

March spotlight

2017



Fell Side Auto Club Ltd. Northern Classic Trial

www.sd34msg.org.uk

Volume 8 : Issue 3 : March 2017 : Maurice Ellison

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Northern Classic Trial

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Chairman's Chat

AWARDS NIGHT

Well what a great evening the 2016 Awards Presentation Evening was at Blackburn Rugby Club on the 3rd February. A huge thanks to all those involved in making it such a success including CDMC for organising the venue and pies, Gary Heslop for organising the trophies and especially to Sam Collis who kept us amused for a good spell. Congratulations to the winners particularly those that turned up to collect them.



My first event this year was far from successful as the Cambrian was, quite rightly, abandoned after the snow and ice made traversing the stages nigh on impossible.

Very well done to all the marshals and radio crews who actually made it to their positions prior to the abandonment, sometimes with the help of a tractor ! Two of us were 2000 ft up a hill controlling the Aberhrinant and Llangower stages with plenty of snow and virtually nil visibility. I can't say it was fun taking the mast down with the cables and guy ropes covered in frozen ice but worse was to come getting down a very narrow, steep and snow covered road back to Bala with a sheer drop on one side, oh to radio on the Corsican or other such sunny and warm event !!



The weather on the second event, the North West Stages last weekend, was a bit better, just rain instead of snow.

Prior to the event when storm Doris it there were rumours that the event would not run but that was definitely not the case.

Please can everyone not work on rumours as it could damage any event. It's hard enough to run a successful event without people casting doubt on it for no reason but if there are problems the organisers will tell everyone.

Competition Numbers

I have mentioned this before but I'm mentioning it again following the North West Stages which had stages running in the dark. The job of the radio crews is to track cars through the stages but as you can imagine that's not easy in the dark but it's made worse when competing cars use all manner of competition numbers in different sizes, style, location, etc.

The specification of competition numbers is spelt out in the Blue Book under R6.1 in which for Stage Rallies rule J.4 or R6.1.3 can be used at the organiser discretion and must be applied before scrutineering, which is a hint to any scrutineers that they could be checking the numbers prior to the competition commences.

Oh of course all this is pointless if crews don't clean the area around the numbers which was often the case at the weekend. At the end of the day it's the competitors safety we are concerned for, if we can't see your number then we don't know where you are, you may have passed us but you might have stopped or gone off before us.

Best regards,

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

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk
Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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for a full 12 issues (1 year) costs just £100

Sent to all **25 member clubs** and then
forwarded to club members + another 7000+ on
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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

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Send to : Maurice Ellison

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

2017 SD34MSG Inter-Club



AGM

20th February 2017
**Held at Tofts Cricket Club,
 Booths Hall, Chelford Rd., Knutsford,**

It's that time of year again for the Annual General Meeting - the Chairman reported on it being the year of the unexpected - Brexit / Trump / WRC and a Micra winning the ANWCC Forest Championship! Darren Meadows of Motordrive was once again very supportive of the Association, as are all the other Sponsors (Red Fox Promotions, Sbardun, Questmead)

This was followed by the February General Meeting, the first item discussed was the situation of private companies running sprints on MSA licensed circuits - MSA are aware but there is nothing they can do as it is a commercial venture.

Don't forget to sign up for email alerts of MSA regulation changes that come up for consultation - <https://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation>

Slicks Tyres have come on board as a sponsor and are giving 5% discount on tyres to Championship Contenders.

There will be an update to the MSA Stage Rally Safety Requirements in a few weeks, but these will just be tweaks and nothing that anyone should be worried about and again a two month window before any need to implemented. Dates for Safety Car and Event Safety Officers / Spectator Officer training will be released hopefully next week.

MSA is looking for 3 new Council Members. Jess Fack is no longer with MSA and her replacement has been announced as former RDO - Suze Endean.

New Service Area guidelines to be produced, 1 set for Competitors and 1 set for Organisers.

No Spectator Beyond This Point signage to be mandatory from 2018.

Yellow Flags are likely to be red flags from 2018, to bring in line with FIA.

Full minutes will be loaded to

www.anwcc.org in the coming weeks

Next Meeting
Monday May 8th

Division A

Position

Club

Points

Div

O/A

Clitheroe & DMC

Bolton-le-Moors CC

U17MC-NW

Liverpool MC

Blackpool South Shore MC

Stockport061 MC

Garstang & Preston MC

Preston MC

Division B

Position

Club

Points

Div

O/A

Warrington & DMC

Matlock MC

Wigan & DMC

Accrington MSC

Pendle & DMC

Wallasey MC

Manx AS

Airedale & Pennine MCC

Division C

Position

Club

Points

Div

O/A

Knowl Dale CC

Mull CC

Hexham & DMC

CSMA (NW)

High Moor MC

Lancashire A.C.

Lightning MSC

2300

Motor Sport North West

Last Updated 2017

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Stan Featherstone	E	10	CDMC	1
= 2	Richard Hunter	E	9	MMC	1
= 2	Mark Standen	E	9	G&PMC	1
4	Paul Buckel	E	8	CDMC	1
5	Myles Gleave	E	7	G&PMC	1
6	Tony Harrison	E	6	CDMC	1
7	Pete Jagger	E	5	CDMC	1
8	Dan Sedgwick	S	4	CDMC	1
9	Ian Swallow	N	3	PMC	1
10	Peter Sharples	N	2	PMC	1
11	James Taylor	E	1	CDMC	1

O/A	Navigator	Class	Pts	Club	Rds
1	Sasha Herriot	E	10	MMC	1
= 2	Matthew Broadbent	E	9	CDMC	1
= 2	Gary Evans	E	9	MMC	1
= 2	Sam Spencer	E	9	CDMC	1
5	Steve Butler	E	8	CDMC	1
6	James Chaplin	E	7	G&PMC	1
7	Simon Frost	S	6	CDMC	1
8	Maurice Ellison	E	5	CDMC	1
9	Sam Ambler	S	4	CDMC	1
10	James Swallow	N	3	PMC	1
11	Sam Coombs	N	2	PMC	1
12	Ian Graham	E	1	CDMC	1

Results following Ryemore Trophy Rally

Non Race/Rally Championship

O/A		Class	Score	Club
1	Jamie Foster	B/F	20.52	U17MC
2	Andy Williams	A	19.82	U17MC
3	Scott MacMahon	A	19.22	U17MC
4	Lauren Cook	A	18.99	U17MC
5	James Williams	A	18.96	U17MC
6	Hazel Johnson	A	18.48	U17MC
7	Steve Price	A	10.49	CDMC
8	David Goodlad	A	10.03	BLMCC
9	Chris MacMahon	A	10.00	U17MC
10	Phil Clegg	D/E	9.93	AMSC
11	Chris Livesey	A	9.09	U17MC

Individual Championship

O/A	Competitor	pts	Club
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Awaiting Update

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	52	CDMC	
= 2	James Massey	D	27	CDMC	
= 2	Ian Bruce	C	27	S061MC	
= 2	Mike English	C	27	Wigan	
= 2	Peter Jackson	D	27	G&PMC	
= 6	Steve Johnson	A	26	U17MC	
= 6`	Mark Knight		26	G&PMC	
= 6	Adrian Lloyd	D	26	Warrington	
= 6	Ric Wood		26	GPMC	

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	52	CDMC	
= 2	Matt Broadbent	D	26	CDMC	
= 2	John Darlington	C	27	Wigan	
= 2	Adrian Lloyd	D	27	Warrington	
= 5	Steve Butler	A	26	CDMC	
= 5	James Swallow		26	PMC	

Updated Following LFNW Stages

U18 Championship

O/A	Competitor	pts	Club
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Awaiting Update

Sprint & Hillclimb Championship

O/A	Competitor	pts
Class	Club	

Awaiting Update

MARSHALS CHAMPIONSHIP

Awaiting Update

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.,Ribbleson, 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 /Non Rally

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

B = Saloon cars up to 13ft long and over 1400cc.

C = Saloon cars over 13ft long

Saloons will include estate cars, hatchbacks and commercials as appropriate)

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

Sprint / Hillclimb

In accordance with the 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 : 2017 Calendar

Date	Type	League	Club	Title	Venue - Notes
March					
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	PCA	Yes	A&PMMC	Feb PCA	Thornton
19-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit,
April					
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	PCA	Yes	A&PMMC	Apr PCA	Thornton
9-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey Circuit,
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
23 Apr	Sporting Trial	Yes	A&PMMC	Longnor Trial	Buxton
30 Apr	PCA	Yes	A&PMMC	Apr PCA	Thornton
May					
05+06 May	Stage Rally	Yes	Manx Auto Sport	Manx National + Chris Kelly Rally	Isle of Man
7 May	Classic Trial	Yes	A&PMMC	Classic Trial	Pateley Bridge
14-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Truckstop
14-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Truckstop
14-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Truckstop
14-May	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
June					
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
July					
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	U17MC	Marshal & Timing training	Blackburn Services,

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

Date	Type	League	Club	Title	Venue - Notes
July					
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
August					
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	U17MC	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,
Sept					
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
October					
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
November					
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
04-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
10+11 Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
25-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield, Lincs
Dec					
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	U17MC	First On 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
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
04/05 Nov	Dansport Road Rally	Matlock MC

7 Rounds to count

SD34MSG Sprint & Hillclimb C/ship 2017

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

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

Training Dates 2017

Date	Event	Organising Club
15-Jul	Timing Training	Darwen Services
19-Aug	Fire Training	Darwen Services
2-Dec	1st on Scene Training	Darwen Services

SD34MSG Stage Rally Championship 2017

Date	Event	Organising Club
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
01+02-Sep	Promenade Stages	Wallasey MC
24-Sep	Heroes Stage Rally	PDMC / GPMC
8-Oct	Adgespeed Stages	Wigan & DMC
13 to 15 Oct	Mull Rally	Mull Car Club
03+04 Nov	Neil Howard Stages	Bolton-le-Moors CC
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
19-Mar	PCA	A&PMCC
2-Apr	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
9-Apr	PCA	A&PMCC
23Apr	Sporting Trial	A&PMCC
30-Apr	PCA	A&PMCC
7-May	Classic Trial	A&PMCC
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



Two days of really hard work setting up the Weeton course. Not an easy task. Certainly builds up muscles lifting barrels and cones! A great job by all setting up on Friday and more so putting everything away on Saturday night with the heavy rain virtually horizontal across the venue.

The first time PMC has taken on setting up a whole stage and may I add, one of the most difficult on the North West Stages.

Like all things glitches occur. The road into and out of the service was causing real problems in the morning until the traffic management team of Rob Grimshaw, Craig Shooter and Christina Lang took over. It then ran as smooth as a baby's b!!!! Louis, Kris, Grant Lee and their helpers did an excellent job. I won't mention all names, but without their help the stage would have been really difficult to run.

The start and finish lines were run by two well organised teams. Like anything else lessons can be taken on board.

Perhaps next year will be a dry one. Well done everyone.

What's coming at Preston Motorsport Club

Tuesday March 7th

North West Stages de-brief with insight from competitors Jack Ives, James Swallow and Alan Barnes.

March 21st

Scatter Rally

organised by Rob Grimshaw and Craig Shooter
(Could get interesting. CDMC have a Scatter on the same night)

Other bits of news...

Stage Rally Scene

The club already has a couple of crews out on the **Roskirk Stages** at Three Sisters.

Charles Andrews is tackling the event in his Honda Integra with **Christina Lang** in the co-driver's seat.

James Swallow is also out on the event in his Vauxhall Corsa, partnered by BLMCC's **Jack Mather** while Preston Motorsport Club members **Lee and Carl Balshaw** are competing in a VW Golf GTi.6

Road Rally Scene

The Primrose Road Rally in April will see **Neil McCarthy** making his first appearance on a road rally since 2009. Neil will tackle the event in his pretty much standard Renault Clio 172 which he used on the 2016 Mull Rally.

Other members tackling the event include **Louis Baines and Kris Coombes** in the 106 Rallye, with its rebuilt engine and a cupbox and diff fitted, while Ian and **James Swallow** will be contesting the event in a Vauxhall Tigra.

Derian House Children's Hospice



Just a quick update to let those who sponsored Alan Barnes and Neil McCarthy for the Mull Rally know that Alan presented a cheque to Derian House Children's Hospice for **£450**.

Thank you to those who generously donated a few quid and after a few months of chasing folk up Alan was in a position to hand over the money.

As you know the idea was to help offset the cost of having our mechanics on Mull to look after us and the pledges totalled £665, so we took out £215 to split between our spanner men with the rest going to a very worthy cause in the children's hospice. Thank you once again.



Red Rose 12 Car Road Rally

This was put on by Alan Barnes and Terry May by popular request. It totalled just shy of 60 miles in total on Map 97.

Ten crews registered for the event which took the form of a very simple pre-plot handout, linking a total of eight sections.

The event started and finished at Burton Services and featured 10 controls, all manned, with a number of code-boards to be noted down along the correct route.

The crews had varying levels of experience but the route information was tailored specifically to try to encourage raw beginners to come and try out this form of road rallying.

A number of club members came along to help out and a big thank you goes to Kris Coombes, who among other things produced the time cards, Grant Smith, Symon Evans, Colin Baines, Louis Baines, Richard Cooper, Rob Grimshaw, Ryan Sweeting and others who gave up their time to make sure the event ran smoothly.

Sections used and enjoyed by the crews included Foxes Pulpit, Killington, Kitriding and Rigmaden Hall.

Six crews made it to the finish and a three-way tie was decided in age order, which meant Steve Cassidy and Dave Read – the main man for the North West Stages, found themselves in third place.

The results are listed else where here but the feedback from the crews was all positive and that is Hopefully the fact the club managed to put on an event with MSA approval will enable it to progress to running a Closed to Club National B Road Rally, before progressing to a full National B Road rally at some time in the future.

Terry May did a sterling job making a number of quality control and code boards and the club would like to thank Cumbria RLO Fred Bent for his assistance and co-operation.

Results

1st - Ian Swallow and James Swallow - Clean run, no fails, no time penalties - winners on lowest cc engine, i.e. 1400cc - winners of 1st overall award

2nd - Seddy Sedgwick & Sam Ambler - Clean run, no fails, no time penalties - 1600cc engine winners of 2nd overall award

3rd - Charles Andrews and Christina Lang - Clean run, no fails, no time penalties - 1800cc engine q (third on combined age of crew being lowest!)

4th - Steve Cassidy & Dave Read - Clean run, no time penalties, no fails - 1800cc engine - combined age being higher than Charles and Christina!!!

5th - Gareth Shephed and Dan Fox - 16 minutes time penalties and 1 fail - winners of best beginner's crew awards

6th - Alex Brown and Jack Mather - 24 minutes time penalties and four fails - winners of last finisher wooden spoon award (yes, there really was one!)

A special mention for the last crew to take to the road, car 10, Matt Norris and Amanda Fields. Both were 'clueless' before they started and needed help to plot and were loaned a poti – but they got half way round and, by all accounts, enjoyed the experience. If they come back for more events with our club then we have done the job properly.

On behalf of the club I would like to thank Fred Bent, Cumbria RLO, for his assistance and guidance in helping our club to put on the event on his territory.

We would like to thank the residents along the route for their patience and goodwill, and I would personally like to thank, once again, everybody who came out to assist with marshalling, Kris Coombes, Louis Baines, Symon Evans, Grant Smith, Richard Cooper, Phil Darbyshire, Rob Grimshaw, Ryan Sweeting, Colin Baines. The event would not have been possible without your generosity of spirit, so thanks.

If I have missed anybody, sorry, didn't mean to. Oh, and our President El Tel, an early candidate for the Dunlop Trophy with his missing time cards stunt!

'What's On' at CDMC

March

Tuesday 7th March

Catch Up

**Ryemore, Hall Trophy,
Riponian, NW Stages,
Red Kyte, John Robson**

Tuesday 14th March
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 21st March

R5 : March SCATTER

Map 103 Required

Sign On from 19:30

Clue Card issued at 20:00

Start & Finish : Waddy Club

Tuesday 28th March

Table Top on Map 103

**Using same navigation styles as will be
used on the Primrose Trophy Rally**

Tuesday January 31st

Mick Tomlinson

(A-Frame Engineering)

CDMC welcomed Mick Tomlinson plus a healthy support crew from Pendle DMC. Now to someone like me who didn't know Mick it was great to hear about just what a varied motorsport career he has enjoyed and is clearly intending to enjoy for a while yet!

His driving career started in 1985

with a MK1 Escort which had all the engine types fitted over a number of years, a Shuvit, a Vauxhall Carlton that had done the 1000 Lakes (yes really) which he swapped for a Hockey built Diahatsu before settling down to race motorcycle buggies in RX type events before settling upon competing in sprints/hillclimbs with some success...he assured us that he is still expecting to win pots this year in the motorcycle engine class.

His car build and prep skills were also established some years ago and again it was the variety of cars built that was notable.. from Sunbeams, Escorts to Ford KAs to a beast of a BMW drift car (500 to 800 bhp depending upon boost...that is not a typo!!).

He currently has a BMW tarmac rally car nearing completion which has a potent Duratec (half the BMW engine mass) plus sequential box...he might be tempted to sell so if anyone fancies what will no doubt be a superbly prepared car contact A-Frame Engineering or RWD Motorsport (specialise in CNC machined bellhousings).

Very interesting chap is Mick Tomlinson - a night enjoyed by all.



**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

Friday February 3rd
SD34MSG Awards Night.

**At the excellent SD34 2016 Awards Night
the members of CDMC were well to the fore.**

There were first in class awards for **Steve Lewis**, **James Taylor**, **Mark Warburton** plus second in class awards for **Tony Harrison**, **Ian Graham**, **Tony Vart**, **Josh** and **Nick Townley**, **James Massey** plus **Matthew Broadbent**.

Overall discipline awards went to **Brandon Smith** and **Maurice Ellison**.

The club did itself proud in the **Interclub League** with a fourth consecutive overall win (although Preston Motorsport Club are coming up close on the rails for 2017!) and **Paul Buckel** and **Steve Butler** must be over the moon with the **Clitheronian Rally** being adjudged by fellow competitors to be the winners of **The Paul Coombes** Award again! (4th year on the bounce)

Well done to one and all from CDMC!

The main award of the night, The Brian

Molyneux Trophy, was a joint award this year and went to **Chris & Heidi Woodcock**. This was a truly well deserved award and reflects just how much effort this partnership puts into both CDMC and motorsport in general in the North West (and wider afield).

From all at CDMC well done guys!!

A mention of thanks must be made to all who organised the night and to the guest speaker **Sambo Collis** who journeyed over from Yorkshire with his partner Julie and entertained us royallygreat tales Sam and hope the head was not hurting too much the following morning!

Tuesday February 7th CDMC Awards Night.



1. Road Rally-Driver

M. Warburton

Road Rally Nav

I.Graham

Stage Rally-Driver

B. Smith

2. Stage - Co-Driver

M. Broadbent

3. Off-Road

S. Lewis

4. Marshal

M.Ellison

Lady Competitor

P. Swinscoe

Young Members

S. Ambler/D. Sedgwick

5 Club Member

M.Ellison

6 Media

M. Broadbent

7 In addition the October / November Scatter awards were awarded to Steve/Rob Cotton.

Clitheroe & District Motor Club



February Events

Sunday 12th February

Jack Neal Memorial Rally at Blyton

I was concerned that we were going to struggle for marshals (clash with the Cambrian) but need not have worried. Finished up with 48 marshals making Stage turn rounds very slick. Did not have the snow & ice that caused the cancelling of the Cambrian but the weather played its part. Torrential rain ensured plenty of side-ways action and entertainment for the soaking marshals. Great show chaps. Thanks for turning out in such numbers, Hope you have eventually dried out. See you all again for the Hall Trophy on the 25th of November

Sunday 19th February

Riponian Stages Rally, Cropton



The all new 'Super Sized' Gazebo had its first outing. Slick set-up of the Cropton stage on Saturday.



Tuesday 28th February

Peter Barrett & Rod Brereton

At the 2015 SD34MSG Prize Presentation night Old Pendle members had a few beers and got chatting about Mull. After a few more Beers Peter Barrett and Rod Brereton hatched a plan to do Mull together in 2016 using Rods Renault Clio with Rod Co-Driving and Peter driving. The morning after the presentation night Peter turned up at Rods house to check with Rod that what he remembered from the previous night was correct or was it just the beer talking. It might have been the beer talking but the plan was confirmed.

It took from February 2016 until October to prepare the car with many a hiccup along the way and for the first time in living memory Rod bought 8 spanking brand new tyres (4Slicks and 4 Wets) for the trip to Mull

Peter had not driven a Rally car since the 1980's when he had Alan Shaw as his Navigator. Nor had he ever driven on notes having last done Mull when it was still a Road Rally. Seeded at car 126 out of 160 entries with little experience of modern stage rallying car home 83rd O/A and next to last (but not last!)

Clitheroe & District Motor Club



February Events

Tuesday 21st February
Scatter Rally Round 5

*No tables left for plotting ...
 so use whats available*



Sixteen crews tackled the penultimate round of the scatter series. Sam & Dan won again making for a very tight finish at the March event. Andy Lodge broke his hand and couldn't compete on this one.



February Scatter (Round 5) RESULTS

O/A	Crew	Points
1.	Dan Sedgwick/Sam Ambler	280
2.	Steve Cotton/James Chaplin	265
3.	Dom McTear/Terry Martin	230
4.	Maurice Ellison/Matt Broadbent	210
5.	Jack Howard/Brad Howard	180
6.	Ed & David Speak	170
7.	Matt Horn/Arron Johnson	165
8.	Ben Mitton/Levi Nicholson	160
9.	Stephen Hardy/Sam Mitton	150
10.	Edward & Harris Holgate	125
11.	Dan Fox/Leah Brown	120
= 12.	Jonathon Collett/Tom Pilkington	115
= 12.	Matty Johnson/Harley Rushton	115
14.	Conner Stubbs/Billy Metcalf	90
15.	Craig Shooter/Christina Lang	70
16.	Gareth & Samuel Shepherd	50

SCATTER RALLY Last Round

R6. Tuesday 21st March

Entries via CDMC Face Book Page

Scatter Rally Championship Following the February Scatter

Drivers

O/A		Points
1.	Steve Cotton	86
2.	Dan Sedgwick	82
3.	Stephen Hardy	46
5.	Ben Mitton	45
3.	Andy Lodge	40
8.	Paul Buckel	34
= 7.	Dan Fox	30
= 7.	Maurice Ellison	30
9.	Paul Pendleton	25
= 10.	Matt Horn	23
= 10.	Steve Butler	23
12.	Dominic McTear	20
13.	Ed Speak	19
14.	Louis Baines	15
15.	Mark Johnson	13
= 16.	John Hargreaves	12
= 16.	Gareth Shepherd	12
= 16.	Jack Howard	12
19.	Phil Shaw	10
20.	Jonathon Colletts	8
21.	Edward Halgate	7
22.	Sam Coombes	6
= 23.	Josh Addlington	4
= 23.	Andrew Hargreaves	4
25.	Connor Stubbs	3

Navigators

O/A		Points
1.	Sam Ambler	82
2.	Robert Cotton	67
= 3.	Sam Mitton	46
= 3.	Levi Nicholson	46
5.	Callum Lambert	39
6.	Stephen Hardy	38
7.	Steve Butler	34
8.	Matt Broadbent	30
9.	Harris Halgate	29
10.	Terry Martin	26
= 11.	Leah Brown	19
= 11.	James Chaplin	19
= 17.	David Speak	19
14.	Arron Johnson	17
= 15.	Arron Johnson	15
= 15.	Kris Coombes	15
17.	Paul Buckel	13
18.	Brad Howard	12
19.	Sam Shepherd	11
= 20.	Tony Vart	10
= 20.	Elliot Shaw	10
= 22.	Matt Worden	9
= 22.	Ellis Pilkington	9
24.	Craig Shooter	8
25.	Ian Raynor	6
= 26.	Sam Hargreaves	4
= 26.	Harley Rushton	4
= 28.	Tom Parkin	3
= 28.	Barry Metcalf	3
30.	Christina Lang	2

Couldn't get to a Club Night? You can catch up with everything that happened on Youtube

<https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsrozI>

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)

Cltheroe & DMC



**Myerscough
College**
Providing opportunities for all

Sunday 11th June

**Myerscough College
Open Day AutoSolo & PCA**

manx auto sport



Manx Rally Championship 2017

Approval has been received from the MSA for the 2017
Championship Regulations.

As previously mentioned there are no major changes for
2017 with the exception of the Chris Kelly and Jurby
events being replaced.

The calendar is:

- 3rd-4th March : Haydn Minay Forest Stages
- 5th-6th May : Manx National Rally
- 22nd July : DMC Summer Stages
- 14th-16th September : Rally Isle of Man (2
rounds within the one event)
- 10th-11th November : Pokerstars Stages

Matlock Motor Club's Rally of Derbyshire 8/9th April

A warm welcome to Matlock Motor Club's 43rd Rally of
Derbyshire, a round of the HRCR Premier, ANCC,
ANEMCC, AWMMC, EMAMC, SD34 and ANWCC
Championships.

Once again we receive the enthusiastic support of Steve
Perez and his company Global Brands Ltd. We look for-
ward to meeting all our "regulars" again this year and we
especially welcome any newcomers to this long-
established Derbyshire classic.

This year's event will offer a very similar format to previ-
ous years - a competitive route with several sections
timed to the second, straightforward navigation and the
usual smattering of "whites", including a visit to the Wal-
ton Lodge special test. Following changes to the MSA
regulations, the event will be run under Nat. B Road Ral-
ly rules (i.e. not under a Navigational permit) with the
special test completed before midnight. The route will be
around 125 miles, with approximately 8 miles of smooth
whites (all have been traversed in a standard road car)
but, as always, a sumpguard is recommended for the
more spirited. Navigation will comprise mainly tulips and
all standard sections should be on the map before you
start them.

As always we need plenty of marshals, so please en-
courage your family and friends to turn out – in return
they will get drinks and snacks, plus a free breakfast if
they marshal in the second half.

We are again raising funds for the Derbyshire, Leicester-
shire and Rutland Air Ambulance. Please try to make a
contribution to this very worthy cause – you never know
when any of us may need them! Either include a dona-
tion with your entry or use the collection box on the night
of the rally.

Regulations are on this link

[http://www.matlockmotorclub.co.uk/image ... gs2017.pdf](http://www.matlockmotorclub.co.uk/image...gs2017.pdf)

Online entries open on 1 March 2017

<https://www.rallies.info/webentry/2017/derbyshire>

GAZZARD ACCOUNTS

Registered Agent with HM Revenue & Customs.

Accounts and Book-keeping services for Small Businesses

Office 5, Heritage House

Green Lane, Heywood. OL10 2EN

Office Tel No : 01706 - 6210 - 896

E-Mail : gazzard.accts@btinternet.com

Warrington & DMC



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

2 X Gravel PCA's April 30th & 21st May Wern Ddu Quarry

near Corwen.

The event is NOT sealed surface so for some it will be a good chance to experience loose surface driving for the first time.

There will be classes for both production cars and competition cars.

**Regs available on the club website
+ the ANWCC & SD34MSG Websites**

The event is also part of the ANWCC championship.

www.warringtondmc.co.uk



Knowledale Car Club



John Clegg Mini Miglia 25th March

As in recent years, the 2017 run will start from the NWA Auction site at Crooklands (just off J36 of the M6.) This year, there will be no tests, just a Touring Assembly run of approximately 160 miles over classic road rally routes. By popular request, the finish reverts to Banny's Fish & Chip Restaurant by Boundary Mill in Colne.

Regs and Entry Form

Available to download at :

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You can print out and post the completed Entry Form and pay by cheque **or** bank transfer.

You can download and complete the Entry Form to your PC **and** pay entry fees by bank transfer.

The Entry Form is available for download in Open Office and Word format.



*Photo of the 2016 Mini Miglia
by Sarah Ettridge & Paul Stringer*



SD34MSG

2016



Prize Presentation Night

Friday February the 3rd 2017



Non Race/Rally
1st O/A
Andy Williams
U17MC



Non Race/Rally
1st Class A
James Williams
U17MC



Non Race/Rally
2nd Class A
Scott MacMahon
U17MC



Non Race/Rally
1st Class C
Steve Lewis
Clitheroe & DMC



Non Race/Rally
2nd Class C
Daniel Barker
Accrington MSC



Non Race/Rally
1st Class D
Alec Tunbridge
Bolton-le-Moors CC



Non Race/Rally
2nd Class D
Phil Clegg
Accrington MSC



Sprint / Hill Climb
1st O/A
Nigel Fox
Liverpool MC

SD34MSG Prize Presentation Night



Sprint / Hill Climb
1st Class 1
Nigel Trundle
Garstang & Preston MC



Sprint / Hill Climb
1st Class 5
Mick Tomlinson
Pendle & DMC



Road Rally
1st O/A Navigator
Gary Evans
Matlock MC



Road Rally
1st Expert Driver
James Taylor
Clitheroe & DMC



Road Rally
1st Expert Navigator
Sion Mathews
Matlock MC



Road Rally
1st Semi-Expert Driver
Mark Warburton
Clitheroe & DMC



Road Rally
1st Semi Expert Navigator
Jonathon Webb
Hexham & DMC



Road Rally
1st Semi-Expert Driver
James Swallow
Preston MSC



Road Rally
2nd Semi -Expert Navigator
Tony Vart
Clitheroe & DMC



Road Rally
1st Novice Driver
Robert Grimshaw
Preston MSC



Road Rally
1st Novice Navigator
Ashley Young
Matlock MC



Junior Championship
1st O/A
James Williams
U17MC

Photos Courtesy of Brian Taylor

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Email : b.taylor60@aol.co.uk

SD34MSG Prize Presentation Night



Stage Rally
1st O/A Driver
Brandon Smith
Clitheroe & DMC



Stage Rally
1st O/A Co-Driver
Pauline Merrills
Stockport061 MC



Stage Rally
1st Class C Driver
Ian Bruce
Stockport061 MC



Marshal
1st O/A
Maurice Ellison
Clitheroe & DMC



Individual
1st O/A
Pauline Merrills
Stockport061 MC



Individual
2nd O/A
Andy Williams
U17MC



Individual
2nd O/A
James Williams
U17MC



Best Road Rally
The 'Clitheronian'
Clitheroe & DMC
Paul Buckel & Steve Butler



Inter Club League
1st O/A
Clitheroe & DMC



Inter Club League
1st Div A
Bolton-le-Moors CC



Inter Club League
1st Div B
Preston MSC



Inter Club League
1st Div C
Airedale & Pennine MCC



Brian Molyneux Award
Chris & Heidi Woodcock
Clitheroe & DMC



Sam Collis

Final Championship Positions

Junior (U 18s) Championship

1st O/A James Williams

U17MC

Marshals Championship

1st O/A Maurice Ellison
2nd O/A Steve & Tracy Smith

Clitheroe & DMC
Accrington MSC

Individual Championship

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

Stockport061MC
U17MC
U17MC

Non Race/Rally Championship

1st O/A Andy Williams
1st Class A James Williams
2nd Class A Scott MacMahon
1st Class B Roger Barfield
1st Class C Steve Lewis
2nd Class C Daniel Barker
1st Class D Alec Tunbridge
2nd Class D Phil Clegg
1st Class F Steve Johnson
2nd Class F Hazel Johnson

U17MC
U17MC
U17MC
U17MC
Clitheroe & DMC
Accrington MSC
Bolton-le-Moors CC
Accrington MSC
U17MC
U17MC

Sprint & Hill Climb Championship

1st O/A Nigel Fox
1st Class 1 Nigel Trundle
2nd Class 1 Duncan Woodcock
1st Class 2 Robert Holt
1st Class 3 Andy Larton
1st Class 5 Mick Tomlinson

Liverpool MC
G&PMC
Liverpool MC
Liverpool MC
Liverpool MC
Pendle & DMC

Stage Rally Championship

1st O/A Driver Brandon Smith
1st O/A Co-Driver Pauline Merrills
1st Class B Driver Matthew Jakeman
1st Class C Driver Ian Bruce
1st Class D Driver Adrian Atkinson
1st Class D Co-Driver Dave Riley
2nd Class D Driver James Massey
2nd Class D Co-Driver Matt Broadbent

Clitheroe & DMC
Stockport061MC
High Moor MC
Stockport061 MC
Blackpool SSMC
Blackpool SSMC
Clitheroe & DMC
Clitheroe & DMC

Road Rally Championship

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

Matlock MC
Matlock MC
Clitheroe & DMC
Matlock MC
Clitheroe & DMC
Clitheroe & DMC
Clitheroe & DMC
Hexham & DMC
Preston MC
Clitheroe & DMC
Preston MC
Matlock MC
Clitheroe & DMC
Clitheroe & DMC

Paul Coombes Trophy (Best Road Rally of 2016)

The Clitheronian : Paul Buckel & Steve Butler : Clitheroe & DMC

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

Chris & Heidi Woodcock : Clitheroe & DMC



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**Clitheroe
& District
Motor Club**



Jack Neal

Memorial Stages Rally

Can't really think of much to write for the Jack Neal.

Great event, cold and wet (the marshals were heroic), very slippery, destroyed a couple of cones, went home.

Hexham & DMC

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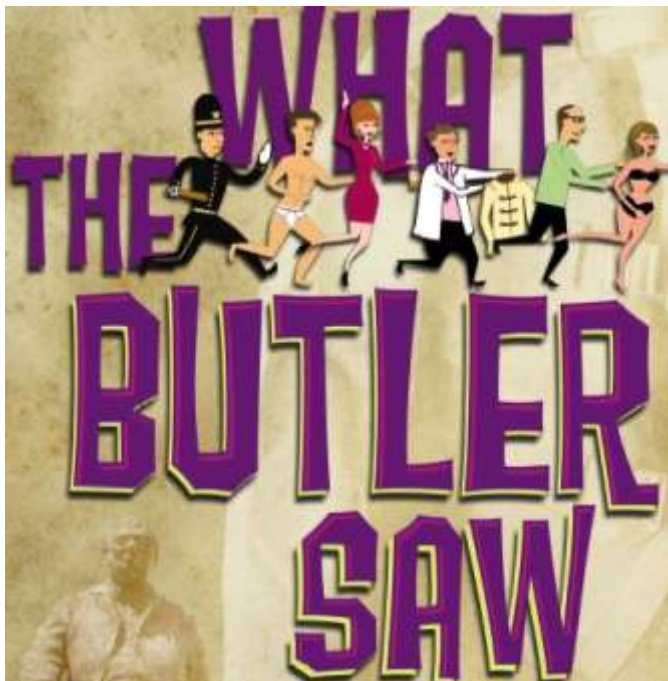
John Robson & The Hexham Historic Rallies

Rallying-wise, 2016 had been a bit of a lean year, having only done 3½ events (having bailed out of the Morecambe) and it occurred to me that our lack of "seat time" was showing in our mediocre results; a half decent result on the Memorial aside. So, at the end of the year when Paul asked "what are we doing next year", my answer was "everything!" We needed more practise. Hence we were off to Northumberland for our first crack at the John Robson. The main reason we'd never done it before was the sheer distance from home, and that 6 hour round trip is a bit of a drag – especially in the rally car.

For those that don't know, the John Robson is a bit of an odd event in that it starts in the mid evening and finishes in the early morning, unlike most road rallies which start at midnight and finish around 5.00 or 6.00 in the morning. First car received their pre-plot information at 8.00pm and were away at 9.00, being due at the finish at 1.50ish am. I'm not sure why they use that format, it does mean that if we disturb anyone it will be while their watching match of the day, although I was surprised at the lack of traffic around at that time. On our Lancashire maps we'd be dodging taxis all night. Also, instead of the traditional cooked breakfast, we were treated to burger and chips at the finish, which was different.

The start venue is a pleasant little pub, the Dr Syntax, in a tiny village where the pub car park takes up more space than all the houses in the village put together. In the past this was also the finish venue, which was now at the sailing club on Derwent reservoir. It seems the villagers have tired of being woken up at 1.00am to the sound of 30 odd rally cars and their occupants descending on the pub.

The format of the event was good, with a smattering of pre-plot information given an hour before the start proper. The plot and bash info was straightforward as advertised and left time for me to actually call some of the road rather than just picking out the slots.



Photos Credit to Gordon Reid



Continued on Page 25

What the Butler Saw Continued From Page 24

The route took in a good mix of fast moorland road, the occasional slotty section and some interesting whites that the weather had rendered a little rougher than expected. Also thrown in was a short off road loop with some cones for Paul to negotiate (he's not a fan of cones) and a cracking run through Slaley Forest for the last section which was great fun and well arrowed, which took the pressure off me a bit. Anyway, I was too busy attempting to write down code boards to navigate. Not easy when your mobile office is hurtling down a forest track.

If you're reading this Paul, yes, I am going to mention my cock-up. Be patient.

The code boards took the form of your usual number plate on a stick, mixed in with mileages to be read from road signs at the appointed location. This is where I came unstuck at the first opportunity. On the second junction of the very first section was meant to be a passage check. We got there and saw no board, so carried on 500 yards down the road to the next slot left. Just as we turned in I realised that the PC was a road sign, not a number plate. So, we turned around and went back for it, got it and went back to the slot left. Again, just as we turned in I realised that there were 2 mileages to get. Paul, maintaining an uncharacteristic calmness, turned round and went back again. By this time one car had gone past us and the next was catching up, so at least 2 minutes lost. Thankfully that was to be the only cock-up of the night and aside from the batteries in my head torch failing at the wrong moment, causing Paul to wonder what the hell was going on whilst I was rummaging around in my bag for spares when I should have been telling him what was coming up. Another moment of minor panic set in when the road we were on disappeared off map 92, on to map 91, which I didn't have. However the route instructions helpfully advised to stay on the B road and pick up the route when it emerges on map 87, which it thankfully did.

Seeded 7th, we would have been happy to finish there. There were some quick drivers and top navigators out so all things considered, 10th doesn't seem to bad.

Many thanks to Jonathon, Ali and the rest of the team for putting on a very good event and as always, thanks to all the marshals who were first class all night.

Steve Butler : Clitheroe & DMC from the left hand seat of car 7.

Farmer John lived on a quiet rural highway. But, as time went by, the traffic slowly built up at an alarming rate. The traffic was so heavy and so fast that his chickens were being run over at a rate of three to six a day. So one day Farmer John called the sheriff's office and said, "You've got to do something about all of these people driving so fast and killing all of my chickens." "What do you want me to do?" asked the sheriff. "I don't care, just do something about those crazy drivers!" So the next day he had the county workers go out and erected a sign that said: **SLOW--SCHOOL CROSSING** Three days later Farmer John called the sheriff and said, "You've got to do something about these drivers. The 'school crossing' sign seems to make them go even faster." So, again, the sheriff sends out the county workers and they put up a new sign: **SLOW: CHILDREN AT PLAY** That really sped them up. So Farmer John called and called and called every day for three weeks. Finally, he asked the sheriff, "Your signs are doing no good. Can I put up my own sign?" The sheriff told him, "Sure thing, put up your own sign." He was going to let the Farmer John do just about anything in order to get him to stop calling everyday to complain. The sheriff got no more calls from Farmer John. Three weeks later, curiosity got the best of the sheriff and he decided to give Farmer John a call. "How's the problem with those drivers. Did you put up your sign?" "Oh, I sure did. And not one chicken has been killed since then. I've got to go. I'm very busy." He hung up the phone. The sheriff was really curious now and he thought to himself, "I'd better go out there and take a look at that sign... it might be something that WE could use to slow down drivers..." So the sheriff drove out to Farmer John's house, and his jaw dropped the moment he saw the sign. It was spray-painted on a sheet of wood:

NUDIST COLONY GO SLOW AND WATCH OUT FOR THE CHICKS



Photos Credit to Gordon Reid

John Robson Rally

Sick as a Parrott

The opening few paragraphs are going to sound like an old scratched record. You are going to listen to the 'same old story' again.

I sent Jonathan Webb (Clerk of Course) a note saying I would not be doing the John Robson and that I would marshal for him instead. He comes back to me with 'I have loads of Drivers looking for a Navigator, the navigation is very simple this year (where have I heard that before?) Having done one of Jonathons 12 cars at the back end of last year I thought that if it was anything like that then I could probably cope.

Jonathon sent me a contact telephone number for one such driver but somehow I managed to delete that email but with my mind now on having a go at the John Robson I spotted that someone was asking for a navigator on BRF so I contacted him All arranged and entry put in. The bloke I arranged to do the John Robson with then texted me saying that he was taking the Car to Tongue Park to do some testing. Did I want to go too. Said I would if I could but in the end didn't get there (Babysitting Granddaughter).

On the Tuesday evening prior to the rally I get a text from my driver to say that the car had had an off whilst testing at Tongue Park (Bradford) and that it probably wouldn't be ready in time for the event. So I texted him back saying I needed to know if it would or would not be ready pretty quickly as Dave Whitaker had rung me as his navigator now couldn't do it and he had asked me to sit in with him. By Wednesday night I had not heard back from the first bloke so I rang Dave and said that we were on. I then texted the first guy again and told him what I had done. At 9:30pm he sends me a text saying that the car would be ready after all. Too bloody late! Three hours too bloody late. When I said ASAP maybe I should have said I need a decision NOW..

Right, so I had better tell you about how we did on the event. As you probably expect - not too good. I worked out where the first section would go when doing the pre-plot (or where I thought it would go). It turned out that I had it spot on but despite that still managed to drop a minute. Started the second section on the same minute as our minute man Matt Flynn. Whilst I struggled sorting out the Navigation instructions Dave kept Matt in his sights but we lost touch with them at a NAM and then to make everything worse started to feel very, very ill. It took a lot of concentration not to splatter the inside of the car. Got through the section with great difficulty but somewhat slower than Dave was capable of (couple of wrong slots as I struggled with the stomach and wasn't concentrating on the map did not help). At the end of that section I was very, very Green around the gills so we cut and ran to Petrol, handed in the damage Declaration and sat perfectly still for another hour to allow my head to stop spinning before heading back to Bentham where I had parked my car up Daves drive.

Got to Bentham and started to unpack my gear out of Daves Type R and I cant find my Rally bag in the Boot. I ask Dave where he has put my bag. He replies that he left the Rally bag with me at the Start Venue (Dr. Syntax pub in Stocksfield nr. Hexham). The problem is my house & car keys and my wallet were all in that bag. Thankfully he had put my mobile in the glove box. Dave runs me home and I get my son out of bed to let me in (Son not a happy bunny to be got up at 3am)

Sunday morning I borrow my sons car and make the long trip back up to the Dr. Syntax to retrieve my bag. Got to the pub and its all locked up. 30 mins later (12 noon) they open up and my bag (thankfully) has been put behind the bar.

The Navigation once again proved to be my undoing. The roads that we used were terrific (only we didn't get to use many of them)

All credit to those guys who seem to be able to do this type of thing with so much ease. I am too far over the hill these days - I needed the potti just to be able to read some of the instructions (and the some of the time card too) Eyesight is certainly getting worse. If I cant read the instructions there is no point doing more of this type of event.

Hexham & DMC

extratimegifts.com

John Robson

&

The Hexham Historic Rallies



Collecting the 'Cock-Up Trophy for the Sunday Morning Trip back up to Hexham at Clitheroe & DMC

Maurice (Sick as a Parrot) Ellison : Clitheroe & DMC



RED KITE STAGES & Red Kite Historic Stages

Sunday 19th February

A tale of two February weekends in 2017

The winter break always seems to be a period where time seems to stand still and unless you are a fan of circuit based rallying at Croft, it is a period of short days and long nights when the various rallying forums and videos get more hammer than the underneath of a MK2 on gravel, as people await the start of the season proper. For me the year is intended to be a mix of gravel in the Sunbeam, some tar in the Pug plus a smattering of nocturnal meanderings in the Proton combined with some marshaling and organizing with CDMC. Thus for me the first event of the year was manning the start again, along with Paul Buckel, at Blyton for CDMC's Jack Neal Memorial Rally. Blyton can be a harsh venue at the best of times but Saturday was beautiful as myself and Andrew Hargreaves drove his fathers knacker of a van over the Pennines to Lincolnshire.... I had forgotten just how heavy a trailer full of cones can be - it certainly took the edge off the vans 0-60 mph time!! Set up proved relatively trouble free as CDMC are getting used to this now after many events...and boy did we look the dogs dangles in our new CDMC monickered hi-viz jackets...people will start to think we know what we are doing! Sunday dawned.... well it didn't really and the venue was dark, wet and windy all day long with no real let up for the long suffering marshals so thank goodness for the new team CDMC coats which worked a treat all day long. It was slightly disappointing to have an entry of circa 40 crews when compared to the Hall Trophy of three months previously when it was a turnout of circa 70...not sure why really but I guess for many it is too close to the Xmas bills to justify. The benefit of course is that Paul and myself get a slightly longer breather between stages as the 30 second starting intervals mean its all go when the stage is live...there is no time for banter with the crews I can tell you! The event had still attracted a high quality entry but I was slightly surprised when Tom Morris/ Colin Harkness in their glorious 6R4 managed to overturn a significant deficit to Pete Smith in his modern R5 Fiesta over the last couple of stages...well-done guys! The accommodation was the best ever at Blyton Ponds...a sauna no less in our lodge although Boss Hog and myself didn't brave it in our speedos...Heidi W. felt queasy when it was mentioned and promptly banned its use! The Dukes entertained as ever in the pub...the single heart on top of Sam's dessert was a highlight and caused much bantz amongst the older (and jealous) lads! A top class weekend again on tour with CDMC...the weather tried but it couldn't spoil it.... a great team effort once again.

The following weekend saw myself setting off for Llandovery for the start of the British Historic Rally Championship, which as usual kicked off with the Red Kite Rally. The Sunbeam had been lovingly re-prepared over the winter, as Hopkins had pushed the boat out by washing it and blagging his way through an MoT although to be fair he has been busy renovating a new house! Again a small entry for this event, which must be a concern for forest rallying in Wales after all the well documented recent troubles. The Riponian and Snowman rallies on the same weekend probably accounted for a number of regulars but along with rising costs the reversion to performance based seeding must be the single main issue...only two Category One crews entered plus a number of the usual 1600 class cars are staying away. It must be hoped that the Historic entries pick up with the next round in Wales again in 5 weeks time although a number of crews could also be saving up in order to attempt the Roger Albert Clark in November...this event will not be cheap to do but does promise a seasons rallying in four days. All in all some slightly worrying times for the future of gravel rallying in the UK I feel...I don't have the answers but people could very much pick and choose their events and the less popular ones will simply become uneconomical for clubs to run. It's possibly a slippery slope ahead and without positive solutions from the MSA, the Forestry bodies plus the clubs all working together this could be the start of progressively more difficult times...



On a more positive note the star entry in my view was our teammates ...Ian Beveridge/Paul Price in a newly built and beautifully turned out Toyota Corolla of circa 1974 vintage. Built by Ian and Robin Ward at Damax near Brackley it was a lot of peoples favourite judging by the number of cameras being pointed at it before and during the event. After a number of expected teething problems the guys brought it home to the finish and Ian/Robin I am sure will already be plotting a development route out that will increase the cars pace by some margin I suspect. The event for Hopkins and I confirmed the benefit of the new engine in the 'Beam...it really is the best we have had in four seasons. We started slightly rusty, on both sides of the car, but got better as the day wore on...only one big two wheel moment (on my side...) and a small number of seconds dropped after catching a couple of crews meant we achieved a result of 16th overall Historic...but off the absolute pace of the Retallick/Tugwell and Stokes/McNally crewed Avengers.... well we beat them both on one stage but they thumped us on the other 5...doh!

A good event, well organized and marshalled, that deserved a much bigger entry in my view...the forest roads were in good condition (even on the second loop) although the big tarmac yump on Route 60 took us slightly by surprise first time round...and that is in our little car.... Sunbeam to Earth calling! Thanks to Robin and Keith who ably looked after both cars on the day although I was never sure what Keith was saying..his accent is slightly broader than Hopkins's whose command of the Queens English is admittedly questionable..but at least I can understand him! J Must remember to mention the Rugby in Wales next month.....

Tony Vart
Co-driver Car 46
Clitheroe & District Motor Club

A Sunday school teacher was telling her class the story of the Good Samaritan.

She asked the class, "If you saw a person lying on the roadside, all wounded and bleeding, what would you do?"

A thoughtful little girl broke the hushed silence, "I think I'd throw up."

A Sunday school teacher asked, "Johnny, do you think Noah did a lot of fishing when he was on the Ark?"

"No," replied Johnny. "How could he, with just two worms."

The preacher's 5 year-old daughter noticed that her father always paused and bowed his head for a moment before starting his sermon. One day, she asked him why. "Well, Honey," he began, proud that his daughter was so observant of his messages. "I'm asking the Lord to help me preach a good sermon."

"How come He doesn't answer it?" she asked.

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HEWICK HEADS RIPONIAN HISTORICS AS PETCH SNATCHES LAST-GASP OVERALL VICTORY

Tom Hewick and Mick Johnson established an early Northern Historic Rally Championship lead with a comfortable class victory whilst Stephen Petch and Michael Wilkinson claimed overall Riponian Rally glory following final stage drama for Ryan Champion.

Having initially planned a trip to Mid Wales for the opening round of the BHRC, a more varied entry list, Gale Rigg and the promise of Thompson's Fish & Chips saw us instead make the relatively short trip up North for the Riponian Stages Rally. It has been many a year since the event, jointly organised by Ripon Motor Sport Club and Whitby & District Motor Club, has used forestry roads as far east as Cropton and Gale Rigg and with a strong historic entry including marques such as Porsche, Datsun and BMW, it proved too good an opportunity to miss.

At the head of the field however, Stephen Petch, in his newly acquired Fiesta WRC would lead the cars away and it was he and Michael Wilkinson who would be spraying the after event champagne. Though it could have been a very different story had Ryan Champion and Craig Thorley (re-united with their 2006 BRC campaigned Evo 9) not suffered differential problems in the very last stage. Having held the lead all day, the Whitby man dropped to third; losing 20 seconds to the eventual winners following an altercation with a bale that would ultimately cause the Mitsubishi to complete the stage in 2WD!

As it happens Champion may well have struggled to keep Petch behind even without the drama as, after a cautious start, the WD40 liveried Ford crew had upped their pace following the Mid point service halt; setting fastest stage time on all 3 afternoon tests to take victory by 7 seconds from the very well driven Fiesta R5+ of Callum Black and Elliott Edmondson.

With a free entry to the RAC rally in November on offer to the 2017 NHRC champions there was much to play for in the forests of North Yorkshire. And whilst the usually front running Escort of Steve Bannister did not appear on the entry list it was another MK2 in the hands of Tom Hewick and Mick Johnson who proved to be the class of the field. Their day was however made somewhat easier when the Porsche of 8th seeds Tim Mason and Graham Wild caught fire in the very first stage but by setting fastest historic time on all but one of the 6 stages, Hewick and Johnson were able to claim Riponian Historic victory by a fairly comfortable 27 seconds, finishing the event in 9th position overall.

Continued on Page 30



Riponian Stages Rally Continued From Page 29

Quickest historic through the second running of Gale Rigg was in fact the glorious Datsun 240z of Jeremy Easson and Mike Reynolds and it was they who would end the day as closest challengers to the class leading MK2; the Datsun more than a match for the Ford on the long straights but perhaps losing out to the more nimble machine through the twisty sections of stage. Nevertheless, 2nd in the historic section and 11th overall represented a very good return.

Richard Lepley and John Connor were a more than welcome addition to the Riponian entry list in their Prepfab Porsche and seemed to be thoroughly enjoying themselves in the afternoon sunshine. Lying 5th at the halfway point behind Bob Bean's MK1 Escort and the BD powered MK2 of David Goose, the Dukeries Motor Club man found more pace in the afternoon, passing Bean with quick times in Cropton and Gale Rigg and taking advantage of the gearbox enforced retirement of Goose and co-driver Caron Tomlinson; Lepley and Connor thus claiming a well deserved podium with 14th position overall.

Class H1 for the smaller engined historic machines would feature a good early battle between the MK2 Escort of Kim Gray and Tom Murphy and the Avenger of Keith Davison and Henry Richardson. Whilst the Avenger crew would steal an early 6 second march on their rivals with a strong time in Roppa it would be the Orange Escort which lead the class after stage 2. And from then on in Gray and Murphy never looked back; some very quick times in the afternoon landing them 25th position overall and class victory by 1 minute and 42 seconds.

Whilst the early pace of Davison would fade courtesy of engine problems which would ultimately lead to their retirement, another Avenger in the hands of Christopher and Roger Bown would end the day second in class; 33rd overall a fantastic result for the number 67 seeds (if not artificially low due to lack of recent activity). Indeed the Bown's were in a close battle with the 1600 MK1 Escort of Stuart and Linda Cariss early on but a strong drive through Gale Rigg saw them pass the Ford pairing and open up a 24 second advantage.

Stuart and Linda Cariss in the end would have to settle for 3rd in class despite being 4 seconds quicker than Bown over the afternoon stages; another story of what might have been for the Husband and Wife crew.

Elsewhere victory in class C would go to Ross Brusby and Kevin Wilson with an excellent 13th overall whilst Mike Wolff and Mark Twiname would take class D honours with 23rd. Meanwhile, Barry Jordan and James Gratton-Smith would keep the 1600 front wheel drive machines at bay to record class B victory with a fantastic 15th overall in their Avenger and David Coatsworth and Chris Pattison would emerge on top of the battle for class A honours with 34th position overall in their MG.



FULL RESULTS

Despite a high level of retirements and a relatively early finish this had been yet another excellent adventure into the forests of North Yorkshire. The mega prize fund offered up by Barry Jordan, combined with the price-hike in Welsh gravel entry fees will no doubt encourage further participation in the Northern Historic Rally Championship in 2017 with more competitors possibly tempted to concentrate on events in the Northern parts of the UK.

Which brings me to the question of why 2 forest rallies such as the Red Kite and Riponian must take place on the same day? Not only is this a strain on entry levels but will also have some impact on the availability of Marshalls. Whilst I accept that both events are geographically dispersed there are clearly some competitors who may have entered both. Throw in the previous day's Snowman Rally and there is little wonder why both the Riponian and Red Kite struggled to attract more than 60-odd entries. Will the Red Kite be able to run in 2018 with similar entry levels? I fear not ...

Paul Commons Motorsport Photography

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Able UK Riponian Stages Rally

19-2-2017

69 crews set out on the Able UK Riponian Rally, The event used 3 North Yorkshire Forest's Roppa, Cropton, & Gail Rigg all three Stages run twice.

After SS1 Ryan Champion & Craig Thorley, Mitsubishi Lancer Evo IX took a Narrow lead from 2nd placed Callum Black & Elliott Edmondson, Ford Fiesta R5+ in 3rd was Matthew Robinson & Sam Collis, Subaru Impreza. & 4th Phil Pickard & Simon Pickard, Subaru Impreza.

On SS 1 Tim Mason & Graham Wild, Porsche 911 was an early Exit with An Engine Fire, reports said fire was put out quickly so hopefully not to much damage done. On too SS2 not a lot of change on the leader board, Ryan Champion taking 9 seconds from Calum black. & 3RD was still Matthew Robinson.

SS3 Ryan took another 10 seconds from Callum Black 2nd & Matthew Robinson still holding 3rd place but hot on his heels was Stephen Petch & Michael Wilkinson, Ford Fiesta. Now moving up to 4th. Into service.

A few crews had a play with set up's & then back out for the afternoon run SS4 (Cropton 2) & Ryan still holding the lead. From Callum & Stephen Petch now upto 3rd place.

On to SS5 (Gail rigg 2) Ryan Champion still leading but Stephen petch now up to 2nd & Callum Black in 3rd.

On to SS6 (Roppa 2) Ryan going into stage with a six second Lead From Stephen Petch. Unfortunately for Ryan luck was to run out, losing RWD Ryan had to limp to the finish. Handing victory to Stephen Petch & Michael Wilkinson, Calum Black Finishing 2rd & Ryan holding on to 3rd place. In the Motoscope Northern Historic Rally Championship the Spoils went to Tom Hewick & Mick Johnson, Ford Escort MKII.

Result After 6 stages

1 st	Stephen Petch/ Michael Wilkinson	Ford Fiesta.	35:48.
2 nd	Callum Black/ Elliott Edmondson,	Ford Fiesta R5+,	35:55.
3 rd	Ryan Champion/ Craig Thorley,	Mitsubishi Lancer Evo IX,	36:02.
4 th	Matthew Robinson/ Sam Collis,	Subaru Impreza,	36:12.
5 th	Phil Pickard/ Simon Pickard,	Subaru Impreza,	36:30.
6 th	Peter M Stephenson/ Patrick Walsh	Ford Focus WRC,	37:50.

Report & Images By : Phill & Marcus Andrews.



Maximum Attack Jack!

Our story of the North West Stages Rally 2017

"We seem to be missing something", was the rather matter-of-fact statement which came through the intercom as we prepared to set off on SS20, the second run down Blackpool Prom only three stages from home on the 2017 Legend Fireplaces North West Stages.

"Ten seconds!" barked the stage start marshal, as the clock counted down and the stage-start traffic light system flickered into live action.

"What's missing?" I enquired of Jack 'Maximum Attack' Ives, my pilot for the event.

"Our windscreen wiper – it has snapped off!", came the response as he planted his right foot on the accelerator, ready to unleash 270-anxious horses and set the Causeway Garage Ford Escort on the way to whatever destiny fate had lined up for us.

FIVE, FOUR, THREE, TWO, ONE, GO!!!!

"50 downhill into hairpin right, into chicane 90 right, 90 left 90 right!," came my response, as we battled through the rain, high winds and crashing waves that sent plumes of spray over the lower promenade sea wall. Wiper blade crisis, what crisis?

The next couple of minutes were certainly interesting, exciting, even exhilarating, dare I say it, as we negotiated the chicanes and other obstructions that the organising team had laid in our path. Yes, we sometimes got sideways, sometimes very sideways, but at no time was Jack ever less than on the limit! Good lad.

It has to be said that rally drivers tend to be 'nut jobs' and Jack belongs in that particular category, although the lack of ability to see more than five yards in front of us on the final two Weeton stages in the darkness of Saturday night, thanks to our wiperless car, slowed down our charge up the field after a disastrous Friday night, when the car ran at four-tenths power due to an inexplicably blocked fuel filter.

All of the above is a mere vignette of how this relentless, incident-packed event unfolded for us.

To put it mildly, it was never a dull moment for the occupants of Car 55.

You see, when Jack gets down to work fettling his bonny wee car in readiness for his next event, he will require 1: a new front spoiler (unless it will straighten); 2: a passenger wing repair (slight argument with a water-filled barrel in Fleetwood docks); 3: two new wing mirrors (more local disagreements with water-filled barrels); 4: a new front passenger side bumper/indicator (argument with a plastic fencing section on Fleetwood docks whilst trying to avoid T-boning a car which had decided to pull out of the way on the outside of a 90 left bend); 5: a repair to the engine wiring loom when a lead to an injector snapped due to the pounding the car took in Weeton on SS10; 6: a repair to the Watts linkage which was pushed back as the car contacted a high kerb on a hairpin right on Fleetwood seafront stage (SS5); 8: Oh, and a new Bilstein passenger side front left insert, which ended up banana-shaped after a wheel clouted a concrete stump in Fleetwood Docks on SS8.

But let's start at the beginning of the story, as it requires a telling. I first made Jack's acquaintance a couple of years ago. We got chatting and it soon became quite evident that he was into his motorsport. He had been meant to be going off doing some chase car work on a Paris-Dakar-type event, but it came to nought.

I suggested Jack should come to our motor club nights and get involved. Sadly, he didn't come to any meetings, as he has a very busy business to run and he works long hours. But some months later he phoned me out of the blue to say that he had decided to have a go at rallying and had bought a rally-prepared Mk3 Escort.



Legend Fires North West Stages Continued from Page 33

Rallying is in the Ives family DNA, as his father, Graham, now in his early 60s, had joined and become an active member of Wallasey Motor Club when he was 19 or 20. He had made many friends in the sport and one of them, Jerry Lucas, also a Wallasey MC man, was with us for the North West Stages, helping out with servicing duties.

Anyway, Jack and his dad did two or three events including an event that used the Warcop Military Ranges – I think it might have been the Pendragon, although I am not certain of that; and then a couple of single venue stage rallies including the Promenade Stages at New Brighton and an event or two at the Three Sisters race circuit.

A year had passed and I called in at Causeway Garage when passing one day and sitting there on a ramp, looking rather splendid, was a very clean example of a 1977 two-door dark blue Mk 2 Ford Escort, of left-hand-drive pedigree.

"That's the next project," declared Jack, who had bought it and imported it from Finland. "I'll have it built in ten months."

'Yeah, right', I quietly thought to myself.

Now I have heard people say stuff like that before and, in most cases, as many readers who know what motorsport can be like, will also recognise the fact that well-intentioned promises often don't materialise, or certainly not on time.

But Jack was true to his word and last September it was ready for its debut, with his dad alongside him, on the Promenade Stages.

What a car he has created; a modern group 4-spec Escort with a Honda S2000 engine, six-speed sequential Elite gearbox, LSD, Watts linkage, a single front wiper system!!!!, etc. It wanted for nothing and was built with love and a professional eye for detail, with most of the work carried out by Jack himself including the wiring. A ballistic missile of a car – and in definite need of a trilling!

But there were initial problems with oil pressure, which led to two blown engines due to oil starvation. A replacement dry sump kit system was sourced after two expensive engine blow-ups in September and October 2016. In fact, I once took a phone call from Jack in a distraught frame of mind, after the second engine failure, when he was pretty much ready to throw in the towel and get rid of the car. We had been meant to do the Neil Howard at Oulton Park last November but, as stated, the car was poorly.

I assured Jack that he would solve the problem and tried to be philosophical and supportive. We have all been there and there is nothing worse than problems with cars. It does your head in, doesn't it? I really felt for the lad. He had been through enough, at great personal expense, trying to resolve it.

But resolve it he did. A couple of test sessions at 'Three Blisters' and the car was good and ready for the North West Stages 2017.

It was Jack's first go at a multi-venue stage rally. We had a pow-wow down at Causeway Garage on the Wednesday before the event. Naturally, having me in the car, he was worried about stuff like getting lost en route to stage starts. I calmly and almost casually assured him I would DEFINITELY get him lost, but not too often!!!! He was worried about timing. I calmly and almost casually assured him I had that one in the pocket (I did, HONEST!!!!).

And I assured him that all he had to do was worry about his driving and leave the rest to me. I sorted out all the info for the service crew for the three service sessions and brought along some food, coffee, and generally got in the way at servicing ('I have years of experience at this!').

We met up on the Friday afternoon and set up base camp. While Jack was away parking the trailer, a member of public came along and started noseying round the car, drooling as he looked under the bonnet.

Jack's dad, Graham, puffed his chest out and declared: "That's my son's car and he built all of it himself."

I smiled, knowing, as a proud dad myself, exactly how Graham must have felt. It is, after all, a real accomplishment and testament to Jack's ultra-professional approach to car building.

In fact, the quality of Jack's handiwork even brought a rewarding comment from the scrutineer, who said it was a fine car, an outstanding example. Nice words.

On to the rally now, and at the end of the first leg, from a seeding of car 55, we were down in 69th place, not good. We put a brave face on things, knowing as we set out to the very first stage that the car had suddenly developed a fuelling issue. There was insufficient time between the four Friday night stages to do anything to solve it, so we resigned ourselves to the fact that we could not get to grips with it until we retrieved the car from Parc Ferme on the Saturday morning.



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Legend Fires North West Stages **Continued from Page 34**

Talking of Parc Ferme, it was nice to bump into an old friend, Clitheroe and District Motor Club stalwart Ian Raynor, who was co-driving for Graham Chesters of GPMC, and Ian Bruce, who drove fantastically well to secure 33rd overall in his Honda Civic.

Mr Raynor, who hails from Clitheroe, was wearing a Blackburn Rovers sweatshirt under his overalls. I somewhat casually mentioned that I had the words 'Preston North End' tattooed, full out, on my Johnson! (It's a total lie, by the way).

Brucie laughed and trumped us all by saying he had Bolton Wanderers Football Club on his Member of Parliament. Top that eh? Blokey banter of the Bernard Manning variety, eh? We are all liars, of course!!!

Back to the rally and our service crew was ready and waiting for us. Jack took the fuel pump apart and cleaned out the filter, which was pretty much blocked. Quite how this happened we still don't know.

Then it was out to start the stages. First up was Fleetwood Sea Front (SS5). The car was totally different, a powerful, throbbing, menacing, bad-tempered beast that required some serious handling. "Now you will see how quick she really is," said Jack, with a determined look on his face.

He was right. It took me a stage to adjust to the new-found pace of the car, especially with the flat shift sequential box at full chat. I was just thinking how I regretted not packing a spare pair of boxer shorts to change into at the next service halt, when, on our approach to the split on SS5, we steamed in carrying a tad too much speed.

And when Jack jumped on the brakes the back end stepped out and we slid broadside at initially 60mph-plus. I calmly assessed the situation (my nose is growing by the second as I write this lie!!!!). Mercifully the car stayed down the middle of the 25ft wide open space, with concrete walls either side. Meanwhile, according to reliable eye witnesses, we collected 20 cones on my side of the car (naturally) separating the split right from the split left (straight on). Phew, that WAS a close shave!

We then clouted the Watts linkage on the hairpin right step on the second loop round Fleetwood sea front and then found ourselves baulked and then held up as a car in front of us spun at a chicane. Such is rallying!

On to Fleetwood Docks (SS7 and 8) for more carnage. This is where we destroyed the front bumper/indicator, front splitter, suffered a sidewall puncture (front left) and bent the strut insert (front left) when hitting a concrete stump, and then almost T-boned a fellow competitor, as mentioned earlier.

Isn't it funny how, as a co-driver, you start thinking about stuff like life insurance policies, pre-paid funeral plans, wills and such like, when sitting in a full-house Group 4 Ford Escort alongside a total hooligan with a mad glint in his eye!!!

I have never done a rally where the chase crew was so necessary after each stage! Jack said that the back stepping out was because he needed to adjust the braking bias, bringing more to the front and less to the back brakes, once we got to Service B. But first we had two demanding stages to tackle at Weeton.

On the way there we had a little tet-a-tet about how things were going. I suggested to Jack that he needed to just rein it in a touch, or, being extremely polite here, Weeton might just bite us on the bottom. I said it was his call but that, in my experience, if he wanted to still be in the rally after SS9 and 10, he needed to curb his enthusiasm by maybe one-tenth. I suppose it felt a bit like how it must have felt whenever Terry Harriman or some other illustrious co-driver tried to get into Ari Vatanen's head with some wise-owl advice!!!!

Weeton was great fun and Jack said that he felt it was the tidiest he had driven so far. I was inclined to agree. There is nothing wrong with giving a car its head, but there is also a world of difference, in my opinion, between fast, mainly smooth tarmac, circuit single venue rallying and the perils of a venue like Weeton, with high hidden kerbs, bits of concrete track having broken away (on bends), hidden concrete stumps in the grass, rough, potholed sections, etc. It is waiting to suck you in and spit you out! Jack Darbyshire will ignore all of the above (another hooligan!!!!). But we did have a problem on the second Weeton stage when we went down to three pots after an fuel injector lead snapped.



***Photo Courtesy of
PHONZI Photography***

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Legend Fires North West Stages **Continued from Page 35**

So, off to Service B and the lads got straight down to work fixing the fuel injector lead issue. Tyres were also checked, oil was checked, etc. I spent a few minutes looking over the road book and getting it straight in my head what lay ahead over the next few stages.

Next up was two more stages at Fleetwood Sea Front, two more at Fleetwood Docks, and two more at Weeton with a revised stage layout at the army barracks.

Looking at interim results we had made progress from 69th to 51st, heading in the right direction.

As we queued to leave the regroup point to head to Fleetwood, a bloke came alongside Jack's door and excitedly told him, "You have been the most entertaining car in the field today, no messing. I saw you hit the cones at Fleetwood Sea Front and thought, 'he'll back off next time around'. " Then he added, " But you didn't, you kept it flat knocker and came into it fully sideways – brilliant!!!"

That brought a smile to Jack's face and made us both laugh. It is always nice to get some encouraging feedback from the spectators, even if they are as bonkers as your driver.

Joking apart, Jack drove tidily from Weeton Ss9 and 10 onwards, and at the end of the mid-afternoon tranche of stages we had pulled up to 35th overall. Four stages to go, more progress to be made...or was there to be a sting in the tail?

The final four stages comprised two assaults on Blackpool Promenade, then Weeton in the darkness for two more brutal, punishing tests.

First pass on the Prom went without incident. A tidy run. And then to the start line for SS20, which is when Jack noticed the windscreen arm had parted company with the car. It had not become unbolted, it had simply snapped off near the base of the stem. Neither of us had seen it fly off! It will come as no surprise that at this juncture the heavens opened and it started to persist it down. When you need a break in rallying, the chances are you will not get one!

We got through the stage as speedily as conditions would allow, and then headed to Weeton. Louis Baines, Kris Coombes, Grant Smith, Danny Cookson, Robert Grimshaw, Terry May, Sam Coombes, Joe Smart, Lee Birkenhead, Christina Lang and Richard Cooper were among the familiar faces from Preston Motorsport Club that we saw at Weeton. It was pitch black, but as soon as Rob Grimshaw smiled and gave us a thumbs up from 20 yards away I knew it was him. He has the blackest face and the whitest teeth on Planet Earth – Fact!!!

In the stage we battled manfully, unable to see much at all, as each pothole that we hit sent muddy water splattering all over the screen. I did my best by calling yardages between bends, which helped a bit in the gloom, but we knew it was a damage limitation exercise.

The slight fall-off in pace meant we finished the event in 38th place and sixth in class C.

Still, we had got to the finish and I am sure that Jack will have learned much about his car and just as much about handling himself on a multi-venue stage event.

Looking back, in the cold light of day, I am firmly of the opinion that without the Friday night fuelling issue and the wiper blade catastrophe we could have secured a top-20 finish, so there is plenty to be optimistic about.

But rallying is all about ifs and buts and the fact is we finished where we finished. Looking back, I am sure Jack will see it as an event to gain invaluable experience from and I am sure that over time he will do very well in the sport.

As for me, well, who knows? Did I pass the audition, as John Lennon once said?

Moving on, I cannot sign off without acknowledging some very important people. Firstly, Dave Read and the rest of the Legend Fires North West Stages organising team. It requires a gargantuan, nay, super-human effort to put on an event of this nature, so thank you for all that you did and have done down the years. Bravo.

Secondly, the marshals. Where would we be without them? The weather was wild, the rain at times incessant, the wind gusting to gale force, in short, a testing set of conditions for the hardy souls who stood out and enabled all the competitors to have fun.



**Photo Courtesy of
PR Motorsport Photography**



Legend Fires North West Stages Continued from Page 36

Special mention must be made of a lady in a wheelchair at the stage arrival control on Blackpool Prom on the Saturday afternoon and tea-time. She sat out in the weather for several hours, bless her, soaked to the skin but unflinching in her desire to help others, recording the car numbers and times on a back-up sheet. I am sorry that I do not know your name but thank you so much!

If anyone deserves the spirit of the rally award, which I believe was not awarded to anyone, it must surely be this person. And I am sure that every competitor would agree with my proposal. Her dedication went beyond the call of duty and (in my most humble opinion) deserves recognition

Finally, to the service crew of Car 55, who kept Jack and myself going. Graham Ives, you never stopped smiling for 36 hours, thank you. I never got to try your chilli con carne, but maybe another time. The extremely modest but hard-working Mark Cordall, thank you for being the slickest, most professional of service men, and Jerry Lucas, a calming influence and a great aid to the co-driver. There were also others who helped, I am sorry, I don't know your names, but a massive thank you and well done. It was a pleasure being with you all.

And one final thought for 'Maximum Attack Ives' to take forward and it is this – onwards and upwards!

Alan Barnes – Preston Motorsport Club



*Fleetwood Docks
Photo Courtesy of Rob Callaghan*



Legend Fires North West Stages Rally



Only a week after my first event of the year I headed off to Blackpool for the Legend fires Northwest stages with Stevie Irwin in his Vauxhall Nova. This would be both of our first time on the tough event so expectations were low before the start. Due to the short nature of the stages but demanding nature a small debate ranged on how to tackle them ensured with the decision eventually taken to just go and see what happens.

The first loop consisted of 4 stages on Friday night with 2 runs over Fleetwood Docks and Blackpool Prom both of which would go extremely well for us. Despite the extremely slippery nature of the Docks stages we started well lying within the top 20. The Promenade stages would go even better for us despite passing a struggling car we set top 10 times on both runs moving us to 12th overall, leading the 1600 class and 2nd overnight.

The second loop and first of Saturday morning would see us decide to take a side of caution to ensure we would survive the day. Despite being relatively trouble free we would unfortunately loose time by backing of too much over these 6 six stages loosing time in both the Docks and Weeton runs. This would drop us down to 20th and 2nd in class heading into service.

For the third loop it was decided to throw caution to the wind and try to take back the class lead and see if we could get back to somewhere near our overnight pace. Despite a few bumps along the way things would start looking up as we would swap times with the class leaders on both Fleetwood Prom and Docks runs and take 8 seconds back on the Blackpool Prom stage. Unfortunately Weeton would see our downfall as halfway through the first run of the stage in the loop the car would splutter to a holt, refusing to restart, game over.

Of course we were both gutted to drop out after such a good showing on both our first time starting the event but that wouldn't take away from a great weekend. With unfinished business to take care off it looks like we may have to remedy that next year. Now the attention turns to Donnington for round 6 of the MSN championship providing the engine arrives back in time after the issues at Snetterton.....

Jordan Joines : Wallasey MC



A Canadian man wakes up one morning to find a bear on his roof. So he looks in the yellow pages and sure enough, there's an ad for "Bear Removers."

He calls the number, and the bear remover says he'll be over in 30 minutes. The bear remover arrives, and gets out of his van. He's got a ladder, a baseball bat, a shotgun and a mean old pit bull.

"What are you going to do," the homeowner asks?

"I'm going to put this ladder up against the roof, then I'm going to go up there and knock the bear off the roof with this baseball bat. When the bear falls off, the pit bull is trained to grab his testicles and not let go. The bear will then be subdued enough for me to put him in the cage in the back of the van."

He hands the shotgun to the homeowner.

"What's the shotgun for?" asks the homeowner.

"If the bear knocks me off the roof, shoot the dog."

SNETTERTON STAGES Rally 19th February

My first event of the year saw me head off to Snetterton for round 5 of the Motorsport news rally championship. Once again with Ben Moore in the Astra kit car excitement was high before the start but with a little apprehension as it was both of our first time at the venue. It was yet again to be another mixed day as the mornings high came crashing down on the last stage.....

The first loop saw us off to a great start with what was arguably our best performance yet despite the lack of venue knowledge. Heading into the second service we were lying 13th overall and 5th in class, more importantly ahead of our closest rivals in the championship Rob Hughes/Sion Cunliffe. Despite looking to be a lowish class result things were much closer than they look with 2nd in class only being 6 seconds ahead, a sign of how close the day was about to be.

Unfortunately the second loop would see us drop back overall and behind Rob/Sion overall and down the results a little. Our pace was not helped by a half spin leading to a minor incident on 3 and finishing the tyres off on stage 4. Despite the drop down to 16th overall and behind our class rivals we still held 5th in class so all was not lost.

The 3rd loop would see things pick back up after putting on a brand new set of Kumho's we were able to once again set pace with the class leaders. The biggest change in this loop would be the lose of Sion and Rob which meant with overall championship class leaders Steve Quigley/Peter Littlefield having issues all we had to do was finish the last loop to be right back in the overall class fight. But alas it wasn't to be.....

The last loop started well a controlled pace saw us take some time out of the car ahead in class as well as the car ahead overall which meant we went into the final stage 3 seconds of the car ahead and close enough to 3rd to pick up pieces should they have an issue. Unfortunately despite the decision that we wouldn't risk it all in the last stage for that one extra point it would still see our downfall due to the cambelt snapping half way round the first loop of the stage, gutted was an understatement. This meant that instead of potentially leading class we drop to 5th overall, a sign of how close it is this year. The race is now on to see if the car can be fixed in time for Donington, round 6, in 2 weeks-time to decide what happens for the rest of the championship. First for myself however is a minor dream finally fulfilled after spending the last 10 years watching, marshalling and 4 years failing to make the start due to various problems i will finally start the Northwest stages with Stevie Irwin in the Nova.



Photos Courtesy Steve of SMJ Photography

Jordan Joines : Wallasey MC

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 52 Years

I have had some of Gemini radio crews asking for more information relating to the new 'Accredited Marshal Scheme'. For a better understanding of it I have asked Alan Page to explain in further detail, please see below his reply.

Training:

Anyone going stage-side must have completed the MSA's Rally and Cross Country Marshals Accreditation training or be buddied up with someone who has. I would expect all radio operators to have at least completed the training.

Registration:

After completing the training individuals have the option to register with the MSA at a grade that is appropriate to their role in accordance with the MSA Rally and Cross Country Grading Scheme:

<https://www.msauk.org/assets/2016rallyandcrosscountrymarshalsgradingScheme.pdf>

If this above the grade of Accredited Marshal they will need to provide evidence of their past history by use of the 'grandfather rights' form: <https://www.msauk.org/assets/rallycrosscountryupgradinggrandfatherrightsform.docx>

If they wish to upgrade then this form is to be completed along with a Marshals renewal form showing the grade they wish to apply for: <https://www.msauk.org/assets/applicationformotorsportsassociationmarshalregistration2017-printerfriendly-1.pdf>

At events:

Events can use whoever they like to man posts/ radios etc., the only stipulation being that if they are stage-side (which includes start line, flying finish and stop line duties) they must have completed the training. I would therefore encourage all events to request the MSA ID number and grade (if applicable) of any individual applying to assist on their event – this is happening successfully throughout the country.

The 2017 Gemini Radio Championship:

I have added 4 extra events to the list for qualification for points the this years championship, 10 point for each event will be given.

Golden Microphone Trophy

2017

After 3 Rounds

G 13	Stuart Dickenson	20	points
G 23	Ian Davies	20	points
G 25	Chris Woodcock	20	points
G 27	Roger Schofield	20	points
G 02	Graham Cookson	10	points
G 03	Les Fragle	10	points
G 04	Ian Winterburn	10	points
G 11	Mark Wilkinson	10	points
G 17	Robin Mortiboys	10	points
G 21	Derek Bedson	10	points
G 55	Steve & Matt Broadbent	10	points
G 57	James Atkinson	10	points
G 58	Geoff Ingam	10	points
G 59	Maurice Ellison	10	points
G 62	Colin Evans	10	points
G 28	Andrew Taylor	5	points
G 33	John Ellis	5	points
G 37	Lee Skilling	5	points
G 56	Tony Jones	5	points

Previous Championship Winners

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

Gemini Communications : 2017 Events Calendar

SMC Stages

Sun 9th Apr

Stockport 061MC

Ty Groes, Anglesey

Plains National Rally

Sat 13th May

BTRDA Round

Knutsford & DMC

Dyfi Forests

John Overend Stages Rally

14th May

North Humberside MC

Melbourne

Keith Frecker Memorial Stages

Sun 11th June

Blackpool SSMC

Weeton

Frank Williams Memorial Stages

Sun 18th June

Rhyl & DMC

Trawsfynydd Ranges

Enville Stages

Sun 2nd July

Warrington DMC

Ty Groes, Anglesey

Greystokes Stages

Sun 9th July

West Cumbria MSC

Greystoke Forest

Stage Timing

Sat 15th July

Darwen Services J4 M65

tracey.amsc@hotmail.com

Gareth Hall Memorial Rally

Sun 13th Aug

Bala & District MC

Trawsfynydd Ranges

FIRE TRAINING

Sat 19th August

Darwen Services J4 M65

tracey.amsc@hotmail.com

Wales Rally GB

24th - 29th Oct

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

First on Scene

Sat 2nd December

Darwen Services J4 M65

tracey.amsc@hotmail.com

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

Peaks Bike Ride

Sun 25th June

Ashbourne, Derbyshire

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.

Radio Mutterings

Cambrian 2017

After a quite January, February starts with a bang and three rallies over two weekends. I had planned to begin my efforts for the month as the B System Controller out in Clocaenog East, but unfortunately my plans need to change with the loss of the Clocaenog stages due to extensive logging activities. Instead I 'volunteer' to help out as part of the radio control team in the rally field HQ and find myself allocated alongside the Clerk of Course out at the Llyn Brenig Visitors Centre, in the fisherman's lodge. It's an early start for me to get across to North Wales and as I approach Bala the snow begins to fall.

Arriving a little after 07:30am I am welcomed by the CoC Alyn Edwards and set about connecting up the radios set up the previous day and I'm soon joined by Gemini Controllers Ian Winterburn and Graham Cookson. With my new Probationary Radio Controllers licence in hand, I am soon put to work staffing the management system frequency linking the stage controllers out in the field, the various Pilot cars and organising team. Using the callsign Cambrian Control I am soon talking to the other controllers for Alwen (SS 1 & 6), Aberhirnant (SS 2 & 4) and Llangower (SS 3 & 5), as the weather continues to worsen.

As the snow continues to fall we begin to hear of problems both accessing and traversing through the stages. I am soon put to work by the CoC as reports begin to come in of significant problems out in SS2, although most of the marshals and radios seem to have made it into SS1. In SS2 efforts are concentrated on trying to use local farm tractors to help clear the stage, although underlying ice makes the conditions very difficult, indeed many cars are stuck at the bottom of the hill at post 3 and can't make it any further. Although the MSA Safety Delegate reports SS1 as OK and good to run the conditions are rapidly deteriorating elsewhere. Even out on Alwen we get reports of a couple of highly seeded competitors who make it to the stage arrival control and retire on the spot, in light of the driving conditions.

The activity in control steps up as gear as I deploy various of the Pilot cars to try and gain access through stages 2 and 3, alongside their critical role on the ground as the 'eyes and ears' of the CoC. Although by now the first competitors are managing to get through SS1, comments are filtering back that they regard the conditions as "treacherous". With officials, marshals and competitors now stuck in various locations the decision is made to hold all competitors out in the car park at Bala, whilst an urgent reassessment of the conditions is made. The MSA Safety Delegate, Stewards and Spec Safety are redeployed to particularly assess the conditions in SS2 and the exit from SS3. With heavy snow still falling, the overriding and sole concern of the CoC and his team was the welfare and safety of those out in the stages including marshals, radios and spectators and the competitors yet to start. It's also not just a case of getting

stage running but what happens if there is an incident in the stage, can the rally emergency services get to the incident and how do you ensure that everyone can safely exit the stage at the end ?. After receiving the reports back from those out on the ground the CoC makes the very difficult decision at 09:53 to cancel the event.



A wintery control and rally field HQ at Llyn Brenig



Pilots cars returned back at the field rally HQ:



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Cambrian
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I can personally vouch that this was not an easy decision for Alyn to make, but with the reports from the MSA Safety Delegate, Stewards and Pilot Cars it was absolutely the right decision to make. Once this decision is made we shift all of our attention and efforts to making sure everyone is accounted for and makes their way safely out of the stages, easier said than done and for the next two hours this is exactly what we do. Pilot cars are allocated in pairs to each stage with instructions to be the last vehicles through each stage to make sure and report back to control that everyone is clear and accounted for. At the same time a small number of cars need to be recovered from SS1 and the recovery and rescue teams are kept busy. The importance of our approach is brought sharply into focus when Spec Safety reports that there are still two cars parked out in one of the spectator car parks and that a sweep of the stage has revealed nobody around ?. Immediately we deploy Spec Safety and another Pilot car back into the stage to travel though the stage again, as our thoughts turn to getting the vehicle registrations and alerting the emergency services. Thankfully just as we are contemplating that 999 call the spectators reappear and are safely escorted back out onto the public road. One by one the stages are cleared and a positive report made back to control and we can stand down and begin the freezing task of de-rigging the radios and frozen masts.

Conditions might have been 'wintery' at rally HQ, but spare a thought for the Aberhirnant controllers Les Fragle and Derek Bedson who are high above the stage on a mountainside fully exposed to the elements.

After finally getting their masts down they face a hazardous "very scary drive back down the road to Bala, very steep, very narrow, very snowy, sheer drop on left side !!!!!!!!!!!!!!!".

The Jack Neil Memorial Rally

From a very wintery North Wales I make my way north and east towards Lincoln for the night and then my second event of the weekend out at Blyton on the Sunday. After the challenges of the day before I had feared the worst as the winter weather at Blyton can also be severe, but instead it's wet and windy, or 'average' for Blyton. Our hosts Clitheroe and District provide a much appreciated breakfast and lunch voucher and the CoC is Gemini's very own Chris Woodcock, who like me has relocated from the Cambrian.

With Stuart Dickinson in Gemini Control and enough radios out in the stages, I join Stuart to gain some further valuable experience of operating as a Controller for a single venue rally. With a creditable 42 runners and ten stages planned, we start first car bang on schedule at 09:30 and I get stuck into the business of working with Stuart across the 81 and management frequencies.

The first stage passes off without any drama, although things liven up on the next run as a 'safety' call comes in as one of the service area portable garages aka a large tent like structure takes off in the high winds and heads towards post 8. Thankfully the structure manages (at least for us and not the unfortunate owner) to destroy itself in one of the fields before reaching the stage !. With slick turnarounds Chris and the team make short work of the changes to stage layout and the time between the pairs of stages is kept to a minimum. Stages 3 & 4 pose a few challenges to a couple of crews as the back straight chicane takes a hammering and at 30 second starts it's quite rightly too dangerous for marshals to venture out onto the track. Despite the very wet weather and plenty of standing water out on the stage, the cars just keep running with only a handful not making it out of service

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. Stages 5 & 6 are safely completed before the much appreciated lunch break and the chance for a warming plate of pie & peas. Remarkably the only real activity for the recovery crews is pulling out one the marshals cars from the muddy field alongside the start !.

By 2pm we are all back up and running for the final four stages and out of the Control window I witness that rare of sights the CoC and Stewards helping shift one of the large straw bales at the chicane (only kidding Chris, as hands on and committed a CoC as you would ever want to see and work with).

The action out of the Control window is fast and furious, although the tight chicane tests a few crews abilities. I must make mention at this point of our very own Gemini 14 Adrian Lloyd out in his BMW car 38, a 'proper' handful in the wet conditions. Both Stuart and I gave Adrian a solid '8/10' for artistic merit both entering and exiting the chicane outside the Control window.

We finish all ten stages a little after 4pm after an enjoyable and very well run event, with a final total of 35 cars finishing the event. Thanks to Stuart for providing me the opportunity to sit in Control and gain more experience towards my Controllers licence.

Legend Fires North West Stages

It's a grey and overcast morning as I set off north towards Weeton and my base for three pairs of stages for the twentieth running of the Legendfires North West Stages, probably the premier north west multi venue event. Just as I arrive to sign on the heavens open, with heavy showers predicted on and off all day, i.e. somewhat typical Weeton weather. Once signed on I collect the now famous marshals goodie bag which is much appreciated by the army of volunteers needed to run such a large and multi venue event. After checking in with Les, Gemini 3 the stage radio co-ordinator I make my way through the tight and twisting sections of Weeton out to my area around Junction 12 and find three marshals already in location.

The radio check from Kay Control creates a little confusion as Calder Recovery 3 on the checklist has a new callsign and we can't quite make out if it's 'course hair' or corsair' recovery but they seem to reply to either !!. Like any modern multi venue rally the event is proceeded by a veritable procession of various officials cars including the all important MSA Safety Delegate chauffeured once again by my friend Dave 'the series 1' Mitchell, this time in his smart Range Rover Classic. Once all of the safety cars are through we just wait for Car 0 the competitive course car to complete his sweep of the stage before Les releases Car 1. Unfortunately Car 0 only makes it as far as Merlin Recovery at Junction 20/21 and breaks down (what is it about the reliability of course cars: driver, vehicle, role – answers on a postcard ?), so we have a slight delay whilst the car is removed to a safe location off stage before car 1 starts at 10:42.

My location amidst the tight back roads of Weeton runs parallel to the main road and with its tight bends and hidden kerbs the section is bound to catch a few competitors out as we will see. The very wet conditions with plenty of standing water makes the Weeton tests even more of a challenge. Although Car 1 appears untroubled others are not so lucky and Car 2 finishes SS9 with a wheel hanging off and Car 5 similarly retires with a broken half shaft. With SS9 & 10 soon running simultaneously the cars are soon coming thick and fast into my junctions.



Car 32 makes a small but expensive error clipping one of the infamous kerbs and smashing a rear wheel, he manages however to finish the stage although by then the outer rim has gone and the car is running on the spokes of the wheel !.

Various other cars also hit trouble out on the stage with cars being beached on the high kerbs or stuck in the bogs. Typical is Car 62 that slides off in front of me and becomes beached on the kerbs with the front stuck in the mud and despite the best efforts of the marshals he just can't be freed. In the end a respectable 83 cars start the pair of stages including the thoroughly entertaining Armed Forces Rally Team in their Land Rovers and a total of 77 complete the pair of stages.

As the recovery crews set about picking up some of stranded cars and the turnaround crews make the stage ready for the next runs and we settle down for a much deserved lunch break and chance to dry off. The next pair of stages reverse direction in my area and SS 17 & 18 are due to start a little before 2:30pm.

Refuelled the action restarts with Car 1 at 14:26, although they appear quickly to hit some mechanical trouble and eventually although they finish SS17 they are late into SS18 and finally retire with reported clutch / power problems. The rain is sporadic but heavy bursts not only soak the marshals out on the stage but also change the stage conditions, even between laps with standing water ebbing and flowing. One thing I do notice is a lot of cars return to Weeton with front end damage with lots of gaffer tape and cable ties evident on a lot of cars bodywork, must be tough out on some of the other stages. The toughness elsewhere is evidence by only 63 cars returning for the second pair of Weeton stages and we see couple more fall by the wayside, cars 46 and 86 stopping in stage. Car 35 the fine looking Quattro loses his bonnet out on stage and completes the run with the bonnet secured by several yards of that rally essential, gaffer tape !. The Land Rovers prove entertaining as ever with 105 stuck for some time in a bog and 108 having to stop to change a puncture.

With more changes needed for the next pair of stages the turnaround crews have much to do and only about 30 minutes or so to carry out their tasks before the cavalcade of official safety vehicles return. In what sounds like the battle of sirens, we have to endure 'siren wars' between the Chief Marshal, MSA Safety Delegate and the very annoying Spectator Safety Jaguar. The latter with their multi tone siren and unnecessary air horn, particularly annoying to the ear, as this is a non spectator stage and in my opinion they win the prize !!. Just as the first car number 3 starts at 17:12 the heavens open once more and the drying marshals are once again soaked and it proves very hard to read the car numbers in the heavy rain and failing light. I'm soon reduced to a game of 'guess the car shape', 6R4..Land Rover..Land Rover.. Car 64 (sound not sight as they lost their back box on the previous stages). In the end SS 21 & 22 pass off without too much incident and a total of 55 cars make it to the end of the stages.

All in all an enjoyable and well run event.

Sadly I learn from one of the competitors that the MOD have now sold the site for development, despite the extensive land contamination, i.e. the RAF and latterly the army simply demolished the old hangers and buildings and threw pretty much everything into various holes in the ground.

This legacy apparently means that the new owners must dig out 9m deep before house building can commence.

Let's hope they don't start too soon and we can look forward to a few more memorable events out here at Weeton.



At the beginning of February (Friday Feb 3rd) we had the annual **SD34MSG Prize Presentation Night** (pages 19 to 22 for photos) and what a good night it was.

I never thought that we would ever find another speaker to rival the maestro of funny story telling that is Malc Graham but we might just have found a very serious rival. Even now I am still having a chuckle about the 'accident' and the 'gap in the conifer hedge' and the vision of Sam, in the buff, being treated for cramp by his room mate, after a night on the town before a rally (*'It's the way you tell 'em' to quote Frank Carson*).

Sam Collis was brilliant and we only got a very small selection of his vast amount of funny stories. I bet Sam could still have been telling his tales! He was that good (and because I want to hear more of his funny stories) that I have already booked him to be our guest at next years do. I don't know the date of next years Presentation night just yet but make sure you are there for round 2 It will certainly be 'a night not to be missed'

What I fail to understand is those people who enter a championship and then can't be bothered to come to the awards do to collect their trophies. As much as we need people registering for the championships (all the registrations fees help provide the cash to run sd34msg and fund the awards) I can't understand why they don't come and collect their trophies.

Whilst I am having a gripe (not called Grumpy for no reason!). Another thing I don't understand or can't get my head around is why some sd34 member clubs don't bother to push the sd34msg championships to their own club members. I see members from these clubs out competing on sd34msg championship rounds but their members are not registered for the championship. To register for all sd34msg championships cost only a fiver so it's not going to eat into the years budget by very much (registration form on page 8 & the various discipline rounds on page 11). Any one of these clubs could supply a championship winner. Whilst still on a similar theme, it's these very same clubs that also can't be bothered to turn up at the awards night. I can understand that the distance to travel to the awards night might deter some people (Mull CC, Manx AS etc) but if the guys from Hexham & DMC, Airedale & Pennine MCC, Liverpool MC, Wallasey MC and Matlock MC can make the effort, what excuse have the others got? It's not as though getting to Blackburn Rugby Club is that difficult or further away from these clubs. I put it down to either a lack of commitment to the sd34msg organisation or their club rep at their club meetings not communicating what happens at the sd34msg meeting. The only time I hear from these clubs is when they are running an event and they need to publicize the event to get Competitors to enter and obtain Marshals. If that's it, then fine, I am sure sd34 are happy to take the clubs membership money but they are missing the underlying point of sd34msg which was set up to promote motorsport in the North West and also encourage clubs to work together. Social functions like the Awards Night are superb occasions for meeting and getting to know the people from other clubs, all of which are the very people that can get you those extra few competitors and marshals - but you and your members can't be bothered to attend.

Maybe it's because I have been around too long but I can remember when, if you were not an award winner or on your clubs committee, getting hold of a ticket to the sd34msg awards night was almost impossible.

Rant over for another month

Grumpy Old Git

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



Looks like 2017 is going to be another busy year for me. I have entered all my planned dates for the coming year onto the calendar and find myself with 5 weekends free at the moment. I am sure something will crop up (Christmas & New Year will take up 2 of those) to fill the gap. Two of those weekends are in March, so I assume that those weekends I will be tied up with the Primrose Trophy Rally so now I have got one free weekends. Even though I was supposed to be stepping back a bit this year. Bliss (if only I can find something for that spare weekend)

As you can see from the above photo I have now moved all my gear into the 'shed'. Still the odd finishing touch to do but nothing urgent.

When I was moving the awards to the shed I managed to drop one of them. It was a whiskey glass that I won on the Ilkley Jubilee whilst sat in with Paul Brereton in his RS2000 in 2013. Shattered to pieces, so if you are reading this Henry

When I went to the Kirkby Lonsdale MC Awards Night to collect my 1st O/A in the A.I. Harrison Road Rally Challenge Dan Willan asked me how many drivers I had sat in with during the year. Off the top of my head I said 14. I lied (not on purpose it was just a guess) on checking up after the event I was not that far out. It was actually 13.

This year is going down a very similar path. I already have 6 different drivers lined up for events this year.

At the finish venue, in Thirsk, of the Riponian Stages Rally I got cornered by Ian Dixon (ANECCC Secretary). He took me to task because I don't list the ANECCC meeting dates in Spotlight. My reply was that 'Spotlight probably wouldn't interest anyone in the North East, maybe Cumbria but not the North East.

Ian then proceeded to tell me of all the clubs that are SD34MSG and ANECCC members.

So on Page 59 there is a list of ANECCC meeting Dates.

On Monday the 20th of February I was at ANWCC AGM. Monster of a meeting. Can't remember even half of it. Will need to read the minutes to get a clue what everyone was on about. But the thing I do remember is that ANWCC member clubs are now going to be sent a copy of spotlight to distribute (if they wish) to their members

Airedale & Pennine MCC



www.apmcc.co.uk Rock & Heifer PCA Round 2 February 5th

Round 2 of the A&PMCC championship saw an entry of 13 turn up to compete on 3 sets of tests set out by Dave Toft

The first was a straight diagonal then round a cone on drivers side round a set of 4 cones on passenger side up the car park round another group of cones then back down to a 360 round a group of cones before a slow right to the finish .

The second test was a left turn then a 360 up the car park turn right back down turn right back up the car park turn left to finish.

The third test was a figure of eight Joe Mallinson won by 0.39 from Rupert North we had 1 first time competitor and 2 new members to the club next round 26/2/17 at the Rock and Heifer Thornton.

Garry Ross : A&PMCC

Results:

1st	Joe Mallinson	(E)	200.04
2nd	Rupert North	(E)	200.43
3rd	Andrew Hargreaves	(N)	206.36
4th	Russ Coppin	(E)	207.69
5th	John Greenwood	(N)	208.80
6th	Oliver Blair	(N)	210.85
7th	John Coppin	(N)	215.59
8th	Mark Williamson	(B)	217.50
9th	Gary Ross	(E)	217.89
10th	Paul Blair	(B)	217.98
11th	Eddie Hargreaves	(B)	221.70
12th	Lee Peasey	(N)	227.18
13th	Amy Toft	(B)	231.11



MY FIRST AUTO SOLO!!

It was my first ever auto solo in my Ford Puma and it was a great experience. I have met lots of new people and all of the staff were super helpful and polite towards me and were there to help everyone. I was also involved in helping organizing and setting up the event as well as marshaling. I had opportunities to time people driving, as well as checking for penalties. The course was fun to drive around and had one chicane and a roundabout. I had come first in my class of the day and overall, Under 17 motor club is a great place to get into motor sport and is a great place to learn to drive a car safely for future driving!!

JAMES ASTBURY AGE:14 : U17MC



PCA 5th February and 12 Car Rally 7th February with Preston Motorsport Club

Well 2 events with PMC in 3 days, both very enjoyable, firstly the Production Car Autotest at Trax go kart track, an early start as usual with motorsport events, we had to be signed on by 8am a walk around the circuit then the drivers brief with the first cars ready to go at 8:30ish! The Metro 6R1.1 ran well all day, I had 2 non tests on my first 2 runs, got the chicane wrong then a cheer from the marshals when I did get it right!!! 3rd time.

My slowest time was 1:25 and quickest 1:10, it was very slippery in places but as the day went on the circuit dried out thanks to the current bun making an appearance!!

Samuel got the job of doing the flags at the start/finish line then marshalled on the circuit in the afternoon again doing the flags and sprinting onto the track to straighten the cones, he can't wait for the next one!

Secondly the 12 car which started and finished at Burton in Kendal services, bit of a rush to get there, made it for 19:10 should have been there for 6ish I missed the amended time on Facebook! Very quickly introduced myself to Dan who was my nav for the first time, we started plotting then we were told there was a crew brief!! So plotting done car won't start, Dan pushing won't bump start!! Tow rope on then I realised I hadn't turned the immobiliser off, sorry Dan!!! Right finally away then the boot decided to open as we approach the motorway!! Went straight past the first slot as did some other crews because it looked like a drive to a house especially with the for sale sign, then we were into a good rhythm, the car still running well just needs a bit more umpph on the hills, .

We then got stuck behind a Discovery for a couple of miles, finally it turned off and we cracked on, Dan doing a sterling job on the maps, it was like having pace notes!!

We were 3 minutes early, and came 5th out of 10 giving us 1st beginners crew. So a top notch night with good lanes. Thanks to PMC and all the marshals



**Grass Roots
Motor Sport**

Gareth Shepherd, Dan Fox. CDMC/PMC



**Grass Roots
Motor Sport**



U17MC (NW) Production Car Autotest J4 M65, Darwen Services 19th February

We had to be at Darwen services for 10:30am to sign on, and then help set up the course and attend the drivers briefing.

After doing a brief interview with the local newspaper with some other young drivers like me, we walked the course before starting. This helped us memorise the setup. Me and my Uncle didn't get to drive first because we were on marshalling duties.

Later that day, my uncle drove first but before I got hold of the wheel, he smacked it into the side of a kerb, buckling the wheel. After a quick wheel change I whipped the 1983 Austin mini around the course, to get my first 5 timed runs. After dinner we had another round of competing. I was on marshalling duties first, once again. On the second set of timed runs, I went around the course much faster.

At the end of the day I learnt:

- improved car control,
- how not to drive into kerbs,
- wheel changing and car checking,
- marshalling and setting up an autosolo course.

I came 5th overall and 4th in my class.

James Robinson : U17MC

U17MC (NW)

Production Car Autotest

J4 M65, Darwen Services

19th February

My name is Kaytie and on Saturday 18th and Sunday 19th of February I entered the PCA (production car auto test) with the under 17's Motor Club. I started doing auto tests when I was 14, and I am now 15, I first found out about it from a friend who also goes to auto tests, so I went along to one and had great fun and applied for more!

On Saturday and Sunday we started the day by signing on, for insurance purposes, then we helped to set out the course for the day, this includes setting up the cones and sectioning off the area that we use, with rope, to stop the general public from passing through, also signs are put around to show the public no to cross it.

After that we attend the drivers briefing, this is where the leading marshals inform us of what the day is going to include, we are told how to use the signs for if someone has hit a cone or if they have passed through ok, or if a wrong test has been made we hold up our arms in a cross shape to show a wrong test. We are also told which groups will race first.

When it was my time to drive, I drove up to the starting line and waited until the timekeepers took my time sheet, this is where the time and penalties are written, then I waited until I was told to go. Once setting off I drove around a set of cones as fast and as correctly as I could, without hitting any cones or going the wrong way, once I had finished I drove back and lined up waiting for my next go.

After I had done all my runs, I parked up the car and got ready to marshal. On Saturday I was watching to see if anyone hit a cone, or made a wrong test and then putting the cones back, but on Sunday I was timekeeper, and my job was to write down the drivers times as they finished their test and if they had any penalties, or not on their time card and a sheet of paper for when the final results were announced.

Also on the Sunday, Phillip was giving passenger rides in his Haynes Kit car with an Alfa V6 engine, because he was raising funds for the air ambulance. I managed to get two turns, it was a very fast car and flung around corners quick, the goggles on my face kept falling off, but it was an amazing experience and good fun.

Saturday was my first time driving my Peugeot 206, previously I have been driving a Vauxhall Corsa, driving the 206 was difficult at first as I was so used to driving the Corsa and it wasn't as light, but as I had done a few runs it seemed to get easier and I prefer it to the Corsa. Throughout the day, I managed to get my time lower and lower, and one point managed to lose four seconds! Hopefully soon I will have my National B license so I can enter the championship and hopefully build up points. In the production car auto test, I need to have a passenger with a driving licence as I am only 15 and do not have one myself. You can start driving from 14 with the Under 17's motor club with a passenger that has a driving licence.

When I first joined the motor club I was nervous, but everyone is very inviting and it is great fun, it gives you great

opportunities, with a wide range of things you can take part in.

Kaytie Hastings
U17MC(NW)



2 - 2 (A)	A8	Elliot Payne	Under 17	Nissan Micra - 998	260.5s
3 - 3 (A)	A9	Luke Girvin	Under 17	Ford Puma - 1700	263.6s
4 - 4 (A)	A1	Hazel Johnson	Under 17	Nissan Micra - 998	264.9s
5 - 5 (A)	A6	James Robinson	Under 17	Austin Mini - 1275	289.9s
6 - 6 (A)	A7	Neil Goodall	Accrington	Toyota Starlet - 1300	293.6s
7 - 7 (A)	A5	Will Shepherd	Accrington	Toyota Starlet - 1300	316.3s
8 - 8 (A)	A3	Matthew Nicholls	Bolton	Ford Focus - 1600	390.8s
9 - 9 (A)	A4	Kaytie Hastings	Under 17	Peugeot 206 - 1100	469.4s

NORTH WEST RACERS

With Dave Williams

STREAMLINED SAKERS FOR 2017

When the 2017 CNC Heads Sports/Saloon Challenge gets underway at Oulton Park on 18th March, the defending champion will be hoping to repeat his success from last year in a heavily revised car.

Paul Rose has been busy over the Winter revamping his Saker sportscar in which he won last year's title whilst sitting at home drinking beer!!!

Following the final Double Header meeting of 2016 back in October, the organisers had initially awarded the championship to Class D man, Paul Dobson, following his season long successes with a Mazda RX7. Rose was not too concerned as he had missed the first round of the year after which no consideration had been given to winning the title – he hadn't even been keeping track of his points tally and was quite content with the brace of victories taken at Oulton's season closer as he loaded his truck in the paddock.

When series co-ordinator, John Leck, telephoned at around 7:30 pm that evening and asked what he was up to Rose admitted that he was enjoying an alcoholic beverage. Leck went on to apologise because he had forgotten to take account of the two fastest laps that Paul had recorded in the final couple of rounds when he calculated the points totals. He suggested that the beer should be swapped for champagne as, in addition to winning Class A, Rose was now the Overall Champion.

Soon the bubbly was being uncorked as Paul followed John's advice with regards to his choice of drink!

Saker Sportscars were founded by New Zealander Bruce Turnbull in 1989 and were built there until 2002 when the manufacturing rights were acquired by two Dutchmen - Huub Vermeulen and Robbert Visser. The company are now based in Etten-Leur in the south of The Netherlands.

For 2017, the Saker designers have switched from fibreglass to Carbon Kevlar bodywork. This produces a win-win scenario of reduced weight and increased strength.

As well as the construction, the design of the car's clothing has also been overhauled with the aim of increasing both engine cooling and the amount of downforce generated.

By guiding more airflow through the radiators, it will be possible for Saker to fit more highly tuned versions of the 4-cylinder Subaru boxer engine from the Impreza WRX in future.

With more power along with a larger rear wing and front splitter plus dive planes and a diffuser set to be added to the car recently pictured in Paul Rose's workshops the Saker should be even more of a rocketship than it has been in recent seasons.

As well as the North West based CNC Heads Sports/Saloon Challenge, Sakers will be competing in selected rounds of the Britcar and Dutch Supercar championships as well as Silverstone's Birkett 6 Hour Relay Race in October for which the team are proud to be on the rollcall of outright victors.



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NORTH WEST RACERS

With Dave Williams

Continued from Page 50

Aside from racing his Saker, Rose will in charge of the Fun Cup Championship once more this year. He has held the franchise in this country for the VW Beetle-lookalike cars since 2002. The one-make category originated in Belgium where it was created by Franz Dubois. Paul explains, "His company was involved with the VW/Audi Group and ran Audi silhouette touring cars for them. The idea was to create an endurance championship in his home country that was affordable because at that time all long distance races catered for exotic (and expensive!) machinery. His company set out to design and build a simple space-frame chassis. He decided to clothe it in a GRP body that had the outline of a VW Beetle which had always been known as 'The People's car'. This sent out the message that the championship was going to be affordable."

Although looking very similar, the only component that the racers share with the iconic road car is the windscreen wiper motor!

The VW/Audi Group were aware of Paul who had enjoyed success in the UK when competing in the RoadSports Championship with a Golf and before going on to win the inaugural Radical Enduro title. The latter gave him an understanding of how costly endurance racing could be and made him the ideal candidate to be Mr UK Fun Cup.

Since Paul took over, the category has gone from strength to strength on this side of the Channel mirroring its popularity across Europe. Aside from its native Belgium, this unique category has developed healthy followings in France, Italy, Germany and Spain with the highlight of the season being the Spa 25 hour event which plays host to no less than 160 cars from all over Europe. There seemed to be some sort of home advantage at the Spa Enduro – which is the world's longest race – until Paul's JPR Team became the first non-Belgian outfit to win it!

So 2017 looks to be another busy motorsporting year for Rose who began competing in karts at the age of 12. No doubt he will be providing plenty of entertainment for spectators in the North West behind the wheel of his Saker and also for the many drivers who take part in the Fun Cup Championship.



Fun Cup - Low Cost Enduro Racing

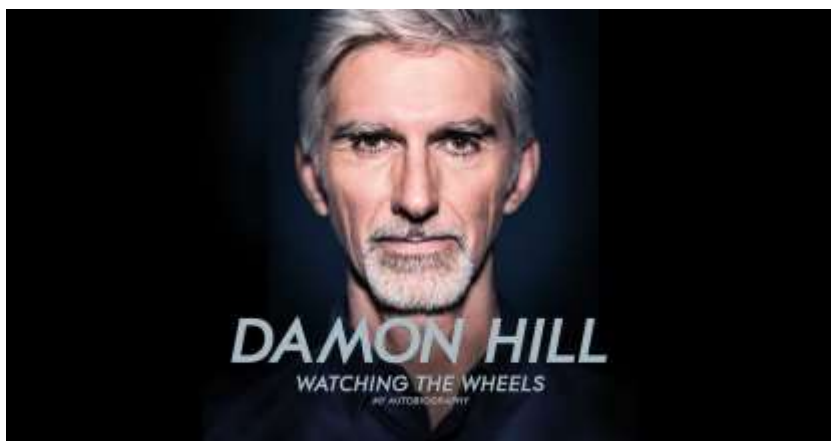
BOOK REVIEW – DAMON HILL : WATCHING THE WHEELS

Some 20 years after winning the World Championship in 1996, Damon Hill has written his autobiography. The reason for the delay was because retiring from motor racing left such a hole in his life that Hill suffered from depression. The condition was so energy sapping that he has only recently been able to write his memoirs. Credit to him for writing the book himself and not employing a ghost writer. His prose makes a good read.

Damon covers his childhood in great deal and the explanation of what it's like to have a living legend in the shape of Graham Hill as your father is fascinating. It seems to have been a good thing and bad thing at the same time! Certainly, it was a defining factor in Hill's life.

As in Damon's life, there is a step change in the book after Graham is killed in a 'plane crash. It becomes a pretty standard driver biography containing a list of races with minimal insight provided. Indeed, the one revelation Hill provides as to how he developed the speed required to become a winner was when he competed in a motorcycle race having had a blazing argument that morning with his then girlfriend, Georgie, who he would later marry. He was in such a foul mood that he drove faster than ever to take his first victory. This initial success provided him with a core belief in his ability.

Indeed, the most interesting parts of the latter section of the book concern his wife and 4 children. He writes about them with far more love and affection than being a Formula 1 driver. Perhaps that sums up Damon Hill the person.



**Report by Dave Williams,
Photos : Marvin Hall & Paul Rose**



Tim Mason in Action : 2007 RAC Rally



The Joys of Winter Rallying in an open Top Car : 2012 Rally of the Tests



Hall-Bosdet, Classic Illuminations Rally



McCleans on the 2009 ROTT

Memories *are made of this*



Markku Alen Portuguese Rally, 1978



View from the top of the Troodos



Another Splashing time on the 2009 ROTT

Photos courtesy of
Tony North

Dirty Fingernail Club

Every Month the 'Dirty Fingernail Club meets up at Workington Golf Club to chat about everything to do with Cars. There is really no club. It is just a meeting of like-minded petrol heads from all over the North West (but mainly Cumbria). Below is what happened at the February get together

Once again a really great night at the Golf club, Ed Glaister brought a memory stick of his son racing at Oulton park which Sandra allowed us to put on the big TV screen, it was really interesting with Cooper Ss, Mustang and Eds 100E having a close battle until Chris spun it on last lap.

Much talk about Austin 7s and similar cars tonight as Dave Agnew, Dave Nicholson and myself are building Austin 7s, Mike Mansergh had one for many years, Alan Smith still has one. Graham Kirkpatrick now has his Ford Model Y running, Harold Blair is restoring his second pre war Morris Minor in the family and Terry Richardson is rebuilding his Alvis engine and gearbox to better than new condition to match the rest of the car.

Other people were equally busy but I can only get around so many people to catch up on what's going on but it was a great night. Ron Palmer couldn't make it. Dickie Milne has flu and Kirk Rylands on holiday so we look forward to an even bigger turn out next month on 8th March, get it in your diary.

Talking about specials we all strive to build superb replica bodies or restore original ones but attached are a few photos of a couple who definitely do their own thing regarding bodywork.as you will see.

In 2011 I was coming back up the M6 from a Buckler event in Warwickshire with Alan Smith and another friend when were passed a rather unusual convoy about 20 miles south of Stafford services, it was absolutely red hot day and must have been about 30 degrees so my Volvo aircon was working really hard to keep us cool.

We pulled into Stafford services for a coffee and when we came out parked alongside us were the cars we had passed earlier

We had a chat with the guy called Oddie Danan and his girl friend who is known as Miss P and what an interesting time we had chatting to them about their unusual cars. One was an Austin 10 virtually no bodywork apart from a pick up type rear box and a recycled church pew, no seat belts or any creature comforts or safety equipment. The other was a Ford special with no bonnet, engine cover or anything as cissy as that this one was towing an Austin 7 special with a JAP or similar engine that they had been racing at Santa Pod drag strip, this was attached to the tow car by a very simple A frame. No Brian James or I for Williams trailers needed for these guys.

It turns out Oddie lives in Manchester and builds specials such as this using materials found in skips, I googled his name and there are various videos of him building specials on U Tube.

At Prescott later in the year I mentioned his name to the guys in the "Flathead" class ie sidevalves which I compete in and which comprises of mainly V8 American Mercury engined cars such as Allards, Ford Model A or cars like the Ex Phil Chapmans Chapman Mercury special. To these guys Oddie is like God he has a cult following and as famous as Donald Campbell in their world, Miss P is held in equally high regard.

Since then I have met the pair of them on the Northern Trial and they really are lovely people, they were competing in an equally bizarre car but more of that another time.

The point of this story is never mind putting off driving the car until you have achieved perfect bodywork it has been done with a minimalist look as seen here.

Talking of Trials Myke Pocok or Fred Mills would love some more marshals or 4x4 recovery people for the Northern trial on Saturday 18th Feb around the forests near Bassenthwaite Lake, either get in touch with them or contact me and I will put you in touch.

Keith Thomas



Fellside A.C.

Northern Classic Trial

18th Feb

Once again the Northern Trial is a “Classic” in every sense of the word.

Fellside Auto Club one of the smallest clubs there is put on one of the best trials in the country thanks to the help and co-operation of numerous other clubs and individuals from far and wide.

Based in north Cumbria and the western Lake district forests the event starts and finishes using the superb facilities at Wigton cattle auction. Here the cheery staff put on great breakfasts to fuel up competitors before the start and excellent meals at the finish that would satisfy the hungriest competitor.

The compact road mileage of 57 miles contained no less than 16 sections in total although some classes of machinery didn't have to tackle the more severe tests. “Carlisle Gate Lane” was a stony track with muddy patches plus some deep ruts to catch the unwary before proceeding to the meat of the event in the well known forests, Setmurthy, Wythop, Whinlatter and Hobcarton which surround Bassenthwaite Lake.

Jonathan Toulmin the well known Midland Automobile Club racer and hillclimb competitor plus his helpers were marshalling Setmurthy, no mean feat this as its 250 miles from home. A big thank you to all those who travelled long distances to officiate, very much appreciated.

Oddie Danaan the custom bike and Hot Rod builder bought a motor bike on E bay to do the trial but it was reported broken down about 4 miles from Setmurthy forest with a suspected seized engine on the two stroke bike.

I was spectating at Setmurthy so on hearing this I re traced the route to his last reported location but couldn't find him so I continued on towards Wigton checking lay bys and possible areas in case I passed him trying to fix the bike. On reaching Wigton auction I checked all the vehicles parked there but none looked suitable transport for the eccentric Oddie. Previously he has turned up in strange vehicles with “Anthill Mob” scrawled on the sides, flames or other equally attractive distinguishing features indicating his creativity skills. He'd obviously gone home and had in fact left a note pinned to the venue door explaining his actions which was very thoughtful of him indeed.

It turned out the bike had been running weak, had a partially blocked jet and had seized up. When it cooled down it freed off so Oddie found an old beer can in a hedge, poured petrol down the plug hole, started it up and rode it flat out along the main road towards Wigton until it stopped again. His plan was to continue doing this until he reached Wigton. A guy witnessed his attempts to get back for his van so kindly gave him a lift which allowed the intrepid Oddie to recover his bike, then drive the hundred miles back home to Leyland before setting off again to Scunthorpe where he was flat track racing another bike on Sunday. Last year he was up against Guy Martin in a final and Oddie won, what a pair of characters those two are.

Saturday was pretty cold and with some rain at times it was tough on competitors as well as machines, no sitting about getting a suntan this year I'm afraid. Everyone remained very cheery including several girls riding trials bikes. In particular I must mention one of the girls Kathy Martin who is a really bubbly person. I was speaking to her very briefly when some walkers stopped and passed the time of day, her attitude and friendliness to those people and others was so nice it was great PR for the trial and motorsport in general.



Continued on Page 55

Northern Classic Trial **Continued from Page 54**

After a tour around some of the sections I stopped at one where I stepped out behind Dean Partingtons car to get a photo of him trickling very nicely his way through the mud towards the top for the only "clean" so far, the section was named "Cheshire Cat". However just as I popped out behind the car it momentarily halted whereupon Dean blasted it. I was most definitely not "clean" after that squirt of the throttle although Dean and Bill Rhodes his passenger were grinning like Cheshire cats when they saw the state of me whilst returning down the hill.

Very kindly Dean lent me a brand new yellow duster to clean up my face, he seemed very proud of having a brand new yellow duster as he mentioned it several times! Still thank you Dean it was appreciated.

I had to leave shortly after this as I was marshalling on a new section not far from the finish, here only the toughest of the cars and competitors arrived to attempt it. The most unfortunate guy here was Richard Parker who's little Austin 7 was climbing effortlessly when suddenly it stopped. Investigation revealed the main HT lead had jumped off after hitting a deep pothole, this landed him 10 penalty points more than he deserved, after restarting he cleaned the section easily, what a shame.

At the start of the section I was talking to Nicola Butcher who had been going like a train all day as usual in her VW Beetle. Husband Ben was checking and resetting tyre pressures whilst their two small children, Thomas and Barnaby were fast asleep in their child seats in the back and continued to do so in the sections. This certainly solves the babysitting problem, it would be some dash back to Cirencester otherwise I guess.

Another great trial, thanks to the organisers, marshals, competitors and Hopes Auction Company at Wigton it just shows what can be achieved when everyone pulls together and helps each other out.

Keith Thomas

Thank you for publicising our classic trial, Fell Side Auto Club have organised the trial since 2000 with two exceptions due to foot and mouth and organising team issues.

We are a very small club but none the less demonstrate that our commitment and dedication to classic trialing is recognised with consistent positive comments and despite the fact that The Northern is the furthest north of all the one day trials still attract the top competitors.

HOWEVER if the trial is to continue in future years we need new blood to assist with all aspects of the competition. If the trial dies, one of only two that use Forestry Commission land in the North Lakes, it would be extremely difficult to reinstate.

We as a club work tirelessly to put on the competition and are very proud of our success. IF it is to continue we need demonstrated support, not just words! It is in the hands of others now. I and the other members of the organising team are here to listen to offers of practical assistance to keep classic trialing active in the North.

Save it now or lose it forever.

Myke Pocock ; Chairman ; Fell Side Auto Club



2017 Calendar of Events

NESCRO

25th February

Hexham & DMC
Hexham Historic Rally
Night Navigation
Contact : Jonathon Webb
Tel : 07929 229413
jonathonwebb@icloud.com
www.hexhammotorclub.co.uk

5th March

Saltire Rally Club
Saltire Rally
(TARGA & Classic Challenge)
Tests, Regularities &
Pre Plot Navigation
Contact : Colin Wallace
Tel : 07443 573155
saltireclassicroally@btopenworld.com
www.saltireclassicroally.co.uk

22nd/23rd April

Clitheroe & DMC
Primrose Trophy Rally
P&B Nat B Road Rally
Contact : Maurice Ellison
Tel : 07788 723721
sd34news@gmail.com
www.clitheroedmc.co.uk

29th/30th April

Berwick & DMC
Berwick Classic
(TARGA & Classic Challenge)
Tests & Regularities
Contact : Stuart Bankier
Tel : 01289 382025
stuart@bankier.wanadoo.co.uk
www.berwickmotorclub.co.uk

14th May

SOSCC
SOSCC TARGA
(TARGA Challenge)
Tests & simple navigation
Contact : Ian Crosby
Tel : 07740 949240
iancrosbie@hotmail.com
www.soscc.co.uk

4th June

Ilkley & DMC
Ilkley TARGA
(TARGA Challenge)
Tests, Regularities & Navigation
Contact : Joe Mallinson
Tel : 07468 497306
joemallinson@ilkleymotorclub.org.uk
www.jubilee-rally.org

11th June

Whickham MC
Shaw Trophy
(TARGA & Classic Challenge)
Tests & Simple Navigation
Contact : Guy Whickham
Tel : 07989 322186
guy.whickham@btinternet.com
www.wdmc.org.uk

25th June

Wigton MC
Lake District Classic
(TARGA & Classic Challenge)
Tests, & Pre-plot Navigation
Contact : Ron Palmer
Tel : 01228 575753
ronpalmer777@hotmail.com
www.wigtonmc.co.uk

23rd July

Hexham & DMC
Northern Dales Classic
(TARGA & Classic Challenge)
Tests, & Simple Navigation
Contact : Ed Graham
Tel : 01661 833167
edgraham01@sky.com
www.hexhammotorclub.co.uk

5th August

Club Triumph
Border Raiders
Simple Printed Navigation
Contact : Martin Randle
Tel : 07961 278265
raidertr7@gmail.com
www.club.triumph.org.uk

13th August

Spadeadam MC
Blue Streak TARGA
(TARGA & Classic Challenge)
Tests & basic route information
Contact : Barry Lindsay
Tel : 07745 450714
Barry.lindsay@tiscali.co.uk
www.spadeadammotorclub.co.uk

3rd September

Durham AC
Wearside Classic
(TARGA & Classic Challenge)
Tests only
Contact : Gordon Dundee
Tel : 07799 140427
gordon@dundee.fsforld.co.uk
www.durhamautoclub.org.uk

17th September

SOSCC
Doonhamer
(TARGA & Classic Challenge)
Tests & navigational
Contact : Ian Crosby
Tel : 07740 949240
iancrosbie@hotmail.com
www.soscc.co.uk

7th October

Kirkby Lonsdale MC
Devils Own Clubmans
(TARGA & Classic Challenge)
Tests, & Regularities
+ Evening Section
Contact : Martyn Taylor
Tel : 07973 197102
martyn@devilsownrally.co.uk
www.devilsownrally.co.uk

21st October

Stockton & DMC
Stocktonian
(TARGA & Classic Challenge)
Tests only
Contact : Steve Waggett
Tel : 07725 201705
stevewag@hotmail.com
www.caledonianmsc.com

22nd October

Wigton MC
Solway Classic
(TARGA & Classic Challenge)
Tests & simple navigation + run
Contact : Graeme Forrester
Tel : 01900 825642
gtfmg@yahoo.co.uk
www.wigtonmc.co.uk

TBA November

CCHMSC
Caledonian
(TARGA & Classic Challenge)
Road Rally
Contact : Jim Patterson
Tel : 01968 672644
jim.patterson@btinternet.com
www.caledonianmsc.com



www.nescro.co.uk

Inside the Industry

with Paul Gilligan

Peugeot/Citroen (PSA) To Buy GM Europe (GME)?

No doubt about the lead story this month! News broke around the middle of February that PSA were in advanced discussions to buy GME, or Vauxhall/Opel to you and I. Of course GM have been keen to see the back of their European business for a long time now. It hasn't turned a profit this century. Last year's loss was \$300M, but the average loss since 1999 has been about \$1.25 Billion a year, over \$20 Billion in total. I wrote a few years ago that the only thing stopping GM closing all its European operations was that a massive financial loss would mean no bonuses for the top management team for about 5 years, by which time they'd be retired on much reduced pensions. Cynical but true I believe.

So why would PSA be interested? That's a hard one. It's only a few years since PSA themselves were rescued from bankruptcy by both the French Government and a Chinese conglomerate taking shareholdings and injecting capita. As one industry analyst said this week: "Two drowning men don't make a swimmer". PSA has global ambitions but Vauxhall/Opel only operate in Europe? GME currently have around 6.7% of European car sales, PSA have 9.9%. The trick, if they can pull it off, is to maintain around the combined 16.6% of sales whilst dramatically cutting costs.

Cutting costs means closing factories. GME employ 38000 people, 19000 in Germany and 3500 in the UK. UK plants are most in danger because of the weakness of the £, because nobody is sure if it's a good place to make cars after Brexit, and because bluntly UK redundancy costs are about one third of those in Germany. And German unions have the legal power to veto the deal. With the French Government being a 14% shareholder in PSA French plants are unlikely to be the ones to close.

So it looks like very bad news for those employed to make Astras in Ellesmere Port and Vivaro vans in Luton, plus the thousands more employed in the supply chain and dealerships.

New Car Price Increases Make Used Cars Better Value

UK new car buyers have shelled out an extra £2 Billion because of average price increases of over 5% since the Brexit vote last June. This partly because of the fall in the value of the £, partly because manufacturers are trying to reduce discounts so they don't go the same way as Vauxhall/Opel.

New car depreciation in the UK is on % terms the second highest in the World. On average a new UK car will be worth 48% of new retail price after 3 years and 35000 miles. In China the same car will be worth over 70% of new price.

As ever you have to take these things with a pinch of salt. The figures are based on depreciation from retail price. With discounts of 15-20% and often more being commonplace, true depreciation is nothing like that bad. However with modern standards of reliability a 35000 mile car is hardly a risky purchase. So last year over 8 million used cars were sold in the UK. And there's plenty more to supply the requirements. Record sales of new cars over the last 3 years mean record numbers of 1-3 year old cars coming back into the market this year.

It was thought this could cause severe problems of oversupply, but these fears are now easing. With new car prices continuing to rise a reduction in new car sales means that more buyers will turn to used. Certainly Pendragon, UK's largest used car seller through its Evans Halshaw and Stratstone brands thinks so. Currently they sell 5% of the used cars in the UK, about 400.000 a year. They've announced plans to open 40 new used car centres in the next year. Rumour has it one in Carlisle.

Insurance Costs Put The Brakes On Driverless Cars.

I was recently told by a senior Audi executive that they expected to be selling fully autonomous cars in the UK by 2020 "if the insurance problem can be solved". The "insurance problem" is the question of who is responsible if a driverless car has an accident? Is it the driver (who probably wasn't driving), the other driver if there is one, the manufacturer, or the authority maintaining the road layout. It seems likely that the owner of the driverless car will be required to take out insurance that covers all four possibilities, which will be costly. As more autonomous cars come on the roads these costs will almost certainly fall, but unless a solution is found there seems no doubt this difficulty will slow things down for a while.

Continued on Page 58

Early 2017 New Car Sales Start Strongly

Whilst it's widely expected that UK new car sales will slow after March the industry got off to a good start in January. Total sales were 3% up on last year and private sales 5%. Petrol cars outsold diesels for the first time for a long time, evidence of how this change is gathering pace I think?

Amongst the German prestige manufacturers BMW as expected after their massive December pre registrations did badly with 8500 sales whilst Audi achieved 11700. Both were soundly beaten by Mercedes at just over 13000, 10% ahead of last year. Can Merc keep it up? - time will tell.

European sales were even stronger, almost 10% up on 2016. Mercedes now leads Audi and BMW across Europe for the first time for a very long time.

Manufacturers Move Away From Diesel?

As I said last month this will be a slow process, but it seems that manufacturers are accepting there is no point in throwing millions at trying to develop diesel car engines to meet what are now the environmental requirements. Many (myself included) thought that as so often happens necessity would be the mother of invention, but there now seems a growing belief that this won't happen.

In fact the development funds are going into electric and hybrid power. In 2009 there were only 6000 electric cars in the whole World, these spread across 40 countries. By 2015 there were 1.2 million. And this growth in spite of barriers of cost and range. BP recently forecast there will be 100 million electric cars on the roads of the world by about 2030 as costs come down and range improves. At which time the problem becomes generating the enormous amounts of electricity required to recharge all these cars.

Costs are coming down principally because battery prices are dropping. Batteries account for a third of the cost of an electric car, so £8-10000 for a small one. Or of course you can buy a small petrol or diesel car for that!

Battery prices fell by 35% in 2015 and a further 22% in 2016, and these reductions are predicted to accelerate. It's expected that within 5 years electric cars will be the same price as internal combustion ones WITHOUT any Government subsidy. With all the environmental pressure there now is it's likely these subsidies will continue making electric cars cheaper than petrol or diesel to buy, and of course cheaper to fuel and maintain.

Range is still a problem for all but Tesla, but it is improving. And it's a question of horses for courses as well. In big cities electric cars and vans are pretty practical now for most users. Where I live in the Lakes they are not currently (forgive the pun!). It's those hill things that are the problem. A neighbour who runs a Mitsubishi Hybrid reckons he gets less than 20 miles range before having to switch to the petrol engine. But technology can advance at a fantastic rate. I see that Toyota are experimenting with solar panels on the roof now, and why not?

It's Official – 2017 WRC Cars ARE Too Fast!

Sorry to stray into sporting matters again, but I couldn't resist a follow up to the article I wrote a couple of months ago expressing concern that the 2017 WRC cars would be too fast for the roads they travel on, leading possibly to a major accident that could have dreadful consequences for the sport.

In the recent Swedish Rally Ott Tanak steered his M Sport Fiesta to fastest on one stage at an AVERAGE speed of 86 mph. This threw the FIA observer on the event into a panic, and he insisted that the second running of that stage be cancelled. So what did the FIA do next? Admit they should have known that if they allowed the cars to have more power, better traction, and improved aero they would be faster, and promise to do something quickly to sort the problem?

Not a bit of it! They blamed the organisers for choosing roads that were too fast and issued an instruction to all WRC events to select slower roads or risk dire consequences. Nice to know the governance of our sport is in good hands!

Paul Gilligan

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EMMU MSA Rescue Training

Rescue crews from all over the UK gathered at Lancaster last month for the annual MSA rescue training weekend.

The event was organised by Morecambe-based EMMU Rescue and the first day took place at the Royal Lancaster Infirmary with the attendees listening to several presentations and viewing demonstrations of equipment and techniques.

The second day was "hands-on", with the rescue crews practising extraction techniques using both road and rally cars. Some pictures of the event are below.

Please visit

www.emmu.co.uk

**Or facebook.com/emmurescue
for more information.**



Shiels switches to RX150 Rallycross Championship for 2017

TEAM RX RACING

University of Bolton Motorsport Engineering student Georgia Shiels will take the wheel of a single-make RX150 Buggy for a full season in the RX150 Rallycross Championship this season.

The former rally driver will race in the MSA British Rallycross Championship support category with the assistance of Loco Energy Drink, and tested an RX150 for the first time two weeks ago as she prepares for her race debut at Croft Circuit next month (March 19).

Shiels began her career in the Formula 1000 Junior Rally Championship before competing in gravel rallies in a Ford Fiesta ST, becoming Novice Forest Rally Champion in 2013. She worked with the Abarth team in 2014 to develop its rally programme, but will switch to rallycross from 2017 with the target set to reach the highest echelons of the sport.

"This has all come about really quickly, it's going to be an exciting year. I've been to watch rallycross few times, it's a bit similar to rallying in that you can go sideways, and who doesn't love going sideways," she said. "My goal is to become the first female World Rallycross Champion and racing in the RX150 Championship will really help me in trying to achieve that goal."

The 21-year old, who is also supported by STA Travel, Jack Wills and Wrights Marketing, sampled an RX150 for the first time at the Team RX Racing test facility near London recently. "It was so much fun. The buggies feel very different to drive to what they look like – the power is immense. I've never driven anything so powerful, or anything that's rear-wheel drive before, but I picked it up really quickly and had loads of fun. With the noise as well, it really makes your adrenalin rush and gives you a buzz I've never experienced before."

Along with learning how to drive the 1000cc RX150 in the early part of the year, Shiels will also be tasked with learning the art of race craft, coming to the sport from rallying (where cars compete one at a time). "It's fair to say I was bitten by the rallycross bug at the test. Racing with other people will be really different for me and I'm excited to do that. I'm very competitive by nature so I think racing with others will be a good driving course for me to be better. I ultimately want to win. I'm a really quick learner and I'm working with some of the best in the sport, so we're going to do everything we can to develop and I don't think there's any reason why I shouldn't win soon really. No pressure!"

The category newcomer will continue testing ahead of the season opener in the coming weeks. RX150 Rallycross Championship promotor Ollie O'Donovan is excited to have Shiels involved in the series for 2017, joining an already strong line-up of drivers. "Having Georgia join us is great. She's overflowing with enthusiasm which is fantastic, and she really enjoyed her time at the first test we did with her," he said. "Hopefully we can get some solid testing in before the season starts, in weather conditions that will be representative of what she will experience in the Championship this year. The RX150 grids are looking really good for this season, it's going to be a good year for rallycross."

Find more about Loco Energy Drink here : <http://www.loco-energy.com/>

2017 RX150 Rallycross Championship: www.teamrxracing.com

2017 Rounds

- | | |
|-------------------|--------------|
| 1: Croft; | March 19 |
| 2: Lydden Hill; | April 17 |
| 3: Pembrey; | June 25 |
| 4: Mondello Park; | July 22 |
| 5: Mondello Park; | July 23 |
| 6: Lydden Hill; | August 28 |
| 7: Pembrey; | September 23 |
| 8: Pembrey; | September 23 |
| 9: Croft; | October 22 |



MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT



MSA BEGINS SEARCH FOR NEXT CHAIRMAN

The process to identify the next MSA Chairman is under way, arising from confirmation that incumbent Chairman Alan Gow (pictured) will retire on 31 December 2017, having held the position since 1 January 2006.

The MSA Board has appointed professional search firm Odgers Berndtson to identify the ideal candidate to Chair UK motorsport's governing body from 2018.

Any prospective applicants should direct their enquiries by email to Simon Cummins (Simon.Cummins@odgersberndtson.com) by no later than Monday 20 February 2017.

The MSA anticipates announcing the appointment of its next Chairman later this year.

Motor Sports Association

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www.msauk.org
twitter.com/msauk
facebook.com/msauk



DEVELOPMENT MANAGER APPOINTMENT

Suze Endean has been appointed as the new MSA Development Manager and took up the position on 27 February. Endean has worked for the past three and a half years as the Go Motorsport Regional Development Officer for London and the South East.



Endean will be responsible for all elements of club development including managing the team of ten Go Motorsport Regional Development Officers (RDOs). She will also be working with other key stakeholders to grow and sustain the volunteer workforce, including developing and delivering volunteer recruitment and retention projects and initiatives.

Endean has been involved in motor sport including as a competitor, volunteer and licensed official for ten years and said of her appointment: "I'm excited to have the opportunity to help develop a sport I love. I have enjoyed my work in the south east and look forward to combining my experiences and skills with the challenges and opportunities that the Development Manager role will present. Supporting motor clubs, our volunteers and encouraging new people into motor sport will be my key initial priorities over the coming months."

MSA MARSHALS RECEIVING WELCOME PACKS

MSA-registered marshals across the country have started receiving the new MSA welcome pack in recognition of their invaluable voluntary contribution to motorsport. The pack comprises an MSA-branded tabard (one size fits all!), flask, torch, hand warmer, info-pens and a 'thank you' card.

The MSA is aware that many marshals have expressed

concerns at having yet to receive their packs – please be advised that over 8,000 packs are being distributed across the UK and the fulfilment process will take a few weeks.

The MSA thanks marshals for their patience.



VNUK: HOW IT AFFECTS YOU

Those who may have missed last month's *MSA Extra* are advised that the MSA has published an article on Vnuk, a European Court judgement that could potentially harm UK motorsport.

The Court ruled that the requirement for compulsory insurance should cover any use of a vehicle, so long as that use is consistent with the normal function of the vehicle. This would require all competition cars in motorsport to have compulsory third party insurance.

To find out more about Vnuk, how it affects motorsport and how the MSA is managing the issue on behalf of the sport, please go to <https://www.msauk.org/assets/msavnukjan2017.pdf>



SECOND COMING FOR MSA BRC

The clock is counting down towards the start of the 2017 Prestone MSA British Rally Championship, which gets under way on next month's Brick & Steel Border Counties Rally (17-18 March).

The title race cover seven rounds in Scotland, England, Wales, Northern Ireland and Belgium, before culminating on the season's final encounter on the Isle of Man in September.

"2016 was just the start of a new era for the BRC," said Ben Taylor, Managing Director. "This year is going to take the UK's premier championship to another level. We have an exciting new sponsor, fabulous TV deals and a host of drivers throughout the classes who are going to do battle on great stages. Everyone is looking to up their game in 2017 – events, teams, drivers, sponsors and of course us as championship organisers too."

A full entry list for next month's season-opener will be published in a few weeks' time.

Visit www.msabrc.com for more details.



SPECIALIST COMMITTEES: MSA REQUESTS NOMINATIONS FOR 2018 MEMBERSHIP

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various 'disciplines' of motorsport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues.

The following Specialist Committees may have vacancies available for next year:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Kart Committee
- Kart Technical Sub Committee
- Race Committee
- Rallies Committee
- Autocross & Rallycross Sub Committee
- Dragster Sub Committee
- Sprint & Hill Climb Sub Committee
- Trials Committee.

All applicants must be members of an MSA recognised motor club or Regional Association, which must 'sponsor' the application. However there are no formal qualifications required other than a commitment to and experience in motorsport.

The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with a letter supporting your nomination from an MSA-recognised club or Regional Association. The Club or Regional Association will forward the application to Andrea Richards at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This must be done as soon as possible as applications must be received before 2 June 2017.

Please note any applications received after Friday 2 June 2017 will not be considered.

MSA ISSUES 100,000th PERMIT

On 24 January the MSA Competitions & Clubs Department issued the 100,000th MSA Permit to Bridgend Automobile Club, for its October Autotest.

The MSA began issuing event permits in 2000. The MSA Permit covers events under the governing body's Master Policy of insurance and ensures that they are run in accordance with MSA Regulations to help ensure safety and fair play. The MSA issues approximately 5,000 event permits per year.

Technical

Updates, clarification & advice



ROPS

Competitors are reminded of MSA Yearbook regulation (K)1.3.8 which states that 'all welding should be of the highest possible quality with full penetration...' The welding pictured is not of the highest quality, as it is incomplete! Scrutineers have been advised to subject ROPS to scrutiny in accordance with the regulations – incomplete welding will never prove acceptable.



CAMERAS

The MSA Technical Department wishes to issue a reminder of the regulations regarding helmet-mounted cameras. The image shows a camera mounting bracket attached to a helmet presented for scrutineering at a stage rally. MSA Yearbook regulation (K)10.3.3(d) is very clear in stating that the '...fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.' The attachment in this picture is clearly not part of a camera integral to the helmet and as such is not acceptable for use in MSA events where a helmet is mandatory.

FIA SEAT HOMOLOGATION LABELS

The image shows a fraudulent seat homologation label. First, the spelling of the word 'manufactured' at the top is wrong – the 'c' is missing. Secondly, the manufacture date is given as December 2012 but remember that the use of this old-style FIA homologation label ceased at the end of 2011, so a seat manufactured in 2012 must use the new-style FIA label with a hologram.



The manufacturer has confirmed that the label is not genuine, both from these two clues and also through cross-referencing the serial number on their database, which shows that the seat with this number was in fact manufactured in December 2008.

Accordingly competitors are again advised to purchase regulated safety items from a reputable dealer, and if purchasing from an alternative source such as another competitor, they should check very carefully for any suspicious details such as those outlined in this case shown.

Regulations for consultation

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

www.msauk.org/regulations



MSA INTER-ASSOCIATION AUTOSOLO DETAILS

It has been confirmed that the MSA Inter-Association autosolo will take place on 18 June at the M6 Lymm Services.

Hosted by the ANCC, the popular event is also a round of the ANWCC Autosolo & All-rounders, BTRDA Autosolo & Allrounders championships and will feature five classes. An Association can nominate an A & B team of three drivers, however no more than one each from classes B, D & E or two from B, D & E combined.

For more information contact Clerk of the Course Graham Maxwell: graham.maxwell@boundlesscommunity.co.uk

MSA / BMSTT SUPPORTED MARSHALS / RESCUE/ RECOVERY TRAINING DAYS

A full list of the MSA/ BMSTT supported training days for 2017 can be found on the MSA's website at:

<https://www.msauk.org/assets/listoftrainingdatesv5.pdf>

For further information on these events please contact the organisers direct.

MARSHAL'S PERSONAL RECORD CARD GUIDANCE NOTES

Guidance note on the completion of the Personal Record Cards for the Race, Speed and Karting disciplines can be found on the MSA's website at:

<https://www.msauk.org/assets/race.speed.kartprcguidancenotes.pdf>

The guidance notes for the completion of the Rally / Cross Country Personal Record disciplines will be issued once finalised.

2016 MSA /BMSTT SUPPORTED TRAINING DAY CLAIMS

All organisers of the MSA/ BMSTT supported training days during 2016 who received notification of grant aid funding are requested to submit their claim paperwork to the MSA by 31st March 2017 at the very latest.

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 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.

MSA PURCHASES FIA RALLY EXTRICATION TRAINER

The MSA is pleased to announce the purchase of an FIA Rally Extrication Trainer, for use at MSA Rescue Training Days.

The trainer, complete with competition seats and belts, is transportable in a small van and is an excellent training aid for Marshals, Medics and Rescue crews.



TRAINING

15th July

Marshal Introduction

Darwen Services J4, M65
tracey.amsc@hotmail.com

19th August

Fire Training

Darwen Services J4, M65
tracey.amsc@hotmail.com

2nd December

1st Marshal on Scene

Darwen Services J4, M65
tracey.amsc@hotmail.com



www.brmc.org.uk



www.volunteersinmotorsport.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

MARSHAL TRAINING

26th March

Penrith

TIMING

Any marshals wanting to do an update on Timing can register for the training session at The Hired Lad, Penrith Auction Mart, on Sunday 26th March.

The session can be recorded on your record cards and could towards any up-grades you might need.

Day starts at 9 and will be finished by 4 and includes practical sessions on Liege and ECM clocks.

Please register via the form below then we get an idea of numbers and can get enough equipment.

<https://form.jotformeu.com/janb/penrith>



Association of North East and Cumbria
Car Clubs

ANECCLC

2017 Meeting Dates

7th March

Tyneside Motor Sport Group Meeting
North Shields

16th March

Teesside Motor Sport Group Meeting
Stockton

15th June

Teesside Motor Sport Group Meeting
Stockton

20th July

ANECCLC Delegates Meeting
Cumbria

5th September

Tyneside Motor Sport Group Meeting
North Shields

21st September

Teesside Motor Sport Group Meeting
Stockton

19th October

ANECCLC Delegates Meeting
Stocksfield

5th December

Tyneside Motor Sport Group Meeting
North Shields

www.anecclc.co.uk

MSA Inter Association AutoSOLO

**Sunday 18th June
2017**

This years event is hosted by Boundless
by CSMA on behalf of the ANCC

Location

- Lymm Services, M6 J20, M56 J9
- Hotel and multiple food outlets on site

Status

- This will be run within our National B event which is also a round of the following championships - ANWCC Autosolo & All-rounders, BTRDA Autosolo & Allrounders SD34 Non-race/rally.
- Concurrently the meeting will also run Clubmans Autosolo, Nat B & Clubmans Autotest and Clubmans PCA events.

Classes

- **A** Production Saloon cars up to 13' (3.96m) overall length up to 1400cc with all seats & trim fitted
- **B** Production Saloon cars up to 13' (3.96m) overall Length over 1400cc with all seats & trim fitted
- **C** Production Saloon cars over 13' (3.96m) overall length with all seats & trim fitted
- **D** Series Production sports cars hood up or down but must have all seats & trim fitted
- **E** All other cars (inc. low volume sports cars e.g. Westfields & Caterhams and Stage Rally pre pared cars).

Teams

- An A & B team of 3 drivers may be nominated from any Association, however no more than 1 each from classes B, D & E or 2 from B, D & E combined.

Entries

- Entry fee £30 per car
- Entry list opens 18th April

Further information

Clerk of the Course Graham Maxwell

Tel.

01606-782317

Email

graham.maxwell@boundlesscommunity.co.uk

**Clitheroe
& District
Motor Club**



PRIMROSE TROPHY

**Navigational Rally
22/23rd April '17**

A Round of the following

- * SD34MSG Road Rally Championship
 - * SD34MSG Inter-Club League
 - * ANWCC Road Rally Championship
 - * ANCC Road Rally Championship
 - * ANEMCC Road Rally Championship
 - * I.A.Harrison KLMC Road Rally Challenge
 - 100% Tarmac
-
- 120 mile competitive miles
 - Start & Finish at J4 M65 Darwen Sevicees
 - O/S Maps 97, 98 102 & 103
 - Easy Peasy Navigation. The aim is to get nobody lost or on the wrong roads.

**Regs & on-line entry at
www.clitheroedmc.co.uk**

MARSHALS

**As with every Rally we need
lots & lots of Marshals**

Chief Marshal

Tony Vart

Email : tonykart54@gmail.com

Or tel. 07801715501



**NORTH WEST
Air Ambulance
CHARITY**

Tour of Anglesey

4/5th March

Following on from the success of the 2016 event the C&A Motor Club will run the ToA again in 2017, on a slightly earlier date. The event will start from the Anglesey Race Circuit which will give crews the opportunity to drive competitively on a number of "all forwards" Special Tests around the Circuit before heading off for 85 miles of Anglesey lanes, finishing for breakfast overlooking the Menai Straits.

The only loose surface sections of the whole route will be in Time Recovery Car Parks between sections, which have been incorporated to allow even Novices the chance to stay more or less on schedule. The night section will run predominantly as long Plot'n'bash style Standard Sections, keeping Neutral mileage and the number of Passage Controls down to a minimum.

We are pleased to be part of the ANWCC ROAD RALLY CHAMPIONSHIP and the GLYNNE EDWARDS MEMORIAL CHAMPIONSHIP again, and welcome the [SD34 championship crews](#) for the first time to Anglesey.

Following the reviews of last year's event we anticipate a capacity entry so get your entries off early to avoid disappointment.

Whilst tyre choice is up to individuals, please note as this event is in Wales, there is a requirement to only use e-marked tyres. The route is 99% asphalt.

The only map you need to bring is an O/S 1:50,000 scale **Map 114 "Anglesey"** for the night section. A Map Road book will be supplied for the Special Tests at the Circuit.

Regulations

<http://www.camconline.co.uk/>.



Roskirk Stages

March 12th

This year's event will follow a similar format to previous years, with 12 stages covering approximately 26 smooth tarmac stage miles.

The Roskirk Stages is included in the SD34 MSG Championships. This is in addition to the regular ANWCC and 6R4.com championships the event also promotes.

Following its successful introduction last year we will again be offering an incentive to competitors who enter BSSMC's Keith Frecker Memorial Stages Rally at Weeton in June, in that any fully paid and signed on entry to the Roskirk stages will automatically qualify for a £25 discount from an entry at Weeton in June.

The online entry system together with detail of entries received will be available on our website: <http://www.bssmc.com>

May we also remind competitors that there are rule changes again in the 2017 MSA Blue Book, so you are advised to check these and ensure you and your vehicles are up to spec. before attending scrutineering.

Regs : www.bssmc.com



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 Motoscope 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 Guidhall 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.

Lancashire Automobile Club 2017 Calendar of Events



Sun 23rd April

St George's Day Run,

Touring Assembly

Starting from Blackburn Northern Sports (bacon butties available) this Touring assembly takes in Pendle Hill and then loops towards the east taking in many new roads before a rest halt at Haslingden. The route returns to Blackburn Northern Sports through the Anglezarke complex some 100 miles in all.

Refreshments are available at the rest halt and finish.

Entry fee includes Route Book, Route Information Book and Rally plate.

Car type all vintage, classic and post classics

Sat 6th May

The Fellsman Classic,

Touring Assembly

Starting from the Stirk House near Gisburn, Yorkshire this Touring assembly presents some navigational challenges to the crews.

Entry fee includes Route Book, buffet at rest halt and rally plate. Pit your wits against the organisers.

Car type all welcome

Sun 11th June

The 54th Annual Manchester to Blackpool Car Run,

Touring Assembly

Starting from Worsley Old Hall near Manchester this Touring Assembly gives entrants a choice of 3 routes tailored to cars of different types. Veteran and Edwardian entrants can elect to start from the lunch halt.

This year the route takes in many 'new' roads as it makes its way from Worsley to a rest halt at Haslingden then on to a lunch halt in Fulwood Preston. From Fulwood the route takes in Wrea Green to finish at the Italian Gardens in Stanley Park Blackpool where a simple Concours will be held with awards for the different classes.

Entry fee includes route Book, route information book and rally plate.

Refreshments are available at the start, rest halt, lunch stop and finish.

Car type all veteran, vintage, classic and post classics

Sat 15th July

The 25th Annual Coast to Coast

Classic Tour

Starting from the Midland Hotel in Morecambe this touring Assembly uses many new roads as it travels via Shap Wells in Cumbria to a lunch halt at Akebar Park near Leyburn passing Tan Hill (the highest pub in the UK).

The route then goes via Thirsk into the Yorkshire Dales calling at Scripps Garage in Goathland before finishing at Dunsley Hall near Whitby where a simple Concours will be held.

Entry fee includes route Book, route information book and rally plate.

Refreshments are available at the start, rest halt, lunch stop and finish where a buffet is provided for entrants.

Thursday 21st to Sun 24th September

The Highland 3-Day Classic Tour

This Touring Assembly stretches to four days if you take part in the pre event run to get to the official start. Each day is an event in itself as the run takes in the best the Scotland has to offer.

Entry fee includes accommodation and meals as well as Route Books and Rally plate.

ALL Car types welcome : www.highlandtour.com

www.lancsautoclub.com

Or email : eileen.dyson@btinternet.com

Or Telephone : 01282 771488

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



Manx National Rally

5TH - 6TH MAY 2017

Take on the challenge of the Manx National Rally and compete at the home of motorsport on some of the best stages in the British Isles.



Photo by Andre De Bruijn-Barnard

COMPETITORS

- 12 special stages over 1½ days starting Friday evening and finishing Saturday
- Approx 125 special stage miles
- Centralised service (plus management service available)
- Shakedown stage
- Compact route for ease of recon

ENTRY FEE
£520.00 or
£890.00
inc travel*

Enter via: www.manxautosport.org



*Travel package includes a van/car plus 2 adults and a trailer up to 10.5m in length.
Travel & Accommodation to be booked through our travel partner: Isle of Man Event Services on +44 1624 664460 or info@isomevents.com quoting 'Manx National Rally'

Manx National Rally

5TH - 6TH MAY 2017

Are you a Marshal, Timekeeper, Radio Operator or Recovery/Rescue Unit?

Fancy helping out at the Manx National Rally?

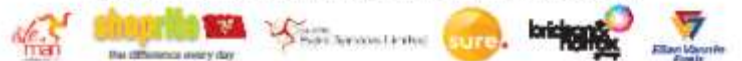


Photo by Andre De Bruijn-Barnard

SPECIAL PACKAGES FOR VOLUNTEERS

Discounted travel & accommodation available through our travel partner Isle of Man Event Services. To find out more about the deals on offer contact Isle of Man Events on +44 (0)1624 664460 or email: info@isomevents.com Quoting 'Manx National Rally'

To register your interest in assisting on the 2017 Manx National Rally please visit: www.manxautosport.org/manx-national-rally/manx-national-rally-pre-registration or contact the organising committee by email at info@manxautosport.org



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paul_79_95@hotmail.co.uk

MAY 28th

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 trailed 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

PENDLE POWERFEST



**David Dudley
Motor Sport
Photography**

Email :

diddudley2003@yahoo.com

Pendle District Motor Club and Garstang & Preston Motor Club



The "motordrive seats" Lee Holland Memorial Trophy Rally & Junior Stage Rally.



Pictures courtesy of - Duncan Littler 01248 430015 (Official event photographer)

Anglesey Circuit, Anglesey
19th March 2017



Motorsport News Circuit Rally Championship 2016/17 (In association with MSVR),
Michelin Cup 2016/17

ANWCC Stage Rally Championship 2017 (MSA permit number 25/2017)

ANWCC North Wales Stage Rally Challenge (MSA permit number 26/2017)

ANWCC Ladies Rally Championship 2017 (MSA permit number 29/2017)

ANWCC Allrounders Championship (MSA permit number 35/2017)

ANCC Tarmacadam Stage Rally Championship

SD34 MSG Stage, Individual & League Championships 2017 (Supported by Gazzard Accounts)

2017 Formula 1000, & Junior Formula 1000 Rally Challenge

The North Wales Stage Rally Challenge

REGS :

www.pendledistrictmc.co.uk/?page_id=127



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**B&G MOT Centre
SMC Stages 2017**

9th April 2017

[Anglesey Circuit](#)

Action starts at 10.00 on 9th April

REGS :

www.smcstages.co.uk/

STOCKPORT061MC

Need help with

Marshalling

Sunday 9th April

SMC Stages

Anglesey Circuit

Saturday 20th / Sunday 21st May

Altratech 061 Road Rally

Saturday 8th / Sunday 9th July

Nicky Grist Stages

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,
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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
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Chris Lee	Adrian Lloyd

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Phil James of Pro-Rally,
Sue Carter of Carter Sport

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Keith Lamb (Gemini 9)	Ian Davies (Gemini 23)
Peter Langtree (Gemini 48)	Tony Jones (Gemini 58)
Bryan Flint (Gemini32)	Derek Bedson (Gemini 21)
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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
(& my complaints manager)

Les Fragle

& if I have left you out,
Sorry and PLEASE tell me

SD34MSG

Wednesday 15th March

8-00pm,

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

ANCC

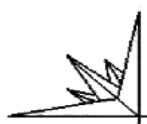


Monday 10th April

Cleckheaton Sports Club,
BB19 3UD

Just off Chain Bar Roundabout
Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday May 8th

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 April edition is
Wednesday the 29th of March
which is due out on
Friday 31st of March**

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