave Williams and Rachel Bourne

SPIN & WIN FOR GREG

In October, Greg Speight won the 2016 Lee Bowron Ltd XR Challenge in the most dramatic fashion possible. After being pushed into a spin at the first corner of the last race of the season, Speight drove through the field to secure the second place finish that he required to take the title.

Although he has been competing in the XR Challenge for several years, Greg steered his XR2 to the Championship during his first full season as a driver having made a commitment to enter most of the rounds this year because he believed he was going to be competitive.

The key to Speight's successful campaign was winning his Double Points "Joker" race which he nominated as the first of 2 races staged during BARC's North Western Centre's Golden Jubilee meeting in early August. Although Greg's tally of 5 victories was 1 fewer than reigning Championship Mike Heath, those bonus points put him in contention at the season finale.

Motorsport was a big part of family life when Greg was growing up as his father, Derek, spent plenty of time either driving competition cars or working on them – and had been doing so ever since he was a teenager.

Not only was Derek himself a competitor in the XR Challenge but he also took part in rallies in a stellar collection of cars which included an ex-Pentti Airikkala Vauxhall Chevette HSR, Ford Sierra Cosworth and Lancia HF Integrale. He even raced some of these vehicles in the rally car events that were staged at Oulton Park in the 1980s.

Greg found a way to feed his need for speed at an early age through having a kart which he thrashed around the garden then, when he was older, he acted as his father's navigator on tarmac rallies and even drove a couple of Dad's cars – a Darrin T90 and Ford Escort Mk2 – on track-days.

Eventually, around 7 years ago, Greg decided it was time to compete and, to keep up the family tradition, he decided to follow in his father's footsteps by choosing the XR Challenge. One benefit of this is that Derek, aside from being a mechanic by trade and therefore having many contacts who can help with the supply of parts, has a great deal of experience with this type of Ford hot-hatch. To keep costs down, this Dad & Son team undertake as much work as they can on the car. "I break it and he fixes it!" Greg jokes about his father as working together provides a great deal of enjoyment for the duo.

Speight has no regrets about choosing the evergreen XR Challenge to channel his automotive competitive instincts. He says, "The series is competitive, yet friendly. The other drivers are always ready and willing to offer a helping hand or a spare part when they can. The series is also fairly cost effective and we have just as much fun, if not more, than competitors in more expensive, although not necessarily quicker, machines!"



Continued on Page 39

NORTH WEST RACERS

With Dave Williams, Rachel Bourne

Continued from Page 38

One notable aspect of the XR Challenge is that the drivers place as much importance on keeping themselves in good physical condition as they do in preparing their cars for action. Mike Heath regularly plays squash while Speight plays 11-a-side football in a Saturday league during the winter. Alongside running after his two young children, this keeps him fit for pushing his Fiesta XR2 to the limit when the season starts in spring.

He certainly needed all his physical prowess in the final race of the 2016 which he started from fourth on the grid. A great start put him in contention to take the lead around the outside at the first corner but he had 3 other cars on his inside. Needing a good finish to stand any hope of the title, Greg knew he couldn't afford to back out of the situation as he hung on around the outside of Old Hall. With so many cars on such a narrow piece of tarmac some form of contact was inevitable and it was Speight who was nudged broadsides across the front of the pack.

Fortunately, everyone missed the black XR2 as it spun to the inside circuit where it came to a halt without hitting the barriers. At this point, Greg thought any hopes of the title had gone however the ethos of the XR Challenge is "it's the taking part in the racing that counts" and so he rejoined the track and set off in search of someone to enjoy a dice with.

This particular weekend, the Nextec Puma Cup ran concurrently with the Lee Bowron Ltd XR Challenge and the outcome of Speight's day could have been very different if the grid of Pumas had come charging through Old Hall before he got going again. His progress would have been severely hampered battling his way through that race within a race.

Although the other XRs were exiting Cascades as Greg reached the braking area for the second corner of the contest, he was making the first overtake of his comeback well before the opening lap was completed – as early as the Water Tower section of track in fact.

Greg's progress continued as he passed car after car as though he was playing an arcade racing game. By the start of the final circuit he was up to third and this became a crucial second place as Ben Atkinson, who was hampered by an intermittent loss of power, let him through exiting Old Hall with minimal resistance.

Speight knew he was now in position to take the championship and the adrenalin that had been pumping through his veins now began to overflow. All the way down Lakeside Straight he was screaming and shouting to himself. Having worked so hard to get back in the position he needed to be in after his earlier misadventure, Greg was willing himself to stay focussed and not to make any mistakes. He was also urging his car to make it to the chequered flag.

At present, it is not certain whether Speight will defend his title next season. Although the XR's are a very cost effective form of motorsport, they do not operate on fresh air however a potential sponsor has shown interest in getting involved. We hope Greg does make it onto the grid in 2017 as his presence boosts the competitiveness of this ever-thrilling North West-based Tin Top category.



BOURNE PHOTOGRAPHIC

Creative Imaging
www.bournephoto.co.uk

Report by Dave Williams,
Photos courtesy of Rachel Bourne

Definitions:

Experience : The thing that causes you to make new mistakes instead of old ones.
Pessimist : An optimist with experience.
Cannibal : A man who walks into a restaurant and orders the waiter.

Scary Stuff

Apparently I snore so loudly that it scares everyone in the car when I'm driving!

Maserati's and ERAs at Chateau Impney.

Although the next Chateau Impney is still seven months away being held on 8/9th July 2017 a vast array of superb cars are already confirmed entries.

These include no less than eight Maserati's of various models including a T26, 6CM, 8CM, 250F, 150S, 250S and a Birdcage. The 6CM being the actual one that was raced by Count Trossi when it was new.

Also already confirmed are ERAs R4A, R4D, R7B, R8C and AJM1. ERA or to give its full title English Racing Automobiles was a small race team based at Boune in Lincolnshire, established in 1933 and financed by rich individuals Humphrey Cook, Raymond Mays and Peter Berthon. They competed in Grand Prix races as far afield as South Africa winning many races and were really the British national team of the day.

AJM1 was an ERA built from genuine ERA parts produced at the same time as the original cars but not built up into a proper motor car until 1980. It came about because Anthony J Merrick raced R1A until its then owner sold the car. Having no car to race the clever Mr Merrick gathered enough genuine parts to build a completely new car but this caused controversy with the owners of period built cars so to differentiate it for all time it was designated AJM1.

It was owned from 1989 by Anthony Mayman who also owned and raced ERA4D. AJM1 was lent to his cousin Chris Mayman to race, this was a very kind gesture indeed considering the value of these cars. There is a very interesting detailed history of all these cars on the ERA website.

Bugatti's repaired and rebuilt from brand new approved Bugatti Owners Club spares have caused serious issues recently because it is possible to actually build new cars using all newly manufactured parts.

The question then arises when does a car cease being a genuine one. How many parts and which parts have to be retained before it becomes a "new" car requiring an SVA test or (Single Vehicle Approval). If approved by an SVA test they would then have to be issued with a Q plate rather than an age related number. These issues are still to be resolved.

Keith Thomas.



Chevron Racing Cars Sold

WDK Motorsport Ltd, based at Stockbridge, Hampshire UK and formed just seven years ago, is today announcing a raft of significant business developments, including the acquisition of the world-famous Chevron racing car brand, and details of its new Board, following WDK's change of ownership .

WDK Motorsport Ltd is a first-class historic race car restoration and preparation business employing a broad range of experienced specialists, catering to in excess of 15 UK and international clients, all owners of important historic and classic cars, with diverse requirements for their racing experiences. WDK was originally formed by Ian Cox, Simon Turner and Kevin Drew, who together developed the business to a level where it was sold in 2015.

It is announced today that WDK was acquired last year by VV Capital LLP, the investment vehicle of Nicola Foulston. Ms Foulston, a former UK Businesswoman of the Year, is best known in international motor sport as the past owner of the Brands Hatch circuits group, which she floated on the London Stock Exchange in 1996. She took that Group from a value of £6 million in 1991 to one of more than £120 million before managing its sale to the American advertising agency giant, Interpublic, in 1999. VV Capital's private equity division now also manages investments in the US and the UK in sports, entertainment and leisure.

The Co-founder of WDK and now its Managing Director, Ian Cox, has 35 year of race car engineering, with his experience in F1, F2, F3, Group C and sports & GT cars. Ian Cox and Nicola Foulston are now joined on the Board as a non-executive director by Christopher Tate, a 39-year motorsport industry veteran who is Managing Director at Donington Park, and a well-known figure on the international historic racing scene.

WDK Motorsports acquires Chevron

WDK together with Vin and Helen Malkie the brand's former owners, are also announcing today that the trading business and Intellectual Property in the brand of Chevron Racing Cars, the famous UK racing car company founded in the 1960s, has been sold to WDK Motorsports Limited.

Chevron, which builds highly competitive racing cars and is still winning trophies in historic racing in 2016, will be relocated to WDK's premises in Hampshire, where all future manufacturing of the official Chevron cars, especially the very popular B8 and B16 FIA continuation cars, will be produced.

Ian Cox, the Managing Director of WDK said "We have been working on this deal with Vin & Helen Malkie for a while. We are all delighted to be able to announce this exciting news. One of the first race cars I ever worked on was a Chevron B8 and over the years I've worked on too many different Chevrons to mention. So when the time came for Vin and Helen to find new owners, this was a natural fit with WDK. We have a fantastic fabrication department who are hugely excited to be manufacturing cars & parts for the pre-eminent Chevron Brand".

"WDK already has a great reputation for restoration & race car preparation having just won back to back Historic FIA F1 championships & secured multiple podiums in many classes again throughout 2016. This new expansion of our business will enable us to diversify and means we can now offer our full race support package to both new & former Chevron customers as well as continuing to grow with our existing customers.

Summary

Nicola Foulston said: "Ian Cox and I have known each other since I was 19 years old, and have worked together many times. I was impressed with taking what was a fresh start up business up to the position WDK has today within the worldwide Historic Racing Industry. This is no mean feat, given the exacting standards of our clients and of the many top level series in which our cars compete. I have considerable confidence in Ian and his team at WDK to now take the iconic historic brand in Chevron to new heights of success in the years to come."

(I wonder how the "other" Chevrons will react to this given that there were at least 3 companies claiming title to the Chevron name !)



The Drive DMACK Shoot Out

The Drive DMACK Shoot Out took place over A two Day Format up in Cumbria.

8 Drivers came together to fight it out for the seat in 2017 Drive DMACK Fiesta Trophy,

Day one was a day at m-sport where the drivers took part in a physical programme & Interviews.

On day two the drivers headed to the test venue for the Driving Assessment under the Watchful Eye of Elfyn Evans. & after four practice laps around the venue in the morning it was on to the Assessment laps which saw Nicolas Ciamin come out on top of a hard & close two day's of Competition.

Well Done Nicolas & Good Luck in 2017.

Images By : Phill Andrews



Phill & Marcus Andrews
Photography
andrewspga@aol.com
Tel :07940250022



DMACK
Tyres

2016 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



2016 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

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

NESCRO

Review of 2016

There was no change at the top of the leader board in the popular NESCRO Challenge Series with Berwick driver retaining the title he won in 2015 with a season long run of consistent performances which saw him stack up the points to take the title by a comfortable margin. The other podium places, however, saw some changes with Lancaster based Dave Marsden bringing his Escort MK1 into the runners-up spot and the "Auld Maestro" Archie Simmonds taking third place despite a somewhat shortened season.

The NESCRO series started way up North in a rather chilly Perthshire and encompassed events in Cumbria, Northumberland, Durham and North Yorkshire, offering a wide geographical spread as well as some very different types of events with single venue, multi venue, asphalt and loose surfaces, there was even a night road rally in the mix so plenty of variety.

The opening round, as ever, took crews North of the border for the Saltire Rally, based this year in Pitlochry and running through the glorious Perthshire countryside, it was won by the fast Escort MK1 of Ross Butterworth/ Ali Proctor but with Bertram/ Fish and Marsden/ Garstang finishing 2nd and 3rd the scene was set for a season long battle. The Berwick Classic offered a 2 day format with a number of regularities complimenting the excellent tests which abound in the Borders, victory went to the Escort Mexico of John Ruddock/ Roy Burkhill while Bertram chalked up another 2nd place and Marsden/ Garstang were 6th. The Hexham Historic didn't affect the positions greatly, with a low entry this year, victory going to the Volvo 123 of Andy Lane/ Richard Crozier.

A bit of break saw crews refreshed and ready for action when the NESCRO series moved over to Cumbria for the Lake District Classic, this ever popular event featuring some new test venues while retaining old favourites such as the unique Waters Farm, , with an all tests format it was an action packed day with Dave Short/ Roy Heath bringing their Escort MK2 home to a narrow victory from Bertram/ Fish with Marsden / Garstang 6th. The series stayed in Cumbria for the Spadeadam Motor Club organised Blue Streak which pulled off a bit of a coup with it's town centre test, the organisers closing off the High Street in the market town of Brampton to run a test which attracted considerable interest from the locals. After an interminable run of second places, Bertram/ Fish eventually mounted the winners rostrum on this one while Marsden / Garstang took valuable points with third place.

The series following round demonstrated the sheer variety of the NESCRO challenge with Durham AC's Wearside Classic being held entirely within the confines of the Nissan car manufacturing plant at Washington, utilising the many miles of concrete that exist within the plant including the test track and helicopter landing pad. Victory on this one went to the professional stunt driver, and autotest exponent, Paul Swift with Archie Simmonds, back in action again, in the runners up spot. A new event to the series was the Stocktonian which ran over the Catterick Military Ranges and while most of the NESCRO regulars failed to appear, the highest placed was the enthusiastically driven Sunbeam Rapier of Andy Beaumont, the event was well received and is assured of a good entry next year. Beaumont almost won the Wigton club's Solway Classic, leading all day until a final test misdemeanour handed the win to Simmonds.

With the final round, the Caledonian 200, failing to run, that wrapped up the 2016 NESCRO Challenge series with Bertram / Fish ending up well in the lead after an excellent series of results while Marsden/ Garstang will be well satisfied with the runners up spot, this being their first full season with the Escort after years of campaigning their well known MK1 Cortina. Simmonds made only sporadic appearances this season but when he turns out, the MG Midget exponent is always up there with the leaders. It was good to see some new events appearing, the Stocktonian was an outstanding success and, while not a counting round this year, the Hexham & DMC's Northern Dales event drew rave reviews from competitors and is a strong contender to be a round next year



Ed Graham : Hexham & DMC & NESCRO Chairman



2017 looks like being quite a busy year for classic enthusiasts with the NESCRO calendar filling up with the traditional historic events being joined by both new additions and old favourites making a welcome return. The entry lists will be further bolstered by addition of a number of Targa events which several clubs will be running as add ons to their classic events.

There is quite a geographical spread to the series which kicks off, as usual, with the unique Hexham Historic Rally, currently the only road rally in the series before the action shifts North to the stunning scenery of Perthshire for the ever popular Saltire Classic. The long running Berwick Classic is currently the only two day event in the series and uses some great test venues in the Borders, a great mix of farm tracks, farmyards and airfields plus some regularities. A couple of weeks later and the action moves to the other end of the Scottish Border when South of Scotland Car Club hold their Targa event, mainly on tarmac and concrete surfaces.

There is a full months gap before the next event in the NESCRO Series, the returning Shaw Trophy which hasn't run for a couple of years but has a new organising team at the helm and, hopefully, some new test venues. The Shaw is followed by the well established Lake District Classic, normally an excellent event which finds an extraordinary variety of stages, including the amazing Waters Farm, without straying very far from its base at the Penrith Truckstop. July is fairly quiet until the end of the month when the remote hamlet of Eastgate in Weardale sees an influx of cars for the Northern Dales Classic Trophy, run entirely within the vast confines of the former Eastgate cement works site. This event ran for the first time in November and attracted rave reviews, the organisers are hoping that a change to a Summer date will attract a bigger entry while the marshals will just be hoping its an awful lot warmer !!

One event which has grown in stature in a comparatively short time is Spadeadam Motor Clubs Blue Streak which last year featured an innovative town centre test in Brampton bringing the action into the little market towns main street and market place although they are unlikely to repeat the exercise this year as the test required a small army of marshals but with so many other great tests on offer competitors will still be well entertained. Next up is the Wearside Classic, another single venue event which utilises the huge Nissan car factory site to great effect with tests on the manufacturers test track and helicopter landing pad while the staff sports and social club makes a great rally hq.

Following the Wearside its back over the Border and to Dumfries for the Doonhamer, now well established as a first rate event with some superb test venues including a large sawmill, a military establishment and a length of private forest which is very popular with competitors. At present the year is, unfortunately, set to end with a clash with two events scheduled to run on the same weekend although it is hoped that a compromise can be reached and one will find an alternative date. The Stocktonian, a great name from the halcyon days of road rallying, ran for the first time last year as a Targa event using the many tracks that criss cross the Catterick Military Ranges and was extremely well received with crews raving about the smoothness of the tracks. Also vying for the same date are Wigton Motor Club whose Solway Classic has been the traditional end of season event for quite a few years. Based at Kirkbride, it uses tests on the adjacent airfield plus a couple on the Rowrah Kart Track which can be extremely interesting if it rains !.

Ed Graham : Hexham & DMC & NESCRO Chairman

2017 Calendar of Events

NESCRO

25th February

Hexham & DMC

Hexham Historic Rally

5th March

Saltire Rally Club

Saltire Rally

9th April

Ikley & DMC

Ikley Classic (Run)

29th/30th April

Berwick & DMC

Berwick Classic

14th May

SOSCC

SOSCC TARGA

4th June

Ikley & DMC

Ikley TARGA

11th June

Whickham MC

Shaw Trophy

25th June

Wigton MC

Lake District Classic

23rd July

Hexham & DMC

Northern Dales Classic

13th August

Spadeadam MC

Blue Streak TARGA

3rd September

Durham AC

Weardale

17th September

SOSCC

Doonhamer

21st October

Stockton & DMC

Stocktonian

22nd October

Wigton MC

Solway Classic

Date TBA

Kirkby Lonsdale MC

Devils Own (clubmans)



www.nescro.co.uk



LE JOG

MARSHALING LE JOG

SUR LE FROID GLACIAL ET LE VENTEUX

The Hexham & District Motor Club have, for many years now, turned out every December to marshal that unique event, the Lands End to John O'Groats Reliability Trial, more commonly known as Le Jog. For some years we seem to have been stuck with running the tests at Sleafly Hall, the venue for an overnight stop but for 2016, they weren't using that venue so we were asked to travel down and run one of the tests taking place on the Warcop Ranges near Appleby in Westmorland. Now I'm not very familiar with Warcop and it's a fair old run down there from the Tyne Valley but we said we would give it a go anyway.

Meeting up with some colleagues in Brough we dived with death on the A66 trunk road before arriving at the appointed rendezvous point where a harassed looking Landmark official didn't seem to know what was going on but eventually let us in. We found the test site no problem, borrowed some cones and set about marking it out, it was quite a long test over some typical military ranges roads with a few bollards for the competitors to spin round and a couple of code boards to collect.

Unusually, the cars arrived on time and we got underway with the older cars arriving first, the little 930cc Ford "Sit Up and Beg" Anglia pattering its way through the test. In contrast, there were some pretty powerful Porsches in the field and they got off the start line leaving tyre tracks for a fair few yards. A feature of the Le Jog is the good humour of the crews and there was a lot of friendly banter while they waited for their allotted time. Another feature is the sheer variety of cars and there were quite a few different makes on show plus cars you normally never see such as Bob McClean's big Rover P4-100, the big Volvo PV544's, the even bigger Mercedes 450, various Alfa Romeos, a whole gaggle of Porsches and the unusual Citroen GS break which rolled like a ship in a heavy swell.

As darkness fell so did the temperature..... rapidly and with a chilling breeze blowing it wasn't long before we wished you could add antifreeze to your blood !. Despite this, we continued to process the cars through fortunately there were no delays and even a Datsun 240Z grinding to a halt with transmission failure didn't hold us up. It was with great relief that the course car was sighted and once all the paperwork was handed over the cones were rapidly collected and we retired to the comfort of the car with the heater blowing on Mach 5 !

I would like to thank the "hardy annuals" who turned out to help with Test 3/8 on Warcop, normally we would be able to reward them with a souvenir enamel badge but I am still attempting to prise them out of the organisers.

Ed Graham : Hexham & DMC



Photos Courtesy of Tony North

Inside the Industry

with Paul Gilligan

Will It Be a Happy New Year?

It's that time of year when the industry is putting the final touches to next year's targets and budgets. Most seem to agree that UK new car sales will fall next year, the discussion is about how much. Industry bible Glass's Guide have said they are finding 2017 the most difficult year ever to forecast.

The first thing you have to do when predicting new car sales is to predict the overall strength of the economy. I think what Mr. Glass means is that that forecast has never been more difficult. Brexit is the most difficult factor here, but there are other considerations such as continued turmoil in some European economies and what the results of the Donald's arrival in Washington might be.

What is certain is that new car prices will rise. Partly because of the value of the £, but partly because VW Group who are clearly the biggest seller in UK & Europe are desperate to make money to repair some of the vast financial losses they have suffered around the emissions scandal. If the market leader increases prices others are keen to follow when they are making little money or still losing. Consumers will not only see cars becoming more expensive though. Anything imported now costs more, particularly food and fuel. And if the oil price recovers further, fuel prices will increase further.

So new cars will be more expensive, and customers will have less money to spend. This makes a slowdown in new car sales inevitable. Glass's Guide says by 3.5% compared to 2016, which will still make 2017 a bumper year. Dealers, who are arguably closer to the market are less optimistic. Most expect a reduction in new cars sales of around 10%, which would be a quarter of a million less new cars than were sold in 2016.

Another very important factor, and perhaps a bigger worry for dealers, is the used car market. On the one hand if new cars become more expensive then more people are likely to consider used. The potential problem is that this area of the market could be significantly oversupplied. As retail customers are now very largely using a PCP or PCH agreement, and business customers a contract hire, change cycles are shorter, typically 2-3 years. In 2014 almost 2.5m new cars were sold, in 2015 over 2.6M. If the economy weakens then there will be a lot more supply than demand for used cars, so used will inevitably become cheaper, leading to even more people preferring used cars to a new one.

Of course the UK is only part of the picture. If the European market strengthens the manufacturers will send cars there rather than to the UK, where the reduced value of the £ is hurting their profits. And outside of Europe the picture is brighter. Carlos Ghosn, Worldwide Head of Renault/Nissan/Mitsubishi recently said he was expecting 2017 to be "very good" and would result in "record sales". We shall see.

More Bad News for Diesel

The pressures against diesel cars seem to be increasing rapidly. Four major cities, Paris, Madrid, Athens, & Mexico City have agreed to ban diesel vehicles by 2015. London is talking about significantly increased congestion charges for diesels and a ban in the longer term. Other UK cities are also discussing actions. There seems to be an inevitability about this process now, and I think the question is when not if diesel will become a rarity.

How Much Do You All Spend On Cars?

A recent survey reported that the average UK motorist will buy 14 cars in their lifetime and spend a total of £213000. If people own cars for 50 years that works out at £4260 a year, which I would think is low. After all anyone doing 10000 miles a year is now probably spending around £1500 on fuel. Depreciation is always the biggest cost and of course varies widely but you do well to get away with under £2000 a year, then you have to add insurance, road tax, servicing, repairs, tyres and so on. So sorry I think it's a lot more.

And that's before you race or rally the thing, then you definitely won't want to know the costs!

Government Won't Leave Autonomous Cars To Manufacturers

The Department for Transport is working on regulations for how driverless cars are to be tested in the UK, basically saying the matter is too important to be left to car manufacturers. To show they have a firm grasp of the situation whereas most manufacturers are forecasting 90% autonomous cars by 2025 and 100% not long after, our politicians and civil servants say that last step will take about 60 years!

I think I'd rather believe engineers who are paid to develop cars than those who've never had a proper job, been in politics ever since leaving university, and have no engineering knowledge whatsoever. Recently I discussed driverless cars with my sons and a group of their friends. All are mid 30s, all have young children NONE of them expect their children to have to learn to drive.

Continued on Page 48

More Car Buying Thoughts

Since last month's article one reader has asked me a few questions on this subject. He is one of the traditional group who aren't interested in finance plans of any sort, just wants a decent deal on a decent car and to hand over a cheque. He feels people who think like him are disadvantaged with those buying on a PCP or PCH getting a better deal, and in the main he's right. Why is this?

Firstly manufacturers and dealers like PCP because it means they know what the finance settlement figure is on the car at any time. Then once the car has zero or some equity rather than negative equity the dealer can call the customer saying so long as the car is in good condition and no more than average mileage the customer can swop into a brand new one with no deposit required and a similar payment to the one they are currently making every month. Many customers find this an attractive proposition and the dealers sell more cars so everyone's happy.

Therefore to encourage people to take PCPs these may be offered interest free. Often a "deposit contribution" is offered which is really just another discount but only for PCP buyers. On cheaper cars this is typically £1000-£2500, but currently if you want a new Bentley GT at £180,000 and take it on PCP through Bentley Finance they will throw in a deposit contribution of a mere £30,000 bring the car down immediately to £150,000. Some of the £30k comes out of the dealer margin so you won't get much if any further discount but it's still a far better deal than the cash buyer can have. And you can take the finance deal to get that deposit contribution and settle it after a few months so you are again a cash buyer/owner if you want.

Manufacturers like PCH because it enables them to "hide" the discount being given. The law demands that on any purchase finance agreement (like PCP) the price of the vehicle must be shown. This doesn't do an agreement just to hire the car (like PCH). Prestige manufacturers in particular don't want people to know the scale of the discounts being given as this would harm brand image, damage used car values, and upset people like our cash buyer. All the customer knows is that the car is say £250 a month. He doesn't know the manufacturer has given perhaps 35% off retail price to achieve this monthly payment.

Our traditional buyer has asked a few more questions. He wants to know when is the best time of the year to buy. Always end of the month, even better end of the quarter, even better still end of the year. Dealers are reliant on the bonuses they receive from the manufacturer for hitting sales targets. Sometimes you can go to a dealer at one of these times and he'll be pretty uninterested, which means he's already hit target, secured his bonus, and is focussed on the next month or quarter. However find a dealer who is desperate for a few more sales to achieve his pot of gold and you just need to stand there while they throw money at you!



Are there advantages and disadvantages to buying a car which has been registered but has minimal miles. This is where the cash buyer should go. By purchasing a pre-registered car with delivery miles he can get the discounts usually reserved for the finance buyer. Same applies to cars up to 6-9 month old with under 10000 miles. There are no disadvantages really, just big savings.

Finally our buyer has asked what discounts he should be looking for as a cash buyer. That is really a "how long is a piece of string" question, discounts vary wildly from model to model and month to month. Sometimes 5% is all you'll get, sometimes 30% won't be enough.

Another Year Closes

So I'd like to thank my two regular readers for their continued support, or maybe they've simply nothing better to do! And wish them, and anyone else who glances at this by mistake a Very Happy Christmas and Great Motoring in 2017.

Paul Gilligan

07785 2932 222

pg@gilliganvc.co.uk

GVC

Taking my wish list to Santa.

In order to ensure Santa definitely got my Christmas wish list with threats of postal, railway and other strikes looming I decided I had better accompany our grandchildren who had been invited by Santa to visit him where he lives about 250km north of the Arctic Circle in Lapland.

I hastily packed my skiing thermals, woolly hat, warm fleeces and got myself to Manchester Airport for the three and a quarter hour flight to Lapland's Ivalo airport which to my amazement is further north than Norway and Sweden.

Just before landing after a normal flight the pilot announced we were not to be worried but the landing would be "unusual". I wasn't sure what to expect. Suddenly the aircraft dropped onto the runway with quite a bump, did virtually an emergency stop with full thrust of the engines to retard forward movement, maximum flaps on the wings and much juddering from the wheels like ABS brakes working overtime on my car. A short period of juddering, shuddering and noise then things went quiet and we were taxiing quite normally not on tarmac but on packed snow up to the small, modern terminal building. Certainly an "unusual" landing but very impressive and this amazing feat is carried out every day by these skilled pilots. Still sitting as instructed in our seats with "seat belt" sign illuminated I was surprised that one of the pilots popped out of the cockpit, walked down the plane and leaned across me as I was sitting in an aisle seat and said to me "excuse me a moment can you get up I am just checking to see how much ice there is on the wings" I was now even more impressed that they have to cope with this hazard and land the plane with whatever ice that has formed on the flight, especially as the temperature regularly hits minus 40 degrees centigrade at ground level on many occasions.

The reindeer and sleigh parked outside the immaculate terminal building hadn't enough room for us all for the 25km trip to Saariselka so we boarded "Antler" one of the fleet of buses lined up outside with a few pesky elves causing mischief stealing my hat even, this greatly amused our grandchildren.

Whizzing along at 100 kilometres an hour in a bus on hard packed snow where it was difficult to make out even the verges in the half light our son in law enquired if the buses would have studded tyres fitted to which I knowingly answered "of course" although never having set foot in the country before. Having read so many reports on the Thousand Lakes Rally over the years I just knew they would.

When we arrived at our destination a wonderful chalet in the snow covered landscape I took said son in law to the rear wheels of the bus to show him how they stud the tyres and wondered if they were "chisels" or "pointed" studs. Imagine my shock and amazement when there wasn't a single stud!

Enquiries to driver revealed they didn't use studs on buses, they were "friction tyres" so were a winter compound but no studs. I checked several buses over the next few days and all were the same. Evidently buses and HGVs don't use studs I've since been told but chains are fitted if conditions are really bad.

Now very impressed with the Scandinavian bus drivers too.

In a country where it's dark for most of the day only having a dull daylight between 10am and 2 pm is a most unusual experience. Never the less we had a tremendous time including whizzing down part of the longest Toboggan run in Europe at 1.4km although we only did part of the last section, lighting from street lights was quite adequate

Being pulled in a Santa type sleigh by a reindeer was made even more interesting after visiting the farm where, we learnt that the rear foot of a reindeer steps directly into the hole in the snow made by the front foot to save energy in deep snow.



Continued on Page 50

Wish List : Continued from Page 49

Learned also the hoof opens up like a camels to prevent the animal sinking down too far in soft snow. We were told that elves teach the reindeer how to fly at this magic farm that is vital information I certainly never knew.

Sleighs are also pulled by skidoos, a sort of quad bike with skis on the front and rubber tracks on the rear, these machines can really go anywhere, and steep snow covered mountains or frozen lakes present no problem at all. One even took us to wooden hut miles out in the forest where we were greeted by more elves who said someone very important inside the hut wanted to meet us.

We were ushered inside and lo and behold the real Santa was sitting there and he even had the actually Christmas lists that we all burnt on the fire at home. Fortunately no postal strike by Santa's band of helpers I'm glad to say.

Santa studied each of our wish lists carefully with our three grandchildren intently looking on. At this point Henry, one of our twin grandsons who is nine remarked that the letter was the "very one" he had written with his special pen and it had the spelling mistakes which he had crossed out and corrected. Most definitely his own letter not just a copy of his letter. What magic Santa and his helpers are capable of, it is truly amazing.

After being told not to be greedy and hope for too much the children agreed to be very good in future so were given a present and we went on our way.

Next stop was to a husky farm where no less than twelve sleds were lined up each pulled by six huskies each sled tied to a solid post. All the dogs were howling like mad, jumping up and down in their traces just wanting to race each other through the vast pine forests, the noise was deafening.

Adults were given instructions on how to drive huskies and how to use the brake on the rear of the sled whilst standing on the narrow rails each side of the sled with your legs wide apart.

Evidently the only thing huskies want to do is to race like mad and overtake anything in front of them but as its often only four or five feet between the trees there is no room to pass so the brake has to be applied which digs in to the snow to keep things under control.

It would be possible to swop over drivers at halfway on the 5km circuit if we wished but dire warnings were given not to get off the sled without the second person standing on the brake. With no one on the brake the pack would just take off and go for miles flat out in the darkness virtually impossible to catch or follow even on a skidoo.

To show the way a skidoo with a bright rear facing light mounted high up set off and with strict instructions not to overtake we were going well until one of the sleds in front of us crashed and it took a bit of recovery getting things sorted. Not just rally cars hit trees in the forests it seems.

When we all finally got safely back to the farm hot drinks were dispensed in front of a massive fire inside a circular hut and the girl in charge explained that every dog had a name, they knew each one individually and when their working life was over they were kept as pets at various homes until they died. Someone mentioned it must be very difficult thinking of names for them all but she said, "You don't just give the children in your family numbers do you, quite true but none of us tend to have over eighty children and more on the way.

Our buses picked us up and drove very briskly but safely through the miles of forest tracks on hard packed snow. As far as the eye could see there were only trees covered in snow with occasionally a wooden chalet or two. Quite a change from our country unless living in Kielder of course.



Continued on Page 501

Wish List : Continued from Page 50

Other attractions or experiences we visited or could try included, giant igloo with ice bar, Northern Lights show, cross country skiing, fishing through a hole in an ice lake, children's skidoo driving lessons, saunas and general sightseeing. What a wonderful time in this magical land where dreams come true.

All too soon our three days were up it was time to return to the airport and what a friendly staff in Santa's land, even the customs people smile nicely whilst processing passports. Understandable of course they are not under the same pressure as our airports with terrorist threats such as our people have to cope with.

When I gave Santa my list he looked at it and said I don't like to disappoint people but don't you think you are asking for rather a lot? I said please see what you can sort out, he promised he would.

What did I ask for? It wasn't material things such as a Bugatti Veyron or even a new engine for my Buckler or a set of shockers or a new helmet.

Good health, good friends, an end to all the violence, wars and conflicts going on in the world, everyone to enjoy a happy, peaceful, prosperous future.

I wish the same for all of you in 2017 and for many years to come.

I do hope dear old Santa can deliver these as he has been so good in the past.

(Ah! But the Question is "Have you been a good little boy?" Keith)

Keith Thomas



Motoring News Rally Championship Forum

January 14th 2017

British Motor Museum, Gaydon

Tickets are now on sale for the Motoring News Rally Championship Forum which takes place at the British Motor Museum after the HRCR Open Day on the 14th January from 5.00pm to 9.30pm.

We are planning to put on an evening to celebrate 30 years since the last Motoring News Championship in 1987 during which you will be able to meet and listen to some of the main protagonists from those 27 golden years, both drivers and navigators.

The evening will be hosted by Howard Davies a well-known navigator and co-driver who has sat with the likes of Gwyndaf Evans. Proceedings will open with Graham Robson and Rob Lyall giving the audience an insight into how the Championship began in 1961 and the early years. This will be followed by Howard Davies talking to some of the well known drivers and navigators who took part in the championship including Don Barrow, John Bloxham, Bill Gwynne, Nigel Raeburn, David Kirkham, Bob Bean, Roger Moran, Richard Harper, Peter Watts, Brian Harper, Steve King & Peter Vaughan.

Please use the URL below to access the Eventbrite ticket website to order your tickets and find out more about the event or visit HRCR.co.uk

<https://www.eventbrite.com/e/hrcr-motoring-news-forum-tickets-30060233969>

If you have any problems with ordering tickets please E-mail stage@hrcr.co.uk



Photographs by Tony North

MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

ACADEMY SQUAD APPLICATIONS OPEN

Applications are now open to join the MSA Academy Squad Development programme.

The MSA Academy's Squad is a group of around 25 drivers aged 14-24 who have demonstrated potential excellence in motor sport. They are hand-picked to benefit from the knowledge and resources originally developed for the Team UK and AASE programmes. The programme runs in line with the ethos and principles of the other MSA Academy programmes and is the talent pool for MSA Team UK.

Competition is high, with a limited number of places available. Only drivers demonstrating potentially exceptional abilities and qualities will be considered for the programme, which will consist of a minimum of five events throughout the year aimed at developing all round driving ability.

Applicants must be aged 15 to 24 at the time of application and:

- Hold an MSA Competition Licence
- Hold (or be eligible to hold) a British passport
- Compete regularly in National level events or above
- Demonstrate the potential to achieve excellence within their chosen discipline
- Demonstrate high levels of compliance and desire to develop and progress in the sport.

They will then be expected to attend all programme events, communicate effectively with Academy staff and coaches, and represent the MSA Academy and the co-driver programme appropriately.

The deadline for applications is 31 January 2017 and applicants will be notified by 17 February. To view the application form, please go to <http://bit.ly/2hIByQO>



ASPHALT 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.

"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," said Rob Jones, MSA Chief Executive.

Mike Broad, President of the BTRDA, added: "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."

MSA TEAM UK 2017 ANNOUNCED

Three elite young racing drivers have been selected to join the MSA's Team UK programme, representing the pinnacle of the MSA Academy talent development programme.

Team UK is a national squad of potentially elite drivers who are hand-picked to receive a bespoke one-on-one performance management programme as they progress towards the sport's top levels. Drivers work with an MSA Level Four Qualified Performance Manager who provides ongoing coaching, support, advice and guidance.

The new recruits join the six existing Team UK members: Ben Barnicoat (19), Jake Dennis (21), Chris Ingram (22), Jordan King (22), Seb Morris (21), Osian Pryce (23)

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

Technical

Updates, clarification & advice



FHRs AND HELMETS

The MSA Technical Department has received a number of reports about helmet damage apparently caused by FHRs.

The top image shows one particular example – the lining and foam have evidently been worn away by constant rubbing on the harness where it is sitting over the yoke of the FHR, as seen in the bottom image of the same helmet.

Scrutineers have been made aware and will consider helmets damaged in this way to be unsuitable for use; competitors should therefore check their helmets before and after events.



STAGE RALLY SAFETY REQUIREMENTS

Competitors are advised that scrutineers have been reminded of guideline 155 in the Stage Rally Safety Requirements, which states:

'In order to fulfil their role, Scrutineers will be present at stage starts carrying out duties such as checking, amongst other things that FHRs, seat belts and helmets are correctly worn. They may also occasionally need to enter the special stage. This should only be the case when there is a fatal accident. If a Scrutineer needs to inspect a car in any other situation, this should be done after the stage has closed. They should follow immediately after the sweeper car and have their own safety radio communications.'

Scrutineers have often been present at stage starts to check items such as fire extinguishers but they are now checking for other safety equipment. For example it is essential that competitors arrive at the stage start with their FHRs fitted correctly and scrutineers will be checking for this going forward.



HELMET STANDARD

Please be aware that there is a new helmet standard applicable to Karting. The Snell-FIA CMR/CMS 2016 standard has been released and helmets to this standard are acceptable for MSA Karting events. Snell-FIA CMR/ CMS 2016 is a Junior specific standard, and as such is also eligible for kart drivers under 15 years of age, although there is no upper age limit applied to its use.

ANNUAL REPORT PUBLISHED

The MSA's 2016 Company Report has been published and is now available online, detailing the governing body's activities in the regulation, administration, promotion and development of UK motor sports.

It also presents a summary of the annual financial accounts, plus detailed competition licence and event permit figures for the previous full year.

A limited number of hard copies is available on request; please email media@msauk.org.

Regulations for consultation

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

www.msauk.org/regulations



RALLY FUTURE

MSA ISSUES RALLYFUTURE PROGRESS UPDATE AS 2016 DRAWS TO A CLOSE

Twenty-seven of the Scottish Government's 29 recommendations to enhance stage rally safety were implemented by the end of 2016, less than two years after they were published.

The recommendations were made in a report by the Motor Sport Event Safety Review (MESR) – established following the tragic events of the 2014 Jim Clark Rally – published on 5 January 2015.

Key developments in 2016 included the launch of an online rally marshals' training scheme, designed to ensure that all rally marshals have a common understanding of their roles and responsibilities. Almost 6000 people engaged with the training throughout the year, with over 1,700 becoming MSA-registered marshals for the first time.

The governing body also selected and trained 11 Safety Delegates, who were appointed to 44 stage rallies with overriding authority in matters of safety. There was further training for safety car teams, with 316 delegates completing the mandatory element of the programme.

The MSA continued to offer grants towards the upgrading or replacement of safety radios to accommodate an additional exclusive frequency that was introduced in 2015. These grants totalled almost £100,000 at the time of writing.

A new media accreditation scheme was also launched, a marshals' recognition scheme was created, and the MSA entered into negotiations with Kwiktrak regarding a tracking system for UK stage rallying.

Meanwhile the Stage Rally Safety Requirements document was been updated twice following feedback from events. The latest update is nearing publication and will be made available at msauk.org/rallyfuture early in the New Year.

Motor Sports Association

Motor Sports House,
Riverside Park
Colnbrook, SL3 0HG
Tel: +44 (0)1753 765000
Email: media@msauk.org
www.msauk.org
twitter.com/msauk
facebook.com/msauk
instagram.com/msa_motorsport



2017 MSA LICENCED OFFICIALS SEMINARS

The 2017 series of MSA Officials Seminars follows the alternating pattern of attendance and reverts to being open to MSA Licensed Officials (Clerks and Stewards, including Probationary Clerks and Trainee Stewards). We would also like to extend this invitation to all Club Stewards to assist personal development.

Full day seminars assemble at 9.30am for a 10am prompt start. Again for this year, each delegate attending will receive a £7.50 allowance towards the cost of lunch and mileage allowance will be payable at the volunteer rate of 38p a mile. As always, car sharing is encouraged and the extra mileage incurred in collecting any fellow officials as passengers will also be refundable.

The day's proceedings are scheduled to finish before 5pm. For Jersey and Guernsey, the Seminars will be half day evening sessions, commencing at 7pm.

Dates and Venues:

- Saturday 4th February South West (Exeter)
- Saturday 11th February Central Southern England (Basingstoke) – including Kart Clerks session
- Sunday 12th February South East England (Brands Hatch)
- Monday 13th February Guernsey – including Kart Clerks session
- Tuesday 14th February Jersey – including Kart Clerks session
- Saturday 26th February Northern Ireland (Armagh) – including Kart Clerks session
- Saturday 4th March North East (Northallerton) – including Kart Clerks session
- Sunday 5th March East (Peterborough) – including Kart Clerks session
- Saturday 11th March Isle of Man (Douglas)
- Sunday 12th March North West (Haydock)
- Saturday 18th March South Wales (Cardiff)
- Sunday 19th March Midlands (Telford)
- Saturday 25th March Scotland (Pitlochry) – including Kart Clerks session
- Saturday 2nd April Carlisle (Wetheral)

Invitation letters have been 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's Training Department via email at training@msauk.org or by calling 01753 765000.

JLT MSA Club of the Year Awards

Overall winner – Farnborough District MC

The Association of Central Southern Motor Clubs (ASCMC) supported Farnborough DMC's winning entry for the clubs' accolade. Farnborough DMC works with three other clubs (Sutton & Cheam, Dolphin and Craven) to organise the annual Abingdon CAR-nival, which has raised more than £275,000 for charity over the last 20 years. FDMC attend a number of community events in their area to take motor sport to new people as well as running taster events, and have seen a significant number of new members as a result. They have a clear plan to help new members become involved and learn about motor sport, to ensure they feel supported. FDMC have also adapted their existing events, to encourage new and younger members, for example by running a number of Production Car Autotests during the year.

Second place – Larne MC Larne Motor Club

Larne MC Larne Motor Club's nomination was supported by the ANICC. Larne Motor Club have worked to introduce new people to motor sport via a number of different events within the local community, for example by supporting "Larne Alive," an event organised by the local council. Larne Motor Club have worked with the local Go Motorsport Regional Development Officer, Jonathan McDonald, to take motor sport to local education establishments including visits to Newtownabbey' North Regional College and Belfast Met College, and have encouraged students to get involved in motor sport. Larne Motor Club also use their events as an opportunity to raise money for local charities.

Third place – Ulster AC Ulster Automobile Club

Ulster AC Ulster Automobile Club have worked to promote their club through a variety of methods, including social media and attendance at community events. They have run autosolos in conjunction with the local Go Motorsport Regional Development Officer, Jonathan McDonald, including at the Donaghadee Festival to entice people into motor sport and to bring new members into their club. Ulster Automobile Club also work to support a number of charities, and have a clear plan to support and grow their club in future years.

Highly commended

Clitheroe and District MC

Devizes and District MC

Enniskillen MC

JLT MSA Volunteer of the Year (Awards Nominator in brackets)

Overall Volunteer of the Year

James Mackeefry (ANICC)

McKeefry was nominated by the Association of Northern Ireland Car Clubs (ANICC). He has been part of Magherafelt & District Motor Club for over 30 years and was praised for his 'conviction focused on making motor sport safer and more accessible to all.' McKeefry supports his local motor club as well as many others, and alongside finding time to volunteer he does a significant amount of work to promote motor sport and also works with local charities, linking them to motor clubs.

Steward / Clerk category winner

Wilson Carson (Ulster Automobile Club)

Carson was nominated by Ulster Motor Club for his work supporting the club and the events the club runs. He volunteers in a number of different roles, including as Clerk of the Course and Equipment Officer on large events, as well as volunteering for other clubs. Carson has worked to strengthen Ulster Automobile Club's links with other local motor clubs and also introduced new people to the sport through supporting the club to run events such as autosolos to encourage newcomers.

Medical / Rescue / Recovery / Safety category winner

Rupert Hine (Scottish Hillrally Club Ltd)

Hine was nominated by the Scottish Hillrally Club for the wide variety of roles he undertakes, including Rescue Chief, Trainer and Marshal. Hine works to encourage other people to become involved in motor sport, and encourages those already in motor sport with support for them to undertake training to improve their skills and knowledge. He is an active organiser, both of motor sport events and training events, and volunteers on a number of committees.

Technical Official category winner

Patricia Laverty (Magherafelt & District Motor Club Ltd)

Laverty was nominated by Magherafelt & District Motor Club for her work as Chief Timekeeper on the Circuit of Ireland, as well as other events she volunteers on in a variety of different roles. She is active in promoting development opportunities for cadets within her motor club and works and interacts with them to help and support them become involved in motor sport. She also supports them if they want to do training and helps them "buddy up" with experienced marshals on events.

Continued on Page 56

Marshal category winner

Keith Gault (Enniskillen Motor Club, Motorsport Marshalling Partnership)

Gault organises regular training, both as standalone events and attached to motor sport events. He works to share learning with other marshals, encouraging marshals to attend training, as well as supporting new marshals and helping to overcome challenges on events. He has helped clubs improve their events through regular reviews and communication, and he recognises the need to promote the sport through both the Motorsport Marshalling Partnership and Go Motorsport, to encourage other people to become involved. Gault produces Marshal Aide-Memoir cards which are modified for every event and each stage, which give marshals the essential information they require at a glance so they can be easily referenced during the day.

Other category winner

Margaret Simpson (BMMC)

Simpson was nominated by the BMMC for her efforts at Oulton Park, and going above and beyond what is normally expected of a marshal. Simpson supports marshals in a number of ways, including ensuring that at each event she undertakes circuit walk-arounds to speak to marshals and understand any issues that they may have. She then helps resolve things and helps improvements to be made, as well as following up with marshals after meetings. When there have been changes at Oulton Park, she has worked with the marshals and liaised with the venue to ensure these are as smooth as possible, and helped new processes be put into place for the benefit of all involved.

Other Volunteer of the Year

Category Placings

- Steward / Clerk second place – **Vickie MacClinton** (BARC)
- Medical / Rescue / Recovery / Safety category second place – **Ian Culbert** (NI Land Rover Club/Ulster Automobile Club/Association of Motorsport Recovery Operators)
- Medical / Rescue / Recovery / Safety category third place – **Wayne Turkington** (Cooktown Motor Club)
- Technical Official category second place – **Gary Nicholls** (Chelmsford Motor Club)
- Technical Official category third place – **Donnie Ross** (Highland Car Club)
- Marshal category second place – **Chris Turrall** (BMMC SW)
- Marshal category third place – **Jason (Jay) Brown** (Plymouth Motor Club)
- Other category second place – **Robert Harte** (nominated by an individual)
- Other category third place – **John Watson** (BMMC NE)
- Other category highly commended – **Dave V Thomas** (North Wales Car Club)



TRAINING

28th January

Marshal Training

Stockport

anwcc@stockport061.co.uk

15th July

Marshal Introduction

Darwen Services J4, M65

tracy.amsc@hotmail.com

19th August

Fire Training

Darwen Services J4, M65

tracy.amsc@hotmail.com

2nd December

1st Marshal on Scene

Darwen Services J4, M65

tracy.amsc@hotmail.com



www.brmc.org.uk



www.volunteersinmotorsport.co.uk



MALTON MOTOR CLUB Ltd

Ryemoor Trophy Rally

21st/22nd January

A Round of: the following Championships

ANCC,

ANEMMC,

EMAMC,

SD34MSG,

KLMC

Once again running as a National B Rally as part of the ANCC, SD34, ANEMMC, EMAMC & KLMC Road Rally Championships, for which we are proud to be associated.

We are once again pleased to have Malton Laser as the title sponsor and the organisers would like to extend their gratitude to Charles Corner and his company for supporting the event. This years route once again offers crews a demanding nights rallying the some classic Yorkshire roads.

The organising team is made up of experienced road rally competitors with the aim to put on a high quality route without car breaking whites, although a sump guard is as always recommended for the more flamboyant drivers, but by no means essential.

The navigation will be simple plot and bash that is not designed to catch crews out so there is no reason why all crews shouldn't be able to complete the route. Route instructions will in the main part take the form of grid references, map features, tulips and herringbones.

We hope you all have an enjoyable night's sport.

The event will start and finish at Stillington Sports Club, map reference 100/583675

ALL ON O/S MAP 100

Entries open on publication of the regulations and close on Sunday 15th January 2017.

The entry fee is £75.00

REGS :

www.maltonmc.co.uk

All Rallies need Marshals

Chief Marshal

Dave Cobley

07968 269162

Email : marshals@maltonmc.co.uk

Christmas gift
wrapping tip...
Leave the Vacuum
INSIDE the box
before wrapping it.



Alzheimer's Test

How long did you take?

And here are the
answers:

1. RANDOM
2. FORK
3. PANTS
4. PULSE
5. SIX
6. BOOKS

You got all 6 wrong
... didn't you?



motordrive
SERVICE | SAFETY | STYLE

The ANWCC has kindly been given a voucher to be auctioned for ANWCC funds for two Motordrive Pro composite seats. These seats are to be auctioned to the highest bidder at the ANWCC awards dinner on 4th February 2017

Auction Prize – 2 motordrive seats

The **motordrive Pro** is a classic FIA homologated seat. Two of these quality seats are worth at least £820 including the vat. The winning bidder will be able to visit motordrive for a complete fitting and choose from a selection of fabrics and personal embroidery.

You wouldn't expect anything else from **motordrive**.

To make an advance bid for

TWO MOTORDRIVE PRO COMPOSITE SEATS

please email anwcc@talktalk.net giving your full name, contact details and bid value. Advance bids will close at 6pm on Friday 3rd February 2017 with the auction being held the following evening. Bids will be acknowledged and the telephone contact at ANWCC is **07788 995345**.

The winning bidder will be notified by text or email within 24 hours and payment must be made within 7 days or the seats will be offered as second-chance to the next highest bidder.



www.motordrive.com

Motordrive Seats

[tel: 01772 624024](tel:01772624024)

www.ANWCC.org



PIRELLI WILL BE KIELDER CLASSIC 22/23rd April

Cumbria's biggest motorsport event regains its previous title and the Pirelli International Rally, which runs over the weekend of 29th/30th April will bring the UK's top driving talent to Carlisle with the event scheduled to be the 2nd round of the MSA British Rally Championship, the 3rd round of the Mintex MSA British Historic Championship and, for the first time, a round of the FIA Celtic Cup, bringing a truly International flavour to the Carlisle based event. The local clubmen haven't been forgotten however and the rally will also feature a round of the SG Petch/ ANECCC Stage Championship and the Moto-scope Northern Historic Championship, all of which should ensure a five star line up.

The Pirelli International Rally is the only British Championship round currently based in England and the only one to use the giant Kielder Forest complex where all the stages will be located. The current plan is to run four stages each day, these will be of a good length, varying between 10 to 16 miles which should give the drivers something to get their teeth into. The event organisers are working with Forest Enterprise on the location of an all new, all weather Service area and a feature of the 2017 event will be a re-group in Bellingham, the North Tyne capital eagerly awaiting the arrival of the cars.

While the rally will retain its base and main service area at the well appointed Borderway Auction Mart, handily placed just off the M6 motorway, another break with tradition will see the Pirelli International Rally finish in the picturesque market town of Brampton where the cobbled market place and 17th century Guildhall will form a scenic backdrop to the ceremonial rally finish, complete with the traditional champagne spraying.

The Historic Section of the Pirelli International Rally will run over the first day of the event and will run ahead of the BRC entry thus finding the stages in pristine condition. This part of the rally will cover some 50 stage miles and will finish back in Carlisle with their own individual awards ceremony.

The 2017 rally will see the 26th year of the partnership between Pirelli and the organising Cumberland Sporting Car Club, a unique arrangement and surely one of the longest running sponsorship deals in British motorsport.



STOCKPORT061MC

**Need help with
Marshalling
the following events**



**Saturday 25th February
Legend Fires North West Stages**

Please email Ken Wilkinson

on ken@stockport061.co.uk to confirm your attendance in assisting on the stage that we're assisting Warrington & DMC run. However you will also need to register via

<https://www.rallystageteam.co.uk/Default.aspx?EventId=83>

**Sunday 9th April
SMC Stages**

Anglesey Circuit

**Saturday 20th / Sunday 21st May
Altratech 061 Road Rally**



**Saturday 8th / Sunday 9th July
Nicky Grist Stages**

<https://form.jotformeu.com/markwilki/nickygriststages17>

PENDLE POWERFEST

I organise a charity motorshow in Lancashire each year and for 2017 our theme is Mud & Motorsport.

The aim of the show is to raise money to buy toys for children's wards at Northern Hospitals so we are really trying all angles to make this a huge success.

For the Motorsport side our aim is to setup a line up of as many different types of racing machines as we kind find to show off the range of motorsport people can get in to.

Having found your website, I am wondering if this is something we could work together on? With your knowledge and contacts we could really show off how to get into motorsport and hopefully get some really fantastic vehicles there too.

Our only flaw in the plan is that the show is 28th May which is a bank holiday weekend so some people are competing. But the vehicle doesn't have to run, it could be trailered on to the site.

Please have a browse of the website and you can see what we have done in the past.

Hopefully there is something we can do together, we can certainly publicise your site through our many outlets to drive visitors to you.

I look forward to hearing from you

Chris Walker, Pendle Powerfest Organiser

07850-075796

www.pendlepowerfest.com

Scottish Rally Girls 2017 Calendar



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

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

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

You can now buy the calendar on-line at
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

Chris Ellison
Photography
07572 - 449625
Also see us at 'Chris Ellison Photo' on Facebook
www.facebook.com/pages/Chris-Ellison-Photo/551030501674309

ADGESPEED

Unit 14, Thames Trading Centre,
Woodrow Way, Irlam,
Manchester. M44 6BP

Telephone
Unit - 0161 777 9949
Mobile - 07960 964069
Fax - 0161 777 9948
E-Mail
sales@adgespeed.co.uk



CAMBRIAN 11th February



Rob Yates is running the Aberhirnant 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>

Rob Yates – 07774 741 434
rob.yates@live.co.uk

Mark Wilkinson – 07879 657 580
markwilkinson81@icloud.com



GEMINI MOTORSPORT COMMUNICATIONS

Visit the ALL NEW
Gemini Communications
Website

www.geminicommutations.org.uk



**RADIO CREWS
WANTED FOR the
2017 CAMBRIAN**
Give Bill Wilmer a Call
07973-830705
w.wilmer@btinternet.com

Gazzard Accounts

**Registered Agent with
HM Revenue & Customs.**

**Accounts and Book-keeping
services for Small Businesses.**
**Serving Greater Manchester
and areas of Lancashire and
Cheshire.**

Registered Office :
**33 Acresfield Road, Middleton,
Manchester. M24 2WT.**
Office Tel No : 0161 643 0151;
E-Mail : gazzard.accts@btinternet.com

www.motorsportmugs.co.uk

Motorsport Mugs produces motorsport inspired photo printed mugs, including our 'pacenote' mugs a must for any armchair rally fan.

Mugs are 11oz size and dishwasher safe.

We have some great prices on bulk buys of our custom mugs ideal for Marshals, Event giveaways, Rally teams, Motorclubs, Awards and Businesses.

Full colour with no set up fees.

We can produce 1 offs or 1000s.

Email Paul : paul_79_95@hotmail.co.uk



We also do Clocks & Mouse mats

Email Paul for a Quote

paul_79_95@hotmail.co.uk



ANCC

Stage Rally

Championship 2017

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

www.ancc.co.uk

Legendfires

Quality Style Choice

Tanfield
Engineering Ltd



Tutin Road, Leeming Bar,
Northallerton DL7 9UJ

Telephone/Fax: 01677 423370



MOT & VEHICLE SERVICES

services@chonkamot.co.uk

01765 640275

A WARM GLOW OVER GREYSTOKE 2017

Organisers of the Greystoke Stages rally, held annually in July at Greystoke Forest in Cumbria, were left with concerns about the rally after their main event sponsor withdrew following the 2016 event. However, after discussions and meetings over the last few weeks Clerk of the Course, Roger Fisher, is now able to announce an exciting new major rally sponsor for 2017.

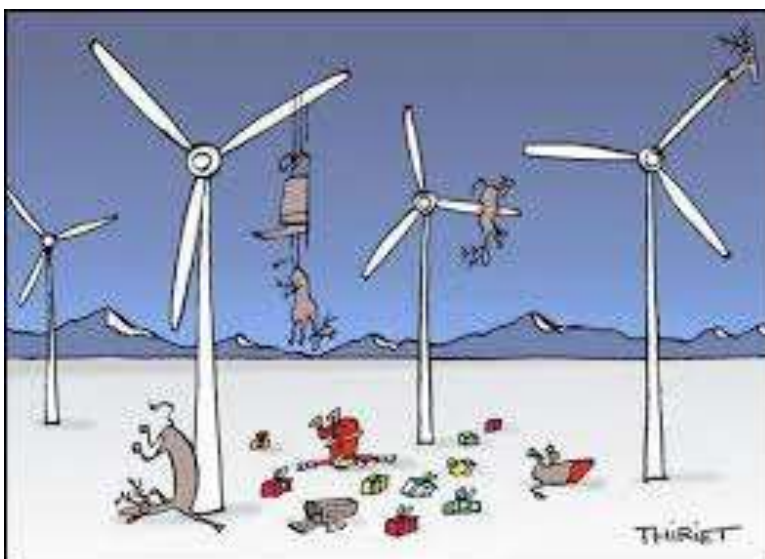
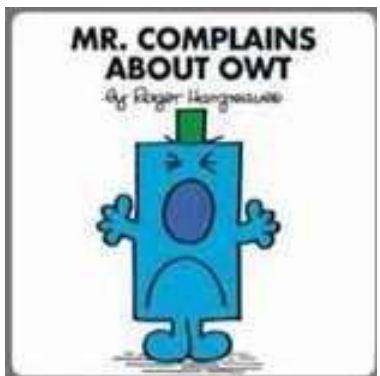
Roger said 'It was concerning for us when P & R Benn ended their long relationship with the rally but we are now delighted to welcome Legend Fires as our main sponsor and supporter for 2017 giving competitors, and ourselves, confidence and reassurance for next year.

Legend Fires Director, John Stone, was very enthusiastic about his company becoming connected with our event which he has seen himself first hand as a competitor on the 2016 running of the rally. So, I am now able to confirm the Legend Fires Greystoke Stages 2017 is planned for Sunday 9th July next year.'

Yorkshire Mr. Men Books



Mr. HOW BLOODY MUCH ?



MALTON LASER

Ryemoor Trophy



21st / 22nd January

135 Miles - 4 Miles of Whites

Map 100

A Round of:

ANCC, ANEMMC, EMAMC, SD34, KLMC

Road Rally Championships

www.maltonmc.co.uk

1st Round of the SD34MSG Road Rally Championship

Today's lesson

One day a farmer's donkey fell down into a well. The animal cried piteously for hours as the farmer tried to figure out what to do.

Finally, he decided the animal was old, and the well needed to be covered up anyway; it just wasn't worth it to retrieve the donkey.

He invited all his neighbours to come over and help him. They all grabbed a shovel and began to shovel dirt into the well. At first, the donkey realized what was happening and cried horribly. Then, to everyone's amazement, he quieted down.

A few shovel loads later, the farmer finally looked down the well. He was astonished at what he saw. With each shovel of dirt that hit his back, the donkey was doing something amazing. He would shake it off and take a step up.

Each time as the farmer's neighbours continued to shovel dirt on top of the animal, he would shake it off and take a step up.

Pretty soon, everyone was amazed as the donkey stepped up over the edge of the well and happily trotted off!

The donkey later came back and bit the farmer who had tried to bury him. The gash from the bite got infected and the farmer eventually died in agony from septic shock.

MORAL FROM TODAY'S LESSON:

When you do something wrong and try to cover your ass, it always comes back to bite you .

**Clitheroe
& District
Motor Club**



Jack Neal Stages Rally

Sunday February 12th



Tom Murphy

Regs & On Line Entry
www.clitheroedmc.co.uk



LEGEND FIRES NORTH WEST STAGES

24th / 25th February 2017



**David Dudley
Motor Sport
Photography**
Email :

diddudley2003@yahoo.com



**WIN A FREE ENTRY TO ALL
ROUNDS FOLLOWING YEAR**

NO REGISTRATION FEE

**TOUR OF HAMSTERLEY
MALTON FOREST RALLY
GRIZEDALE STAGES
RIPONIAN RALLY**

CLASS BASED POINTS SYSTEM

**ENTER ALL 4 EVENTS
BEST 3 SCORES COUNT**

DRIVER ONLY

www.northernforestchallenge.co.uk



Pro-Rally.co.uk 1 Copyright © 2011 Pro-Rally Photography. All rights reserved. www.pro-rally.co.uk/terms

Pro-Rally.co.uk

1

**All the latest British Rally Photographs
www.pro-rally.co.uk**

Phil James

PRO-RALLY PHOTOGRAPHY

TEL : 01772 69-00-34

MOB : 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

Acknowledgements

Thanks to all contributors - and a big thanks to the **Championship Compilers**

Steve Butler	Road Rally
Ian Bruce	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 THOSE CLUBS AND PEOPLE

WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, reports etc

Terry Martin,	Steve Entwistle,
Rod Brereton,	Steve Hudson,
Alan Bibby	Chris Ellison
Paul Buckel,	Jem Dale,
Steve Butler,	Alan Barnes,
Nick Townley,	Geoff Bengough
George Jennings	Keith Thomas
Tony Lynch	David Yorke
Ian Mitchell	Tony Vart
Henry Richardson	Tommi Meadows
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Matt Broadbent
Niall Frost	Sam Collis
John Harden (LiMC)	Simon Frost
Paul Slingsby	James Redman
Henry Richardson	Matt Broadbent
Rob Lloyd	Gary Ross
Neil Johnson	Jordan Joines
Chris Lee	Adrian Lloyd

Allen Durham of Pro-Tec
Phil James of Pro-Rally,
Sue Carter of Carter Sport

Dave Williams & Rachel Bourne (NW Racers)

Bill Wilmer & The Gemini Communications Team

Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Bryan Flint (Gemini32)	Derek Bedson (Gemini 21)
Adrian Spencer (Adgespeed)	
Phil Andrews	

Lucy Owen-Moczadlo (Jucy Photography)

Andrew Shepherd www.rally-images.co.uk

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

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
18th January

8-00pm,

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

ANCC

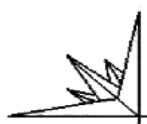


Monday 30th January

Cleckheaton Sports Club, BB19 3UD

Just off Chain Bar Roundabout
Junc 26 of the M62

www.ancc.co.uk



Association of North Western Car Clubs

AGM

Monday February 20th

8.00pm

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

www.anwcc.org

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

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

PLEASE Email Reports etc. to
Maurice Ellison at :

sd34news@gmail.com

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