

April spotlight

2017



Tour of Cheshire

Cone 'J' the correct way round : Matt Warren/Andy Pullen

www.sd34msg.org.uk

Volume 8 : Issue 4 : April 2017 : Maurice Ellison

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I read that, by law, you have to turn on your headlights when it's raining in Sweden. How the hell am I supposed to know if it's raining in Sweden?



I had a really bad day. First, my Ex got run over by a bus.

Then I got fired from my job as a bus driver.



someecards
user card

Chairman's Chat

It was very sad to hear the passing of John Surtees CBE recently who achieved so much on both two wheels and four wheels, a true all-rounder who is unlikely to be matched.

But better news is that it looks like we may get closed roads at last providing the government don't object to the resolution that gives the MSA and ACU permission to permit events on closed roads without needing an act of parliament – fingers crossed !

Our season is progressing well with several events under our belt and I'm pleased that, so far, we have 85 registered contenders. The latest positions are included within this issue.

As for my events the dodgy weather has continued as, although the Malcolm Wilson Stages wasn't too bad, the Lee Holland Stages suffered heavy rain on and off and gale force winds which played havoc with the stage furniture. Of course I'm not complaining as most of the time I am either in my car or radio control, it's the marshals I feel sorry for, hopefully it will not be too long before we can enjoy a dry warm event.

Best regards,

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

SD34MSG Delegates Meeting Wednesday March 18th Highlights

- Unfortunately two clubs have still not paid their 2017 subscriptions.
- It was agreed that we will make a donation to the NW Air Ambulance following the healthy income from the Presentation Evening.
- 85 registrations have been received so far for the various championships.
- The planned Non race/rally events run by BleMCC on 2nd April have had to be cancelled due to the loss of the venue.
- Three gravel PCA's, to be run by primarily WarDMC, in a quarry near Ruthin have been added to the calendar.
- Once again clubs were reminded to get their routes for events to the RLO as soon as possible, they do not need to wait until the six month before receipt by the MSA. Note also that clubs running single venues should also contact the RLO.
- There were some discussions over some of the championship rules but the outcome was that there would not need to be any changes.
- The latest championship positions were read out and are included within.
- There was little to report from the latest ANCC meeting and the next one will be on 10th April



- Other than the AGM there was little else to report from the latest ANWCC meeting and the next one will be in May.
- Marshals were requested for the Primrose Rally on the 21st/22nd April.
- Thanks were given to all those who had marshalled on the North West Stages.
- There will be another Open Day at Myerscough College on 11th June and once again CDMC will be running a PCA.
- The next bi-monthly meeting will be on

**Wednesday
17th May 2017**
at the Hartwood Hotel, Chorley.

Happy Birthday



Les Fragle
Sunday 26th March
Enough Candles ?

SD34MSG : Member Clubs & Contact Details

Accrington MSC

Contact : David Barratt
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Website : www.accrington-msc.org

Airedale & Pennine MCC

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Blackpool South Shore MC

Contact : Adrian Atkinson
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Bolton-le-Moors MC

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High Moor MC

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Hexham & DMC

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Knowl Dale CC

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Lightning MSC

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Lancashire A.C.

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Liverpool MC

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Preston MC

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Wallasey MC

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Website : www.wallaseymc.com



Warrington & DMC

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Wigan & DMC

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2300 Club

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

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

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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

**Sent to all 25 member clubs and then
forwarded to club members + another 7000+ on
the distribution list (25 X 100 + 7000 = 10,000+ readers)**

And now sent to all ANWCC clubs too

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

Steve Johnson

07718 051 882 steve.amsc@gmail.com

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

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2017 SD34MSG Inter-Club

Division A		Position	
Club	Points	Div	O/A
Garstang & Preston MC	241	1	1
Clitheroe & DMC	178	2	2
Bolton-le-Moors CC	149	3	3
U17MC-NW	140	4	4
Blackpool South Shore MC	95	5	7
Liverpool MC	83	6	9
Preston MC	71	7	10
Stockport061 MC	50	8	12
Division B		Position	
Club	Points	Div	O/A
Wigan & DMC	115	1	5
Warrington & DMC	114	2	6
Accrington MSC	87	3	8
Pendle & DMC	63	4	11
Wallasey MC	36	5	14
Matlock MC	29	6	15
Airedale & Pennine MCC	12	7	16
Manx AS	0	8	19
Division C		Position	
Club	Points	Div	O/A
Hexham & DMC	43	1	13
CSMA (NW)	12	2	16
Mull CC	10	3	18
Knowldale CC	0	4	19
High Moor MC	0	4	19
Lancashire A.C.	0	4	19
Lightning MSC	0	4	19
2300	0	4	19
Motor Sport North West	0	4	19
Last Updated 21 st March 2017			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
= 1	Tracy Smith	47	AMSC	Y
= 1	Robert O'Brien	47	WaDMC	Y
= 1	William O'Brien	47	WaDMC	Y
= 4	Steve Lewis	44	CDMC	Y
= 4	Alan Shaw	44	PDMC	Y
= 6	Alexander Baron	37	AMSC	Y
= 6	Amanda Baron	37	AMSC	Y
= 6	Steve Smith	37	AMSC	Y
= 6	Barry Wilkinson	37	PDMC	Y
= 10	Les Fragle	30	G&PMC	Y
= 10	Andy Dewhurst	30	GPMC	Y
= 10	Jason Bleakley	30	GPMC	Y
= 10	Anthony Brindle	30	GPMC	Y
= 10	Gavin Irvine	30	GPMC	Y
= 10	David Nolan	30	GPMC	Y
= 16	Peter Schofield	27	PDMC	Y
= 16	Peter Wright	27	PDMC	Y
= 18	Steve Price	20	CDMC	Y
= 18	Maurice Ellison	20	CDMC	Y
= 18	Dave Barratt	20	AMSC	Y
= 18	Jez Turner	20	CDMC	Y
= 18	Les Eltringham	20	PDMC	Y
= 18	Toby Fisher	20	PDMC	Y
= 18	Peter Wilkinson	20	PDMC	Y

Only Showing those Marshals that have
Qualified

89 Marshals have scored points

Individual Championship

O/A	Competitor	pts	Club
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Awaiting Update

Road Rally Championship

O/A Driver		Class	Pts	Club	Rds
	1 Stan Featherstone	E	20	CDMC	2
	2 Richard Hunter	E	19	MMC	1
	3 Mark Standen	E	18	G&PMC	1
	4 Tony Harrison	E	15	CDMC	2
=	5 Paul Buckel	E	14	CDMC	2
=	5 Myles Gleave	E	14	G&PMC	2
	7 Pete Jagger	E	10	CDMC	2
	8 Alan Young	N	9	MMC	1
=	9 Matt Flynn	E	8	CDMC	1
=	9 Dan Sedgwick	S	8	CDMC	2
	11 Ian Swallow	N	3	PMC	1
	12 Peter Sharples	N	2	PMC	1
	13 James Taylor	E	1	CDMC	1

O/A	Navigator	Class	Pts	Club	Rds	
	1	Sam Spencer	E	25	CDMC	3
	2	Gary Evans	E	19	MMC	2
	3	Ashley Young	S	17	MMC	2
=	4	Steve Butler	E	16	CDMC	2
=	4	James Chaplin	E	16	G&PMC	2
=	6	Sam Ambler	S	10	CDMC	2
=	6	Sasha Herriot	E	10	MMC	1
=	6	Rob Jones	E	10	CDMC	1
	9	Matt Broadbent	E	9	CDMC	1
	10	Simon Frost	S	6	CDMC	1
	11	Maurice Ellison	E	5	CDMC	1
	12	James Swallow	N	3	PMC	1
	13	Sam Coombes	N	2	PMC	1
	14	Ian Graham	E	1	CDMC	1

Results following R3 : Tour of Anglesey Rally

Next Round

Matlock MC

Kick Energy Rally of Derbyshire

Followed By

Clitheroe & DMCs

Primrose Trophy Rally

U18 Championship

O/A		pts	Club
1	Luke Girvin	20	U17MC
2	Matthew Nicholls	18	BLMCC
3	James Robinson	10	U17MC
4	Robert Cotton	0	CDMC

Sprint & Hillclimb Championship

O/A Competitor pts Class Club

Awaiting 1st Round

Non Race/Rally Championship

O/A		Class	Score	Club
1	Andy Williams	A	19.80	U17MC
2	Scott MacMahon	A	19.22	U17MC
3	James Williams	A	18.96	U17MC
4	Lauren Cook	A	18.95	U17MC
5	Gary Ross	A	18.28	A&PMMC
6	Steve Price	A	10.49	CDMC
7	Steve Johnson	A/F	10.03	U17MC
8	Jamie Foster	B/F	10.01	U17MC
8	David Goodlad	A	10.00	BLMCC
9	Chris MacMahon	A	9.93	U17MC
10	Phil Clegg	D/E	9.89	AMSC
11	Chris Livesey	A	9.09	U17MC
12	Hazel Johnson	A/F	8.42	U17MC

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q	
1	Peter Jackson	D	84	G&PMC		
2	Russell Starkie	C	80	CDMC		
3	Duncan Taylor	D	56	BSSMC		
4	Mark Knight		53	G&PMC		
5	Mark Kelly	C	29	G&PMC		
6	Phil Jennings	D	28	Warrington		
=	7	James Massey	D	27	CDMC	
=	7	Ian Bruce	C	27	S061MC	
=	7	Mike English	C	27	Wigan	
=	7	Ric Wood		27	GPMC	
=	7	John Darlington	D	27	Wigan	
=	7	Dave Riley	C/D	27	BSSMC	
=	13	Steve Johnson	A	26	U17MC	
=	13	Adrian Lloyd	D	26	Warrington	
=	13	James Swallow		26	PMC	

O/A	Co-Driver	Class	Pts	Club	Q
	1 Darren Taylor		83	GPMC	
	2 Phil Shaw	C	80	CDMC	
=	3 Louis Baines		53	PMC	
=	3 Stephen Grayson	D	53	BSSMC	
	5 Andy Baker	C	29	G&PMC	
	6 George Jennings	D	28	Warrington	
=	7 Matt Broadbent	D	27	CDMC	
=	7 John Darlington	C	27	Wigan	
=	7 Adrian Lloyd	D	27	Warrington	
=	7 Garry Hughes		27	BSSMC	
=	7 Tony Vart	C	27	CDMC	
=	7 Garry Dillon	C/D	27	BSSMC	
=	7 Richard Robinson	D	27	BSSMC	
=	14 Steve Butler	A	26	CDMC	
=	14 James Swallow		26	PMC	

Updated Following Lee Holland Stages

Next Round

Stockport 061 MC

9th April

SMC Stages

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
April					
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	Warrington DMC MC	Gravel PCA	Wern Ddu
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	PCA	Yes	Warrington DMC MC	Gravel PCA	Wern Ddu
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	Envile 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,
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,

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					
6-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
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,
27-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
September					
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
December					
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
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 Stage Rally Championship 2017

Date	Event	Organising Club
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 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)		

SD34MSG None Race/Rally Championship

Date	Event	Organising Club
9-Apr	PCA	A&PMCC
23-Apr	Sporting Trial	A&PMCC
30-Apr	Gravel PCA, Wern Ddu	Warrington DMC
30-Apr	PCA	A&PMCC
7-May	Classic Trial	A&PMCC
14-May	Autosolo/PCA/AutoTest	CSMA
21-May	Gravel PCA, Wern Ddu	Warrington DMC
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
6-Aug	Gravel PCA, Wern Ddu	Wallasey MC
19-Aug	Autosolo/PCA	Under 17 MC NW
20-Aug	Autotest/AutoSolo	Under 17 MC NW
27-Aug	Gravel PCA, Wern Ddu	Wallasey MC
3-Sep	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
2-Dec	Autosolo/PCA	Under 17 MC NW
3-Dec	Autosolo/PCA/AutoTest	Accrington MSC

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



Sunday 19th March marked our second autosolo of the year, which saw Louis Baines take home the prize for 1st place, with Craig Shooter in 2nd position, and Richard Cooper in 3rd place.

The entry list was full and there were lots of new faces, which we always welcome. The track (and marshals) remained dry for the most part of the day, but there was a strong wind to contend with – not that it fazed the drivers! Everyone enjoyed the fast-paced course, of which we did a double run for the final set of laps. There was a notable and welcomed lack of vehicle-based drama at this event too; the only casualty was a blown Saxo gearbox, which is positively uneventful by our usual standards!

The same can't be said for the **Roskirk Stages**, which was decidedly livelier, mechanically speaking. The team of Louis Baines (navigating) and Tim Whiting faced a number of technical challenges throughout the day, but that didn't stop them from placing 7th overall and 2nd in class, which is a remarkable achievement. Similarly, Charles Andrews and Christina Lang did exceptionally well coming 15th overall, thanks to a combination of superb teamwork and a Honda that didn't miss a beat. Kameron Anderson also represented the club on what was his debut stage rally – and finished! But commiserations go to Lee and Carl Balshaw, who's MK 2 Golf engine failed catastrophically before they had a chance to really get stuck in. These things can't be helped, but there's always a next time.

We're now on countdown to the **Primrose Trophy Road Rally** – just a few short weeks away. We have at least five crews out representing PMC, including Charles Andrews and Christina Lang, Louis Baines and Kris Coombes, Ian Swallow and James Swallow, Craig Shooter and Jonny Baines, and Neil McCarthy and Alan Barnes, plus plenty of club members marshalling. In anticipation, Alan Barnes arranged a fantastic club night to help members prepare for the rally. As well as plotting exercises, example time cards, and the opportunity for questions, members were encouraged to share their road rally knowledge and experiences with each other. These sorts of nights are proving to be an invaluable tool for newcomers looking for the support they need to get in to road rallying, so no doubt we'll be hosting more of these in the future.

Beyond that we have our next **AutoSolo**, which will be held at Trax in Preston on Sunday 7th May.

The entry list always fills up fast, so keep an eye on our Facebook page to find out when the entries go live and for future event announcements. You can submit your entry via our website, and if you've not joined us before you can also purchase your Preston Motorsport Club membership directly from the website.

We'd also like to remind all club members that have taken part in any event to let us know so we can make sure the points you're awarded contribute to club competitions. So, if you have taken part in a motorsport event or club night competition – whether that's in the hot seat, silly seat, or as part of the service or marshalling crew – please let us know what you did, when it was, and your results by emailing:

results@prestonmotorsport.club



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

'What's On' at CDMC

April

Tuesday 4th April

Tony North

*Tony's Experiences as a Photographer on the
Motoring News Road Rally Championship,
Car & Car Conversions Mag, WRC, BRC & More*

Tuesday 11th April
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 & ideas
Why not come along. You might enjoy it*

Tuesday 18th April
Games Night
Scalextric

(Courtesy of Warrington & DMC)

Video Games, & More

Its Half Term

Bring the Kids

(Bet you cant beat them)

Tuesday 25th April
Primrose Trophy Forum

Come & tell us how it was for you

As a Competitor, A Marshal

or one of the organising Team

Tuesday March 7th

Catch Up

*Ryemore, Hall Trophy, Riponian, Red Kyte,
NW Stages, John Robson, Saltire Rally,
Malcolm Wilson Stages, Tour of Anglesey*

Its been a long time since the last 'Catch up' and even though it is still early in the season members have been out competing on lots of events

Maurice Ellison did the Ryemore with Pete Jagger & managed to get a finish despite getting lost on the her-ringbones. Marshalled on the Riponian, Jack Neal & LFNWS. Then did the John Robson (with Dave Whitaker) : retired sick. Did the Saltire with Steve Price. Some problems including snow. Next event Ilkley Jubilee

Gareth Shepherd & Samuel did the PCA (Samuel Marshalling) at Trax. Then the Preston MC 12 Car. Finished 5th out of 10.

Tony Vart had a wet day running Stage Start at Blyton. Then with Dave Hopkins competed on the 1st round of the British Historic Stage Championship the Red Kyte in the Talbot Sunbeam. Went well but struggled to keep up with the Avengers. Next event Rally North Wales. Got an entry in for the Roger Albert.

James Massey did the Jack Neal & finished 7th O/A. Struggled with the wet conditions in the morning. Next event Anglesey

Phil Shaw & Russell Starkie did both the Jack Neal & the LFNWS. Leading SD34 Stage Championship. Next Anglesey & then 3 Sisters.

Myles Gleave did the Ryemore & the John Robson. Navigation on the Ryemore was tough. Plans to do 7 SD34 Road Rally rounds. Next event is the KERoD.

Paul Buckel & Steve Butler had a reasonable run on the Ryemore despite an error at Castle Howard. On the John Robson, had a problem with the first CB, went back twice! After that OK.. Should have done the Tour of Anglesey but broke down on way to start. Steve Butler did the Jack Neal with Steve Johnson (Budget Rallying) Next up will be the KERoD

The Dukes (Sam & Dan) as always we kept the best till last. Not a fan of P&B. Found the John Robson easier than the Ryemore. Followed another car from Scrutini-neering to the Start Venue & when doing the Pre-plot realised they didn't know where they were. Slight problem on first section but everything went well after that. Going well on the Scatters Next event the Primrose

Tuesday March 28th
Table Top Rally

Eight different types of Clues were used to confound the crews of this Table Top Rally. Five of the seven crews entered were novices, three of those Novices taking on their first Navigational Road Rally (The Primrose Trophy Rally on the 22/23 of April) The other crews will be out marshalling. Something new always learned

O/A	Crew		Pen
1	Terry Martin/Andrew Duffy	E	22m 11s
2	Ben Mitton/Levi Nicholson	N	25m 45s
3	Gareth Shepherd/ Dan Fox	N	33m 44s
4	Dan Sedgwick/Sam Ambler	S	35m 18s
5	Paul Pendleton/Harris Holgate	N	38m 38s
6	Andy Lodge/Callum Lambert	N	39m 27s
7	Steve & Georgie Cotton	N	48m 19s

Clitheroe & District Motor Club



Tuesday 21st March Scatter Rally, Round 6

Well the CDMC Winter Scatter series concluded with two worthy winners indeed in Steve Cotton and Sam Ambler...occupying different cars mind you!

Due to Rob Cotton having to drop a round due to school examinations, even the last round victory this evening meant he couldn't overhaul Sam who managed to do enough tonight despite feeling unwell in the car! As Sam said in his acceptance speech..."Rob was unlucky....but I didn't go to school!"

In terms of the drivers Steve was nearly home and dry before this evening but the Cottons achieved a first tonight...all the boards in the time allowed even Terry Martin was gob-smacked . . . he thought he knew all the tricks!

Well done to Steve and Rob tonight for an outstanding performance and to Steve and Sam for being worthy Series winners. A great conclusion to a very popular winter series.

Many thanks to Tel tonight after his team suffered mechanical issues putting clues out and to Maurice Ellison for being series points compiler.



Steve & Rob Cotton



Sam Ambler



Steve Cotton

Scatter Rally Championship Following the March Scatter

Drivers

O/A		Points
1.	Steve Cotton	107
2.	Dan Sedgwick	92
3.	Stephen Hardy	51
4.	Ben Mitton	49
5.	Dan Fox	48
6.	Andy Lodge	46
7.	Maurice Ellison	45
8.	Dominic McTear	35
9.	Paul Buckel	34
10.	Paul Pendleton	28
11.	Ed Speak	26
= 12.	Steve Butler	23
= 12.	Matt Horn	23
14.	Mark Johnson	18
15.	Louis Baines	15
16.	Gareth Shepherd	13
= 17.	Edward Halgate	12
= 17.	John Hargreaves	12
= 17.	Jack Howard	12
20.	Phil Shaw	10
21.	Jonathon Colletts	8
22.	Sam Coombes	6
23.	Connor Stubbs	5
= 24.	Josh Addlington	4
= 24.	Andrew Hargreaves	4

Navigators

O/A		Points
1.	Sam Ambler	92
2.	Robert Cotton	88
3.	Levi Nicholson	49
4.	Sam Mitton	46
= 5.	Matt Broadbent	45
= 5.	Callum Lambert	45
7.	Steve Butler	39
8.	Leah Brown	37
9.	Terry Martin	36
10.	Harris Halgate	32
11.	David Speak	26
12.	Ian Raynor	21
13.	James Chaplin	19
14.	Arron Johnson	17
15.	Kris Coombes	15
= 16.	Paul Buckel	13
= 16.	Jonathan Colletts	13
= 18.	Brad Howard	12
= 18.	Sam Shepherd	12
= 20.	Tony Vart	10
= 20.	Elliot Shaw	10
= 22.	Matt Worden	9
= 22.	Ellis Pilkington	9
24.	Craig Shooter	8
25.	Billy Metcalf	5
= 26.	Sam Hargreaves	4
= 26.	Harley Rushton	4
28.	Tom Parkin	3
29.	Christina Lang	2

Couldn't get to a Club Night? You can still catch up with most of what has been going on, on YouTube
<https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsozI>

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.

Sprint competitors:

We're still accepting entries for the Liverpool MC's Aintree sprint on 22nd April.

Over 120 entries already received but there's still room for more.

Regs and on-line bookings are available now at

www.liverpoolmotorclub.com

But don't wait too long if you want to compete, the event may soon be full.

Sprint & Hillclimb drivers' licences

From January 2018 any driver competing in a Racing or Sports Libre car of more than 1100cc (or equivalent forced induction) with the exception of a pre-1994 Formula Fords must hold a Speed National A or Race National A Licence (H.16.1.1), unless the car is currently licenced for use on the public highway and competes in the event in a road-legal condition.

If you currently have a Non-race national B licence but are competing in one of the affected cars, then you should start collecting licence upgrading signatures in the 2017 season. Note also that to upgrade from Nat B to Nat A you'll need six signatures in future, so if you don't do many events, make sure you hand in your licence and upgrade card for signing at every event.

Marshals wanted at Aintree & Barbon Manor

More marshals are always needed for Liverpool MC's Aintree sprints & track days, and the hillclimbs at Barbon in Cumbria.

Can you help? Previous experience not required, nor are a pair of those fetching orange overalls.

You can choose to go track side where inexperienced marshals are always stationed with one of our regulars, and help is required in the assembly area and on the start line too.

At Aintree we give £10 per volunteer towards your travelling expenses and provide a free buffet lunch too. And we guarantee a break of at least 40 mins for lunch.

Interested? Want to know more? There's more information at www.liverpoolmotorclub.com or you can contact LMC's Chief Marshal Bill Gray via our website too.

- 22nd April Aintree multi-championship Sprint
- 27th May Aintree Track Day 1
- 10th June Barbon Speed Hillclimb
- 24th June Aintree multi-championship Sprint
- 1st July Barbon Hillclimb including the MSA British Hillclimb Championship.

And more events follow later in the year.

Astra GTE Red Top Engine For Sale

Astra GTE Red Top Engine, has been running in the Longton Northern Speed Championship for the last 3 seasons in my Carcraft Cyclone without a missed beat. Full rebuild 3 seasons ago.

Spec as follows:-

- QED Q42H Engine upgrade kit. Balanced standard crank (early lighter type) and rods.
- Bored .020" oversize with Omega high compression Pistons.
- Vernier Cam pulleys.
- Bespoke Exhaust Manifold built to QED spec,
- Slip joints and springs.
- Pipercross air box and ducting.
- Fly wheel and competition 5 paddle clutch.

Basically the whole running engine.

Can be seen running in the car for a limited period as a new motor is on the way.

Made 170+bhp at the wheels on Paul Gardeners rolling road at Scorton.

£3500 ONO.

Contact Sean Bourn: 07894 387586

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**

**These events are also part of the
SD34MSG & ANWCC championships.**

www.warringtondmc.co.uk



Wern Ddu PCA 30th April

This new event is aimed at cheap, fun motorsport on a loose gravel surface. Standard cars, with a little protection for those drivers that wish to use the right foot is advised (Sump and Tank Guards).

Road rally cars and smaller powered stage cars are also welcome. All drivers will be allocated into three groups, a car may be entered up to three times and a passenger to help navigate the course is required.

With three test sites planned and several runs at each site, the team hope that you will get good value for money from this new venture. The order will be Drive, Marshal and Rest depending on which group you are in.

The Entry fee is £30 per driver and a maximum of 45 cars can be accommodated.

These events are being put together by Warrington DMC and Wallasey MC with support from Clitheroe DMC, Accrington MSC, The Under 17 Motor Club North West, and Boundless by CSMA,

We are also open to other clubs joining the team to run these types of events at the venue. Please contact Steve Ellison (Warrington DMC) at rallyescort@hotmail.co.uk

Hexham & DMC

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



First and foremost, many congratulations to Jonathon Webb and Ali Proctor for putting on an excellent Hexham Historic / John Robson Rally which, judging by the comments on social media, went down extremely well with all competitors, they even enjoyed the whites and the regularity round Slaley Forest was the piece de resistance.

Unfortunately we, as ever, got one or two complaints but I'm afraid that's par for the course these days and shouldn't detract from what was an excellent event.

Many congratulations to Chris Dodds/ Hannah McKillop on winning the Novice award and to Mick & Josh who finished 7th, indeed, every Hexham crew finished the events, both Historic and Modern, so well done everybody. It's also well done to all the folk who turned out to marshal on the event, marshals are the unsung heroes of rallying and we wouldn't be able to function without them so a very big THANK YOU to everyone who contributed to the event's success.

THE FLYING SCOTSMAN CLASSIC TRIAL FRIDAY 31st MARCH

It's Flying Scotsman time again and we are looking for volunteers to help run the event's opening test at Slaley Hall which gets the event underway. Some 110 cars will be on show, a fantastic collection of exotic machinery from the pre-war era, goodness only knows what the cumulative value of the field might be, probably impossible to calculate! The great thing is, we get to see them in action, getting hurled about, if not like modern rally cars then certainly with a great deal of verve.

This year, the test is longer than normal being an amalgamation of the two test that have been used in the past, so we will need a fair few marshals to man the various chicanes and "Stop Boxes". It's an early start (sign on by 06:30) but I hope as many members as possible will turn up and support this unique event. Entry is via the main entrance to Slaley Hall, then up the drive, negotiate the one way system past the car parks and drive up the West side of the hotel to where all the golf buggies are parked, then we'll point you to chosen spot!

**PLEASE OFFER YOUR SUPPORT
WE NEED PLENTY OF MARSHALS**

NAVIGATOR REQUIRED ILKLEY JUBILEE

Mark Lewis is doing the Ilkley Jubilee Classic Rally and urgently requires a Navigator as Sally-Ann is otherwise engaged, so if anyone fancies a run on what is one of the top classic events around, please contact Mark asap.

Cltheroe & DMC



**Myerscough
College**
Providing opportunities for all

Sunday 11th June Myerscough College



Fun day out for the whole family with an AutoSolo PCA thrown in for good measure. Plenty for the wife & kids to see & do whilst we have a little play. No entry fee. Cash Prizes. Regs soon on the CDMC website. Other clubs members more than welcome to come and join us, either as a competitor as a club (Room for displaying a whole lot of Competition vehicles) - the more the merrier (Promote your club to over 20,000 people)

**Interested in Joining us at
Myerscough College
Either as a Competitor or as a Club
For more details
Contact Maurice Ellison
sd34news@gmail.com
or 07788-723721**

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:

- 31st Mar/ 1st Apr : 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, AWMCC, EMAMC, SD34 and ANWCC Championships.

Once again we receive the enthusiastic support of Steve Perez and his company Global Brands Ltd. We look forward 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 previous years - a competitive route with several sections timed to the second, straightforward navigation and the usual smattering of "whites", including a visit to the Walton Lodge special test. Following changes to the MSA regulations, the event will be run under Nat. B Road Rally 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 encourage 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, Leicestershire 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 donation 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>

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Lancashire Automobile Club



Mike Woods 70's Memories

Mike Wood has been a stalwart of the Lancashire Automobile Club since the early 1950's and made his mark in internationally rallying as Tony Fall's navigator in the works Mini Coopers. In fact I bet that most rally enthusiasts of a certain age will forever associate Mike's name with the Mini especially the Sophia Liege where he co-drove with local driver John Wadsworth.

Mike has given many, many talks on his exploits in the Minis and last October came up with a suggestion for a talk not about the Mini days of the 60's but the events that followed. Mike suggested that it would be good to have an evening late in 2017 but the LAC Committee, working on the principle 'get them while they're still breathing' asked if he could do it a little earlier than that.

So in late February Mike sat down to present his memories from the 1970's at Whalley Golf Club to an assembled multitude of over 100 enthusiasts. His task was made easy by the fact he had been given a 8mm film camera in the late 60's and had filmed many national and international events, in particular the pre event reconnaissance. By various incarnations many of these films had found their way via VHS to DVD and were presented on the night with Mike giving a 'live' running commentary.

It is always illuminating to hear what went on in the background with navigators getting together to 'explore the route prior to an event. Can you imagine that nowadays. Mike did the Recce got the Moroccan rally with an unknown called Jean Todt who apparently chose to drive as he was useless at reading maps! Pace notes yes maps no. Another snippet was that drivers from different teams often had a little drive in each others cars - most team managers would have dicky fit if that went on today.

Mike's films included the Monte, Moroccan, East African (all campaigned in the mighty Datsun 240Z) and Avon Tour of Britain (Datsun 180 B Bluebird) but as the slide presentation of Mike's exploits showed his drives in the 70's also included BMW 1600Tii, Peugeot 304 and believe it or not Volkswagen Beetle. He also co-drove in works Lancia Fulvias but a very thorough search was unable to locate pictorial evidence of this!

The audience were treated not only to Mike's memories but also an excellent pie and peas supper and went home happy after a most enjoyable social evening.

Word of warning - Mike has more films!!



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 : Sandra Williams

sandra.williams21@btinternet.com or telephone 01772 79149

Manx Auto Sport Limited Haydn Minay Memorial Rally

31st March/1st April 2017

Welcome to the inaugural Haydn Minay Memorial Rally.

In the recent years of change and also the issues our sport has had to endure it is refreshing to see that we have been able to get a team of dedicated people to try to renew the forest events we had on the island in the past.

It is therefore with the greatest of pleasure to introduce the Haydn Minay Memorial Rally which will be based in four of the local plantations around the beautiful Isle of Man. We are graced with some great tarmac events and hopefully the Haydn Minay Memorial Rally will grow to become the premier forest event on the Island.

Haydn Minay was a great supporter of island rallying for over 60 years, Haydn was President of Manx Auto Sport until, unfortunately ill health forced him into retirement and his passing soon after was a great loss not only to Manx Auto Sport but also to the Islands rallying family as a whole. We at Manx Auto Sport wish to honour Haydn's memory by naming this forest rally after the great man himself.

The rally will cover approximately 40 miles of the best forest stages we have on the island and a lot of work has been put in by the rallying family on the island to make sure that the event has the best possible route condition there can be.

Reconnaissance will start from Saturday 11th March, 2017 through to Friday 31st March, 2017.

Reconnaissance can only be done via non-motorised tools.

Scrutineering will be done at Motor Mall on Thursday 30th March, 2017 and by appointment ONLY on the Friday 31st March, 2017.

Documentation will take place at the TT Grandstand on Thursday 30th March, 2017 and Friday 31st March, 2017 for all competitors. Results and service will be located at South Barrule on Friday 31st March, 2017 and at the TT Grandstand on Saturday 01st April, 2017.

Management servicing will be available for the event for free, based at the Sheep Pens between stages.

Our thanks also go to all the competitors, those who travel to the island and our local competitors, and to all the officials who assist in putting the event on.

If you know of anyone who would like to assist in any way, then please contact the club on info@manxautosport.org.

We look forward to seeing everyone at this event which we hope will provide a fantastic start to the Isle of Man Championship. Take care and have fun...!

www.manxautosport.org

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 - Sentinel

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 recce

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@iomevents.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 - Sentinel

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@iomevents.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



Membership Fees

It has been proposed that the Committee reviews membership fees prior to 2018 and this will be progressed with a view to introducing a reduced fee.

Championships and Club Awards

During discussions on awards and the championship results it was highlighted that there is confusion surrounding rules. It was agreed that the rules for all championships need to be updated and the first change will be that Championship registrations will be automatically included in Club Membership Fees, with no additional monies to be paid over. Any monies paid for 2017 will be refunded to members.

Other items to be considered.

- The Rally Championship should take into account the current low number of competitors taking part in respect of Best Wallasey awards.
- Consideration of a standard form for Nav run plots which can be used for RLO authorisation and then be kept as a permanent record.
- Consideration about new rules for the Howie Campbell award.
- Timescale for submitting results in order to count in the championship – for example results would have to be submitted by the end of the month following the month of the event, or if in December by
- the end of December – this has yet to be finalised.

All members must be made fully aware of the regulations. Championship scores / standings will be circulated to the members at regular intervals.

There is a good set of Navigational Scatter Rally regulations which will only need fairly minor updates.

The other championship rules will be re-written.

As soon as available the rules will be distributed to members and will be implemented retrospectively for 2017 championships.

Wern Ddu PCAs

A couple of months ago we announced in the Newsletter that Wallasey MC was joining forces with other clubs to put on events at the new venue, Wern Ddu.

The first events are scheduled for 30th April and 21st May and Alan Smith has agreed to be the Clerk of the Course. The regulations are now out and for those

who want a fun and cheap day of competition, they can be found on the Wallasey web site

www.wallaseymc.com

This is a new initiative designed to attract new and young competitors to an affordable branch of motorsport, but as usual, these events do not run themselves and so helpers are urgently needed.

Please contact Alan if you are prepared to help as a Timekeeper, Scrutineer or Club Steward.

Official Wallasey MC Jackets

(See Photo on the Right)

Contact Steve Turner for more info



WALLASEY MC

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

Social Events

Date	Event	Organiser
30th April	PCA Wern Ddu 1	Alan S
21st May	PCA Wern Ddu 2	Alan S
2nd July	JRT Enville Stages	
1st 2nd September	Prom Rally	
6th August	PCA Wern Ddu 3	Alan S
27th August	PCA Wern Ddu	Alan S

Marshalling

29th - 30th April	Pirelli international rally
13th May	51st Plains Rally BTRDA
2nd July	JRT Enville stages

Navigational scatter rally championship

BEST NOVICE CODRIVER:	Rob Burgess
BEST NOVICE DRIVER:	Tim Ellis
3rd OVERALL CODRIVER:	Stephen Turner
3rd OVERALL DRIVER:	Tim Ellis
2nd OVERALL CODRIVER:	Stuart Macmaster
2nd OVERALL DRIVER:	Andy Davies
1st OVERALL CODRIVER:	Neil Evans
1ST OVERALL DRIVER:	Phil Bramhill

Stage rally championship

BEST NOVICE CODRIVER:	Rob Burgess
BEST NOVICE DRIVER:	Jackson Willett
3rd OVERALL CODRIVER:	Rob Burgess
3rd OVERALL DRIVER:	Jackson Willett
2nd OVERALL CODRIVER:	Stephen Turner
2nd OVERALL DRIVER:	Carl Bennett
1st OVERALL CODRIVER:	Jordan Joines
1ST OVERALL DRIVER:	Paul Evans

Mcgovern trophy

BEST PLACED WMC MEMBER IN THE ANWCC CHAMPIONSHIP: Jordan Joines

Marshall of the year

RALLY: Neil Evans



Every Day Is A School Day ...

It was whilst sitting in the pub in MK that the phone rang and it was Phil Jobson from Cumbria asking if I wanted to sit in "Snowy" on the MW Rally in just over a week's time. Snowy, of course, is Phil's well known lovely Mk1 Escort. It took barely seconds to say "aye, arright then no problem" !!

And so it was that on a cool drizzly kinda morning we lined up outside Malcolms wonderful World Rally Team headquarters ready for therein out to stage 1, Hobcarton.

Only short at a couple of miles it was however run in the reverse direction ... And the entrance to the stage was horrifically rough, the rest not much better. Comb followed and was also quite short and again run the opposite way to normal. The car was running well but at the short management service we had an issue with wheel nuts on the rear axle whilst putting new tyres on ... a short service turned into a longer one and eventually rolled into stage 3 Wythop 20 minutes into our lateness.

At the end of one of these early stages (not sure which one !) our beloved editor was in attendance at the stop line (SS1, *Hobcarton, Chris*). Hence the brief report here - ever the editor, Moz refused to give me my time card back until I promised to write one ! It was also good to see Bob Hargreaves at the PC card collect too !

Of course the jewel in the event was Greystoke. Fast, flowing, superb surface, M Sport have done a superb job with this forest, and we flew through that stage.

After lunch service we headed out to Grizedale North and Grizedale South. These classic stages are long and tough on all members of the team - car, driver and navigator, with barely a straight anywhere to catch your breath... corner after corner after corner .. It was here that we fell foul of officialdom ... I (along with several others I hasten to add !) picked up a minute penalty for booking into arrival of SS6 Grizedale South early... The arrival control was only 200 metres from the stop line of SS5 and when we arrived we missed the yellow board as it was obscured by people standing around. We stopped as soon as we realized, and stopped well before the red clock board, but the damage was done. Of all people marshalling there was an international co-driver who knows the rule back to front and the damage was done. Lesson learnt.

The next lesson was learnt on the run from SS6 to service where a road accident between a cyclist and non competing car blocked the extremely narrow lane for at least 45 minutes. Police advised competitors to turn round and 're-route to service', but of course being stage rally navigators no one had any OS maps ! There were cars going all over the place Lesson two - always carry maps even though the organisers give you road books ... !! Fortunately the organisers made allowances for us in road timing so no extra penalties were incurred ...

Finally we got to honour second run through Greystoke which cheered us up no end.

All in all a cracking rally and well organised as ever, and although no prizes for us this time a thoroughly good (school) day out !



2017



Photos Courtesy of Richard Denney

***Chris Sheridan
Car 62***

Looks more like Car 67 to me Chris ! . . . Moz

Bilham battles to DMack ST Trophy win in Cumbria

Bingley driver Sam Bilham and co-driver Cameron Fair battled through tough conditions to win round one of the DMack ST Trophy which took place on the Malcolm Wilson rally in Cumbria. Alasdair Currie was second and Richard Wells third.

Bilham was fastest of the ST Trophy crews on all but the first stage and his winning margin was almost two minutes after 43 miles of competition in the forests of the Lake District.

"We had a trouble-free day, stage one was very slippery and it took some time to get used to the car with it being the first event since last season," said Bilham. "It was good to be the quickest crew on six of the seven stages, I'm aiming for the championship win after a strong performance last year so it's the ideal start to our year."

Alasdair Currie and Steven Brown were in second place, a great result given their car was only finished the night before the event. "The gearbox broke on the Snowman rally two weeks ago and we've been flat out repairing it," commented Currie. "We finally got the job finished on Thursday night before heading down to Cumbria. We struggled on stage one but then were settling in nicely before a total loss of brakes in stage four. We struggled back to service and discovered a split pipe which we repaired. The brake peddle was still spongy in the afternoon stages but we managed to get second place."

Richard Wells and Calvin Houldsworth finished in third after setting joint fastest time on the first stage. They shared the fastest time with Jason Dickson and Arwel Jenkins who ended the event in fourth place after spending the day working on the set-up of the car, having previously only contesting Irish forestry events. Jon Ambler made the long journey north from Hampshire and he and co-driver Doug Chivers were rewarded with fifth place. "We started fairly steadily to get back into the swing of things after the winter break," said Ambler. "We had no real dramas other than some damage to the front bumper caused by the stages being rough in places. Our times improved as I got used to the car and I'm happy with fifth place."

In sixth place was Martin Auskerin and John Ross. Auskerin struggled for grip early on and then had a huge moment in the Wythop stage which resulted in the car getting stuck and needing the help of spectators to get going again. This, and a few other moments, saw a fair bit of time lost to the other ST Trophy crews.

Tom Easson and Abi Haycock had a disappointing event. Like other crews, they struggled with the conditions early on but their rally would come to a dramatic end in Grizedale when the car went off the road and a fence post came through the windscreen, narrowly missing the crew who fortunately escaped injury.

Enniskillen's Jody McManus and co-driver Jon Armstrong were setting some great times in their Fiesta but hopes of a good result were ended in Grizedale when an engine mount broke and, subsequently, a driveshaft failed which caused them to retire.

Another crew to fall victim to the notorious Grizedale forest were Guy Butler and Jamie Mactavish who suffered a broken shaft. "It was my first event in the car," said Butler. "It was a case of learning with each mile and I was really enjoying my first taste of the ST Trophy. Sadly we broke a shaft on the start line of stage five, we limped through the stage but decided to retire rather than risk further damage to the car."

The DMack ST Trophy will resume on the Somerset Stages on April 8th.

DMack ST Trophy Round 1 results:

Sam Bilham	51:11
Alasdair Currie	+ 1:58
Richard Wells	+ 0:29
Jason Dickson	+ 0:11
Jon Ambler	+ 0:30
Martin Auskerin	+ 4:28



Report & Stage shots courtesy Songasport

Malcolm Wilson Rally

11th March 2017

Blackpool South Shore Motor Club members Mark Holmes and Craig Simkiss put in a top class performance on the Malcolm Wilson Rally winning the first in H2 Class Awards in their Ford Escort Mk1.

The rally started at the Dovenby headquarters of the M-Sport World Rally Team, who represent Ford in the World Rally Championship. The route was made up of over forty competitive timed to the second miles, spread over seven special stages in the Lake District forests, with the finish at Penrith.

Holmes, a Fleetwood Auto Engineer, was quickest from the off and maintained his lead throughout, eventually finishing over three minutes ahead of his closest rivals Drexel Gillespie and Gill Cotton. He was counting himself lucky however having hit a bank, in a fog shrouded Grizedale, that launched the rear of the car into the air. Fortunately, it landed on the track and he was able to continue.

Fresh from his success in the English Lake District, for his next event Holmes will head to the warmer climes of Spain's Catalonia region to contest the Rally Costa Brava. He will be at the wheel of his MG Metro 6R4 and will be co-driven by Chris Sharpe-Simkiss.

Phil James : Report & Images



Roskirk Stages

The first of Blackpool South Shore Motor Club's two annual stage rallies took place at Wigan's Three Sisters Race Circuit where a quartet of club members were amongst the prize winners.

Outright winners on the day were John Stone and his co-driver son Alex, a Myerscough College student, who headed the standings throughout in their Legend Fires Ford Fiesta S2500. It was the second victory at the venue in six months for the South Shore crew who took victory there on last October's Adgespeed Stages.

Dave Benson and Chris Slater added their names to the South Shore honours list after taking the awards for finishing third in Class 3 for 1400-1600cc cars. They brought their Iain Gorrie Motor Engineers Honda Civic home eleventh overall after a pair of spins on the final stage cost them a top ten place.

Hambleton duo Paul Reader and Callum Cross brought their Saltcoat Motors/Wyre4You Peugeot 205 home in eighteenth place, seventh in Class 4 for 1601-2000cc cars. Their day wasn't without incident as they had a spin on the opening stage and the intercom failed on the penultimate test forcing Cross to shout instructions to his driver!

Sean Ward and Matty Daniels were forced to retire their Honda Civic Type R following stage six as a result of clutch failure. They had been lying fifteenth overall at the time.

Phil James : Report & Images



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**MOTORSPORT
NEWS**

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

Lee Holland Stages Rally



**Pendle & DMC
&
Garstang & Preston MC**



First time out in the Darrian for us this year, hoping for good things after retiring from the Hall Trophy, whilst leading. Geoff's updated the front suspension, so the thursday before the rally, we head off to Three Sisters, for a couple of hours testing, and to shake the cobwebs off.

After leading for most of the day, Geoff Roberts and Terry Martin's Darrian suffered engine failure with two stages go, rewarding Wil Owen and Rob Hopewell with victory after a second half charge in their Escort.

For the opening stages it couldn't have been closer. It was a tie for the lead on the opening stage between Paul Swift/Steve McNulty's Escort and Nigel Mummery/Darren Spann's Ford Focus WRC, with Ian Woodhouse/Paul Rowland a further second back in third, before Martin Hodgson/Tony Jones' Escort tied for fourth with Roberts' / Martin in the Darrian, but a first stage casualty had been Adrian Spencer/Mark Hewitt, after the bonnet flew up on their Impreza and smashed the screen.

A couple of tweaks to the Darrians suspension, and Roberts flew through stage two and emerged as the new leader with a second in hand over Mummery, but while Swift slipped back to fourth, Woodhouse had a two second cushion over his Motorsport News MSV Circuit Rally Championship rival Swift, while Hodgson was joint fifth with Owen, who had shared the fastest stage time with Owen,

It was to get even closer after the third stage, with Mummery clawing back his one second deficit and share the lead with Roberts, while Woodhouse went even quicker to be only a second off the lead himself.

Owen's charge continued as he had Swift's fourth place in sight, but as Hodgson lost out, sixth was also a tie between Steve Quigley/Peter Littlefield's Clio and Mark Kelly/Andy Baker's Escort.

Mummery was the first of the leaders to hit trouble, a transmission problem put him out on stage four, giving Roberts a four second lead over Woodhouse.

It was Woodhouse's turn to lose out though on stage five however, down to joint third with Owen, but more importantly six seconds adrift of title rival Swift.

Just when the gaps seemed to be widening, it was back to three seconds covering the top three after stage six, with Roberts' lead down to a second over Swift and Owen fastest of all, a further second back, as Woodhouse continued to lose time, but had a 21 secs cushion over Peter Smith/John Milington's Fiesta R5+ for fourth.

Fastest again on the penultimate stage Owen found himself with the lead after Roberts' Darrian succumbed to engine failure. The new leader only had four seconds over Swift, to which he added one more to take a five second victory.

Woodhouse claimed the final podium place and now goes into the final Championship round at Cadwell next month as joint leader with Swift. Smith was the class D2 winner in fourth place, with Kelly in fifth taking the class C spoils.

Hodgson was seventh and with Quigley and Terry Clarke/Ronnie Roughead both picking up penultimate stage maximums, for missing the split, Mike Taylor/Martin Haggett's Talbot Sunbeam Lotus moved up to seventh, with Rob Hughes/Sion Cunliffe's Focus eighth and second in class C, with Darren Meadows/Paula Swinscoe's Evo 4 ninth and second in D2 and Cliff Evans/David Davies' Escort completing the top ten.

Terry Martin : Clitheroe & DMC



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Lee Holland Stages Rally

Arrived Saturday just in time for a great windy night hopefully getting some sleep, must get a new sticker (if you see this van rocking your on Anglesey)

Woke up to a nice dry day . Breakfast and if we went, I must say what great stages. I do like the new part that goes around the buildings and the jump it's a bit tricky going down the hill. There is a funny landing, but going up the hill well. Who doesn't like testing the sump and gearbox guards .

We got some good stages in and at 2pm the rain came when we where lining up on the start line with slicks on. Very interesting stage that was. Back to service and fit the wets for the rest of the day.

Another finish - 28th overall and 9th in class despite having a clutch fault.

I would like to thanks Mark Carter of getting me passed all of them 1000 spits and many thanks to Pendle district MC for putting on a great event.

Next outing is the SMC stages can't wait

Steve Ellison : Warrington & DMC

A.Ches & I.Pullem Dental Practice



*I Keep hearing about Blue Tooth
Whats the best way to prevent it?*

**MOTORSPORT
NEWS**

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



Pendle & DMC
&



Garstang & Preston MC



Your Help Needed

I am in the process of trying to accumulate as much info/paperwork that relates to Roy Mapple and the Orangebox. Could anyone with any information, (car club newsletters, entry lists etc for northern based clubs/ events in the 1960s.)

Contact

Steve Entwistle : 07812 579106



M Sport, building tomorrows “Historic cars” today.

Success breeds success

Tony North is one of the world's best motorsport photographers whose images have been used in top motoring publications for over forty years. When he decided it was time he checked out what was happening at M Sport again it was suggested I might like to accompany him and put some text to his photos, it took all of two seconds to decide “Yes”.

A former photographer for his local newspaper in Morecambe, Tony was covering beauty contests, bonny baby competitions, local football, rugby and suchlike. His Eureka moment was when Tony Mason PR guy for Morecambe Car Club asked him if he would cover the local “Illuminations Rally” which was a Motoring News championship event, one of the best events in the country.

So good were these images that Motoring News and other publications clambered for them. He received commissions to cover other events which took up all his holidays, in due course he had used up all his holidays so had a dilemma as what to do. When Colin Taylor productions offered him a job as a freelance photographer covering not only the Castrol Autosport championship for Castrol but other events including world championship rallies for the likes of Marlboro cigarettes he took the plunge, went full time and never looked back.

In the early 1970s he was still covering local motorsport and became aware of a number of Cumbrian drivers contesting the dearth of forest events in those days and also heard of a young lad who was occasionally doing rallies sitting in the back seat of a Cortina MK2 rally car. He wasn't the navigator but a rear seat passenger on such tough rallies as the Jim Clark, Lindsifarne, events often using the notorious Kielder forests and Otterburn tank ranges.

Before he was old enough to drive this young lad was actually navigating on these rallies. Still only sixteen he built a Ford Anglia 105e rally car 159EYN with a 1500cc Cortina GT engine, twin 40DCOE carbs, Koni shockers and such equipment, this was entered in the Derwent Stages rally. Being unable to drive the car due to his age he needed to ask someone to drive it. Fortunately he asked me. It was being a passenger with my wife and I rallying our Cortina that helped spark his interest in rallying.

The Anglia went really well and was up on the leader board until a head gasket blew and had to be retired having almost completed the rally. This disappointment was one of the earliest character building lessons that rallying teaches you. The young lad was Malcolm Wilson.

His motorsport career had started, he understood navigation, planning, he serviced for us on rallies such as the Scottish International, my co-driver by this time was often his Dad who I teamed up with and we enjoyed rallying together for a number of years. In 1972 his dad bought a new body shell and we all helped build a new car BRM730K which I drove on the 72 Scottish although I kept my own Cortina OHH756G so that sometimes we drove our own cars on more local events, I with my wife Carol, Ken with various navigators.

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Dovenby Hall



Mr. M-Sport



*Some of the many trophies
(Nearly as good a show as mine ! LOL Moz)*

Success breeds Success **Continued from Page 28**

In 1974 I drove another Escort UHH709J with a 1600 BDA engine in the RAC rally in November, a year that snow, ice and rain made life really difficult for the service crews. Malcolm and the other lads did a great job even rebuilding the car between stages after I rolled it doing substantial damage on stage one. In fact they did such a good job we even managed to win the Clubman's section, the biggest prize being a free guaranteed entry in the 1975 RAC as well as some lovely glassware. Malcolm continued to help build our Escorts in the garage and service them on rallies; he knew those cars inside out.

On one rally in Keilder I broke the rear axle of my Cortina with Malcolm again in the back seat. After the rally had passed our service lads came in and we changed the axle so I let Malcolm drive the Cortina the several miles to the finish. At that time stages could be twenty or even thirty miles long especially in Keilder. He was a superb young driver and loved sliding the car sideways through the forest, a skill we became so used to seeing in the years to come.

Before his 17th birthday Malcolm acquired the body shell of BRM 730K the car we had built and used for the 1972 Scottish, he stripped it down, completely rebuilt the car then shortly after passing his driving test he was out competing. Using a 1300cc engine, out of eight starts he had three class wins and three seconds finishing all eight events. Mum Pearl was equally as hard working as the rest of the team, making meals for innumerable people, going for parts, feeding us on rallies. At times she just "happened to be parked" at some way out obscure location just when we may be a touch low on fuel or in need of a coffee or a spare wheel or two. Pearl is still heavily involved in the local motor club and motorsport even today.

Malcolm went on to have a brilliant career as a "works" driver, then again a privateer when works teams pulled out before going on to run his own team under the banner of "Malcolm Wilson Motorsport, later still he started M Sport. He could run these businesses so successfully because he had all the skills required, whether building, servicing, managing, driving, navigating or financial negotiations, he had mastered the lot during his formative years, none more important than the aptitude for financial negotiating.

"Success breeds Success". This well known saying is certainly very true at M Sport, based at the magnificent facilities Malcolm has created at Dovenby Hall the estate he bought on the very edge of the Lake District. On the day of our visit we gazed at the impressive view, the snow covered mountains with the sun blazing down from a bright blue sky; it was a very attractive scene indeed. Many motorsport enthusiasts would find an equally attractive scene inside the vast workshops where the WRC cars were being prepared for Rally Mexico. Those of Mr Ogier and Mr Tanaak were sporting the very appropriate registration numbers WRC1 and WRC2; normally "Works" cars produced at Dovenby have Cumbrian PX registrations.

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Blast from the past



Famous Engine



R5s under Construction



Also in the workshop were a vast number of other Fiesta R5 4Wheel Drive cars being built for customers on what is virtually a production line. The team are building these state of the art cars at the rate of one per week under normal circumstances although at the time of our visit two cars needed to be completed by the end of the working week so pressure was on to meet the deadline.

Since the R5 4WD class was introduced in 2013, orders for 218 cars have been taken from customers. The cars we saw being assembled were chassis numbers 206 and 210, the ones in between these two having already been completed, the team are still working on forward sold orders such is the demand for them. These workshops are so busy there is no room to build any 2 Wheel Drive cars at all, these have to be assembled in M Sports other facilities at Poland I gather as so many R5 4WDs and Bentley race cars which they run for Bentley are being worked on.

The reason M Sport is so busy building new rally cars is pretty easy to understand when you consider all the facts. This class of rally car has a maximum price of £180,000 fixed by the FIA. If you had enough money to buy such a car would you really want to go anywhere else? Here you can buy a car from the company that designed and developed the R5 4WD cars using the world's most advanced research and design facility; cars have been tested and proved by world champion drivers. You need a spares package, technical back up and guaranteed continuity of parts for the future, for this you need a company with the appropriate stores, vast financial backing and stability, who else but M-Sport could provide this.

This highly respected team have been in business for such a long time producing vehicles with such proven pedigree and provenance that if you sold the car in a few years time you may even make a profit looking at the current value of genuine "Works Built" rally cars. Even replica MK2 Escorts bring crazy money, genuine "works" ones are at stratospheric levels.

One very interesting feature at M Sport was a large world map showing the locations of all the sold cars, this was really fascinating. Europe, America, Far East, Middle East, Australia, Scandinavia to name but a few places but two appeared to be dots in the middle of vast oceans with no land mass anywhere near. I think one was Ascension Island and the other one I just didn't have a clue I'm afraid but one thing certain it would be a long ferry journey to each rally if the car was actually kept there.

Modern rallying is like F1; vast numbers of staff go out to each event worldwide to maintain both the cars and people in top form. Each car has its lead engineer liaising with the driver and in charge of a team of mechanical and electrical engineers, transmission and tyre specialists, computer and weather experts. To keep the crews in top condition it requires personal trainers, chefs, PR and media people and very importantly the hard working hospitality staff that look after the VIPs in this very commercially focused sport.

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Main Workshop



New R5 2017 Car nearly ready for for Mexico



Ott Tanaks WRC Car 2017 ready for Mexico

Photo Courtesy of Tony North



Tony North squeezed into a doorway to get the shot of Ott Tanaks WRC Car (above)

Photo by Keith Thomas

Success breeds Success **Continued from Page 30**

When a WRC team goes to a rally a fleet of massive articulated trucks, trailers, mini buses and a hospitality unit needs to go too. The hospitality unit can double or treble in size like a child's transformer toy so that chefs can look after VIPs as they watch the cars being fettled as required in service areas. What a difference to the days when Malcolm first started rallying, pre event planning involved little other than deciding which lay bys, suitable garages or car parks we could service in, this being long before service areas were designated. No pace notes or recceing was allowed, if anyone broke the rules disqualification was the penalty.

In 1977 after the birth of our first child I packed in rally driving as I couldn't afford it but I occasionally serviced or was lucky enough to co-drive for Malcolm when he won the British Rally Championship sponsored by Total Oil in an ex "Works" MK2 Escort HHJ701N

Malcolm's first service vehicles were a Bedford CF van with some form of extra seat bolted in the back, I can't even remember if that seat had safety belts at that time, the other was a Granada estate. These were replaced by the ultimate service vehicle of those days, a left hand drive, second hand Ford twin wheel Transit that had previously been a Ford Works service vehicle for Roger Clark, Ari Vatanen and other works drivers. Powered by a 3 litre V6 petrol engine this was as fast as some of the smaller rally cars back in the late 1970s when driven with let's just say a certain "verve" by top class mechanic Davy Nelson of Carlisle.

I well remember being one of the service crews for Malcolm on the 1980 Scottish International, his dad and I were parked alongside Loch Lomond when Dealer Team Vauxhalls service van pulled up and said "you had better go back to the stage Malcolm has had an accident", no mobile phones in those days but Dealer Team Vauxhall had short wave radio's. Sure enough Malcolm had really had a massive accident when the front offside wheel dropped into a culvert with a very solid concrete buttress that pushed the OSF suspension and pedals right back smashing both his ankles giving him tremendous pain. He was lying in an incredible 2nd equal place with Markku Alen at the time, what a shame; he was having a brilliant drive until then.

The ambulance took him to Inverness hospital where the skilled surgeons had to put pins in his smashed ankles a job they did many times a year being close to the ski centres of Scotland. These pins remained in for 17 months until they were removed but both ankles gave him trouble for many years.

Things have moved on unbelievably since then. Getting the whole M Sport team to European events is challenging enough with ferries, customs, permits for goods being exported then re-imported, hotels, flights and everything else to contend with but just imagine all the extra hassle and work getting the whole show to Mexico which was happening at the time of our visit.

Firstly the cars have to be flown out in special cages as hold luggage in the same way your suitcases are transported. To achieve this cars are packed into cages and put into the holds of large planes by fork lift trucks. These cages are only just big enough to accommodate the cars but the boot spoilers and other parts have to be removed then packed inside the car. This is no mean feat in itself with the roll cage having a complex arrangement of struts and diagonal tubes as you can imagine.

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Anna Rudd, Tony North & Malcolm Wilson
Photo by Keith Thomas



Malcolm Wilson co-driving through Greystoke in his first rally car (top) during the 1972 Derwent Rally with Keith Thomas at the wheel. He was driving himself (above) in 1976 when he took part in his first Scottish Rally, in an Escort.



Above B&W Photos of Malcolm from the Early Days by Tony North

Success breeds Success Continued from Page 31

These planes don't fly directly to Mexico City but were flying first to Atlanta so imagine all the additional paperwork required for America before another flight down to Mexico City. When eventually the circus arrives at the final destination the service park and hospitality unit has to be set up and the cars removed from their cages, spoilers re fitted then thoroughly checked over to ensure everything still works and performs as it should.

After that there is only the business of getting on and winning the rally or putting their cars on the podium in as high a position as possible. The snag here preventing a win or a podium is the efforts of vast global car manufacturer's intent on occupying those same podium positions. I never comprehended how much more difficult it was to contest an event like Mexico rather than say the Monte Carlo Rally, its mind blowing more difficult.

Congratulations to M Sport, best wishes for the future they all well deserve the success which is entirely due to the vision, determination technical and financial acumen of its founder Malcolm Wilson.

Enjoy looking at Tony's photos; he has followed Malcolm's progress over many years. As a youngster Malcolm's style was exciting, exuberant some would even say wild, but he was a great subject and gave Tony some fantastic pictures. He was impressed by Malcolm in those days; he has returned many times and after looking around M Sport again he was even more impressed.

The saying "Success breeds Success" Malcolm has proved is very true on countless occasions it's there for all to see at Dovenby. The trophy room has all the tangible trophies of that success and the private museum contains many of the most successful cars that won those glittering trophies. A win on the Monte and two podium positions in Sweden have been a great start to 2017; I hope it continues for the rest of the season and on to a very bright future for this fantastic team.

Keith Thomas



Imperial Commercial Rally Donington.

Well what can I say very wet but great fun.

If you get the chance to go to Donington grab it.

Run by Dunkeries MC well organised and great stages this was my first full rally on wet tyres so lots sideways and ton of hairy moments and near misses. I was very surprised on how much grip I did have with wets tyres on. but thanks to Mark Carter on the notes we got round and a finish 39th o/a 17th in class not to self go again soon.

Many thanks to Robbie and Billy for servicing

Steve Ellison : Warrington & DMC



Motorsport Pete Photography



Tony Lynch to defend British Rallycross crown

Wigan racer Tony Lynch can today confirm that he will return to the Toyo Tires MSA British Rallycross Championship this season in a bid to defend the Supernational class crown he secured in dramatic fashion last year.

The Westhoughton-based driver enjoyed a stellar 2016 on track having made the late decision to switch to a new car on the eve of the season opener - with that decision being rewarded in fine style as he romped to the title with three wins at the wheel of his Lucas Oil Team Geriatric-run Ford KA.

Having retained the support of his loyal sponsors – including long-time title backers Lucas Oil – Tony has his sights firmly set on defending his title in what looks set to be another highly competitive season of on-track competition.

With extensive work having gone into further improving his car in preparation for the new season, Tony will look to kick-start his campaign in style at Croft later this month and he admitted he couldn't wait to get his 2017 programme underway.

"I'm delighted to be able to confirm that I'll be returning to the British Rallycross Championship to defend my title this season," he said. "We've put a lot of work in over the winter to make sure that we could return in 2017, and I have to give massive thanks to the sponsors who continue to support me as without them, it wouldn't have been possible. In particular I want to thank Lucas Oil, who will once again be title sponsors of Team Geriatric this season.

"There's no doubt that we go into the new season on a huge high given how 2016 panned out, as we honestly didn't expect to be ending the year as champions in our first year with the KA. Having won the title, we are now the team that everyone wants to beat, but we are ready for the challenge that comes with that and I'm confident that we'll be right in the mix again this year.

"I'm very lucky to have such a hard working and dedicated team behind me, and they have all worked hard over the winter to improve the car to give us the best chance of success. I can't wait for the new season to get underway at Croft."

Alongside a full programme in the British Rallycross Championship, Tony also plans to contest selected events in the BTRDA Clubmans Rallycross Championship.

Wigan racer Tony Lynch will hope to make a strong start to the defence of his Supernational class title when the 2017 Toyo Tires MSA British Rallycross Championship bursts into life at Croft.

Westhoughton-based Tony makes the trip across the Pennines looking to maintain the kind of form that saw him storm to the title last year at the wheel of his Lucas Oil Team Geriatric-run Ford KA.

In fact, it was a third win of the 2016 season at Croft back in October that secured Tony the championship crown – with a repeat success this weekend being the main aim for the defending champion.

The winter months have seen Tony and his team hard at work improving a car that proved to be the class of the field last year.

However, whilst that work will help ensure Tony once again finds himself firmly in the mix at the front of the pack, the experienced racer admitted he wasn't taking anything for granted going into the season opener.

"I'm really excited about getting the new season underway this weekend and hopefully we can start the defence of our title on a high," he said. "A lot of hard work has gone into putting together our programme for 2017 and the boys have done a fantastic job – as ever – on preparing the car to give us the best chance possible of success.

"I think it's fair to say that we need to raise our game this year as the competition is looking stronger than ever, with the likes of Paige Bellerby, Guy Corner and Tristan Ovenden all looking good going into the new season.

"There's no doubt that the Supernational category is going to be one to watch and it could be the most competitive class out there with so many drivers capable of winning.

"Hopefully our knowledge and experience will prove to be key and we can make the most of that when we get to Croft."

Away from the British Championship, Lucas Oil Team Geriatric's programme in the BTRDA Rallycross Championship campaign kicked into life at Blyton.

At the wheel of the team's MINI Cooper, Nick Abbott secured third place in the Super Modified C final on what was his first weekend of rallycross competition – and his first competitive outing in a decade.

"I was under no illusions about returning to racing after a ten year break and never racing Rallycross before," he said. "I did one test day a couple of weeks ago and then straight into the race, but after finding the pace at the end of the day I was more than happy and thanks to the team who did a great job.

"I am looking forward to doing the full season pending sponsorship and can't wait to get out testing if I get chance and getting to the next round at Pembrey."



Tough start to title defence for Lynch

Wigan racer Tony Lynch endured a trying start to the defence of his Supernational Class title after the new Toyo Tires MSA British Rallycross Championship season burst into life at Croft.

Westhoughton-based Tony made the trip to North Yorkshire looking to impress at the wheel of his Lucas Oil Team Geriatric-run Ford KA, but was instead left to wonder what might have been after unexpected mechanical gremlins prevented him from challenging for victory in the season opener.

Tony's preparations for the weekend were thrown in the air when a clutch issue was discovered on the car prior to leaving for the circuit, with the team working to try and resolve the problem in order to allow him to compete in North Yorkshire.

On taking to the track for the opening heat, it became apparent that the problem was still in place and left Tony unable to make use of his launch control system – handing an advantage straight away to his rivals on track.

Despite that, Tony qualified second for his semi-final but any chance of making the final disappeared in dramatic fashion when a sudden loss of oil pressure resulted in terminal engine failure – putting the KA out of action on the spot.

It means plenty of work now lies ahead before the second round of the year at Lydden Hill, where Tony will hope to see his season get underway in earnest. "There's no doubt it was a tough weekend at Croft," he said, "and it's the kind of weekend we haven't had for a long time. The boys worked really hard to try and sort the clutch issue we discovered before leaving home but sadly we couldn't get it fixed perfectly which meant that we weren't able to use launch control at all during the heats.

"Against the rear-wheel drive cars, it put us at a real disadvantage off the line but we were able to keep pace during the actual races and it looked like we could still take away some decent points from the weekend.

"Unfortunately, in the semi-final, we suddenly lost oil pressure with no warning at all and it meant that we blew the engine, which obviously ended the day on the spot. It's a bitter pill to swallow after a lot of work went into the engine over the winter but it's one of those things that can happen in motorsport. We're lucky to have one of the best in the business in Julian Godfrey Motorsport looking into the cause of the problem, and we'll be working hard with them in the next few weeks to make sure there is no repeat at Lydden Hill.

"We're on the back foot in terms of the points after Croft, but we'll come out fighting next time and that is where our season will really get underway."



Guy Wilks To Contest World Rallycross Championship

British driver Guy Wilks has confirmed he will enter all 12 rounds of the 2017 FIA World Rallycross Championship driving a Volkswagen RX Polo, with backing from LOCO Energy Drink and Karting North East.

Wilks, from Durham, is a double British Rally Champion and former WRC driver, and plans to compete in the ex-Johan Kristoffersson Supercar which helped the Swede finish runner-up in last year's drivers' standings.

This year sees Guy as the only permanent British driver in the series and has previously competed in five World RX events over the past couple of seasons. In 2015, he reached the final of the British round at Lydden Hill but was denied a podium due to a technical problem.



"To get an opportunity to do a full World Championship is something I've always wished for," said Wilks, who will enter as an independent entry and be backed by energy drink LOCO as well as his own Karting North East concern, which he operates near Sunderland.

The 36-year-old added: ***"To compete in a car that finished second in the championship last year adds pressure but is the ingredient that can make it realistic for me to mix it at the top, even though the bar in World RX is getting raised year on year. I want to thank LOCO energy drink and Marc Blackburn for this opportunity. I'm going to give it absolutely everything and 2017 is going to be an awesome journey!"***

With names such as rally legends Petter Solberg and Sebastien Loeb in the entry list as well as cult American hero Ken Block, Norwegian Andreas Bakkerud and sons of famous fathers, Timmy Hansen, Kevin Hansen and Niclas Gronholm, it's going to be no easy task for Wilks, who is busy finalising his plans for the season which starts in Barcelona this forthcoming weekend (Saturday 1st and Sunday 2nd April 2017).

Guy concluded: ***"We want people to come to Karting North East, race and have fun behind the wheel just like I do. We are also planning on showing the live action from the various rounds on big screens at our KNE venue so hopefully we'll get people coming along and sampling the various activities we have available on site, as well as catching up with the World Rallycross Championship action from around the world. Everyone's welcome!"***

Follow Guy on Twitter [@GuyWilks](https://twitter.com/GuyWilks) and for further details, including live streaming and regional television coverage this weekend, please visit www.fiaworldrallycross.com. For further information on KNE, please visit www.kartingnortheast.com.



A woman goes into a fishing tackle shop to buy a rod and reel for her grandson's birthday. She doesn't know which one to get, so she just picks one and goes over to the counter. The salesman is standing there wearing dark shades.

She says, "excuse me, can you tell me anything about this rod and reel?"

He says, "Madam, I'm completely blind but if you'll drop it on the counter, I can tell you everything you need to know about it from the sound it makes."

She doesn't believe him but drops it on the counter anyway.

He says, "That's a six-foot Shakespeare graphite rod with a Zebco 404 reel and 10lb test line. It's a good all around combination, and it's actually on sale this week for just £44."

She says, "That's amazing that you can tell all that, just by the sound of it dropping on the counter. I'll take it!"

As she opens her purse, her credit card drops on the floor. "Oh, that sounds like a Visa card," he says.

As the lady bends down to pick up the card, she accidentally farts. At first she's really embarrassed, but then realises there is no way the blind salesman would tell exactly who had farted.

The man rings up the sale and says, "That'll be £58.50 please."

The woman is totally confused by this and asks, "Didn't you tell me it was on sale for £44?"

"That's correct madam. Plus the Duck Caller which is £11, and the High Smell groundbait which is £3.50."

GEORGIA MAKES RALLYCROSS DEBUT & SECURES ENERGY DRINK SPONSOR!

Georgia has made the switch from stage rallying to Rallycross with the assistance of LOCO Energy Drink. "All of this has come around really quickly," said Georgia "to be talent-spotted by LOCO is so exciting and this is the start of a really amazing partnership. LOCO only launched last year so it's great to grow with them and be on this journey to the top of the sport together."

The Bolton University Engineering student contested in her first British Rallycross event on Sunday, finishing a competitive 7th overall after mechanical issues. Georgia is competing in a 200bhp RX150 buggy. "The RX150s are insane!" Georgia said. "They only weigh 420kg so the sheer acceleration is mind-blowingly fun!"

Rallycross is held on a closed mixed-surface race circuit but still has a nod to stage rallying as drivers spend much of their time sideways on the gravel. It is an ever-increasingly popular form of motorsport. Attracting thousands of spectators at each event and with plans for a rallycross circuit at Silverstone, the future for rallycross is bright! "There is a clear career path in rallycross," Georgia says "which makes my ultimate goal of becoming the first ever female World Rallycross Champion possible, not to be tokenistic of women, but to inspire more young girls into both motorsport and engineering."

SHIELS DONS ANOTHER BADGE AS A STEM AMBASSADOR

Georgia has recently become a STEM First ambassador, at only 21 years old. The youngster is keen to help grow Science, Technology, Engineering and Maths opportunities in Lancashire.

Shiels was inspired by the lack of women in engineering as one of only a few girls studying engineering at the University of Bolton. This is something that Georgia and the University are working to improve.

Being a STEM ambassador means working with young girls to encourage more into male-dominated environments. Georgia says: "I was lucky. I grew up with parents who told me I could do or be anything. I know there are still so many children out there who believe certain jobs are for boys and others for girls but this just isn't the case. Women can be amazing engineers and racing drivers, just as men can be brilliant nurses or beauty gurus. I am working to defy these stereotypes for not only my generation, but for generations to come."



The Wet & Windy Stages

New name for the Legend Fires North West Stages Rally

Another North West Stages rally approached and another forecast of Storms and heavy Rain. Hey Ho here we go. A rummage in the garage unearthed 2 track day tyres and 2 part worn soft wets. All set then.

24 hours before the event I took an extra day off work to do any last minute fettling and loading up of the service car. This was well and truly scuppered with the worst storm of 2017 to date with 80mph winds. I did think the event was going to be cancelled.

Anyway, it all calmed down and Friday morning started dry and bright. The swiftest scrutineering at the well oiled machine in the Norbeck Castle Ballroom and a trip across to see Ann and the crew at documentation and sign up for the various championships. Yes Maurice, I'm writing the report now!

Phil was questioning the choice of wet weather gear on the car as the forecast rain did not materialise by late afternoon but our trip to Fleetwood Docks found many wet areas and a very slippery surface especially near the main road which was most unusual. The Promenade at Blackpool was also very slippery due to the sand on the lower Prom blown in from the previous days storm. However, we managed to catch the 30 second car (Another BMW Compact 6 pot) by the end of the stage on SS4.

Back to Parc Ferme and we had to query a missing time as we crossed the line at the same time as the other BMW which I guess confused things. A more leisurely evening meal and back to the hotel room ready for Saturday.

Saturday was the norm now for the event. WET! We set off to the service area to a blustery sea front and gails which sets us up for the day ahead. A little oil & fuel and lamp pod removed, off we go.

Fleetwood Prom was OK with the new tar road having lots of grip but the sea wall road next to the buildings after the split was extremely slippery with Phil bashing a barrel in the chicane.

Strangely, the Docks had much more grip in the wetter weather than the previous evening but it did not stop a few smaller cars popping past us. I wish we could have a back up Nissan Micra you could jump into just to do the docks. Next stop was Weeton which was pretty incident free apart from the increasingly rough terrain in areas knocking lumps out of the suspension. A rattle started under the car which I decided to ignore.

Back to service with little to do and all set ready for the longest leg. The only issue was the time on the road sections which despite being relaxed was difficult to achieve between Bispham & Fleetwood. A stage was cancelled possibly due to this at the Promenade during this leg. The temporary road works near the North pier was ridiculous and caused lots of crews to be held up.

The car was going well, we slowly moved up the field and into the mid 30's by mid afternoon and 4th in class. We were never going to catch Peter Jackson's & Damian Cole's super Escorts but were happy to continue as we were.

The rain never really gave up all day and grip levels changed constantly. The Promenade at Blackpool & Fleetwood were both extremely slippery during this leg again mostly due to the large amounts of sand around. Some more barrel bashing ensued.

Back to service and little to do once again apart from tending to minor issues. The last run on the Prom was OK until we messed up the Norbreck hairpins. Never mind. Starting behind car 4 suggested the attrition rate was the norm for the event.

The last runs through Weeton were interesting. We caught an ARMY Land rover and they went wide to let us through. We had our own issues getting out of the same corner and couldn't pass. They pulled in front of us once again off line and lost control bouncing off both kerbs wildly before regaining control and then in the mayhem forgot the next corner was a hairpin right. They disappear only to nearly T bone us as we took the next corner coming out of the undergrowth.

The last Stage had more rain getting heavier as we continued on. This ended up with an off into the undergrowth costing us about 10-15 seconds.

After the fraught end to the event we had an easy drive back to the Norbreck which found us finishing 30th overall and 3rd in class, The 3rd time in the class results over the last 3 years so well chuffed once again.

Thanks to all the officials and volunteers who made the event happen once again. Another good event now in it's 20th year. Well done

Things to do. Fix the tank guard, give it a wash. Fit the regulation drivers side wing mirror and look at the dent in the wing and think about fixing it



Legend Fires North West Stages

February 24th & 25th

Friday Night

On Arriving at the Norbreck hotel, checking in and meeting up with my driver Ian Bruce

We headed to the service area to claim a spot for the car and service vehicle, much to our surprise it was quite empty so we marked out our area with tarpaulin and tyres.

We headed back to the Norbreck, had lunch then returned to service to wait the arrival of the service crew plus car.

A few checks of the car, we headed for scrutineering at the Norbreck, which we sailed through with no problem.

Back to service again and quite a wait for our 19-30 MTC 1 time giving me time to go over the nights four stages, do my colouring in and highlighting.

Ian commenting on how nervous he was prior to the event, but looking forward to it being his first time on this.

SS1 and 2, Fleetwood docks both went without problems, onto SS3 and 4, Blackpool promenade again no issues here either.

The evening went well so we both looked forward to the next day being at this pint around 46th.

It was back to the Norbreck, a meal then back to the room, road book for me, going through Saturdays stages, in bed at half after midnight to be up at 6-45 for breakfast.

Saturday

Into service 09-48 from the Norbreck Parc ferme.

Onto Fleetwood SS5 and 6 for the first double stages, it had rained quite a bit during the night, Ian commenting he found it rather slippery, couldn't get much grip.

On the second run through he was getting quite ambitious into the last water filled barrel chicane heading to finish, breaking late heading straight on... "BANG!!" ...oops!!.....both front wings slightly rearranged!.

Fleetwood Docks for SS7 and 8, again quite slippery with all the water being put down but not quite as bad as last year.

No problems here so onto the next stages at Weeton Barracks SS9/10.

Weeton went well without any hiccups, Ian enjoying these two runs, heading back to service afterwards.

The next two Blackpool prom sections went well too, slippery in places with sand on the approach to one chicane causing a bit of fun entering..

Onto Fleetwood Prom for the next two stages SS13/14..don't think Ian liked these much again not much grip but putting in some good times.

Fleetwood docks next up, no dramas here, requiring fuel before the next road section to Weeton.

Through Weeton without any hiccups, Ian enjoying here more than other stages.

A 40 minute service halt at Blackpool before two last runs on the front, nothing major here, all ok.

Returning to Weeton I needed a comfort break, Ian did too plus a much needed fag..we had a spare 5 mins so we both exited the car...

Mid stage we both couldn't hear a thing...i was waving my arms everywhere for directions, Ian's panicking by this time... he hadn't plugged his intercom back in!!..luckily I'd managed to reconnect it and all was returned to normal...well almost!!

So...after returning to the Norbreck when the results were finally sorted out we had finished 33rd, 4th in class which is a fantastic result for Ian which of course he is really pleased with.

Next event for Ian possibly is The Heroes September 24th

Many thanks to Chris Grimes and Richard Steele for doing a splendid job servicing and keeping us going.



Adrian Lloyd : Co-Driver : Warrington & DMC
Ian Bruce : Driver : Stockport061MC : Car 67

Legend Fires North West Stages

101 crews turned out for the 20th running of the legend fires north west stages rally. The rally started on Friday night running 4 stages, 2 at Fleetwood Docks & 2 along the Blackpool Promenade.

After SS1 (ABP Docks 1 Car 27, Keith Richardson & Jackie Richardson, Ford Escort RS Cosworth. Was in 1ST & Car 12 Mathew Roberts & Sarah Edwards, Mitsubishi Evo 9. Holding 2ND & 3RD Was Ben Wilson & Kev Wilson, Citroen Ax Gt. On SS2 (Docks 2) Mathew Roberts & Sarah Edwards was holding a narrow lead.

On the first run down the Promenade Arron Newby & Rob Fagg, Subaru Impreza B13. Took the lead & Simon Bowen & Richard Robinson, Subaru Impreza WRC S11. Moved up to 2nd. on ss4 (prom 2) & another change to the leaderboard Simon Bowen held a 4 second overnight lead & in 2nd was Arron Newby & 3rd Mathew Roberts.

Saturday on to (SS 5 Fleetwood 1) Arron Newby moved back in to first & Simon Bowen held 2nd & 3rd Mathew Roberts. (SS 6 Fleetwood 2) Arron Newby 1st, 2nd, Mathew Roberts & 3rd Keith Richardson. Simon Bowen Dropping to 8th o/a. on SS 7 & 8 (ABP Docks 3 & 4) the leader board stayed the same. On to SS 9 (Weeton 1) Arron Newby 1st Mathew Roberts. 2nd & now back to 3rd was Simon Bowen. SS 10 (Weeton 2) Arron Newby 1st & back to 2nd was Simon Bowen & back in 3rd Keith Richardson.

Not much changed for a few stages on SS 16 (Docks 6) Arron Newby still holding 1st & Simon Bowen 2nd & now in 3rd Eian Pritchard & Steven McPhee, Ford Focus WRC. SS 17 (Weeton 3) the leaderboard was to stay the same, but on SS 18 (Weeton 4) Sadley Simon Bowen Retired with Clutch Problems.

So Arron Newby & Rob Fagg went on to the end of the event to take victory with Eian Pritchard & Steven McPhee 2nd & Mathew Roberts. 3rd. Well done to the organisers marshals etc.

Top 5 after SS22

1, Arron Newby & Rob Fagg,	Subaru Impreza B13.	1:24:59
2, Eian Pritchard & Steven McPhee,	Ford Focus WRC.	1:27:11.
3, Mathew Roberts & Sarah Edwards,	Mitsubishi Evo 9.	1:27:21.
4, Chris Ford & Neil Colman,	Subaru Impreza. WRC.	1:27:28.
5, Keith Richardson & Jackie Richardson,	Ford Escort RS Cosworth.	1:28:27.

Report & Images by: Phill Andrews



John Robson

&

The Hexham Historic Rallies

In retrospect it was a blooooooonng long way to go from Milton Keynes to do my first night rally in years , and especially a p!ot and bash one ... I've never really got on with plot and bash...

Plus it was Phil Ball (my drivers) first ever road rally although he has stage rallied for years. Nervous ? Moi ? oh yes

Pitching up at noise and scrutineering we managed to squeeze our beast through without any issues . I was not expecting any to be honest as it was a stock Citroen C2 bought for 350 off the internet although Phil did fit some knobbly tyres (dont ask me which ones ... black and round as far as i could see !)

In the end the p n b route was not too bad - tulips spit heights and grid lines or variations on these themes. That did not stop my brain turning to mush for the first hour or so, however, so much that i missed the first two route checks (mileages on a signpost !) .. good start !

Nonetheless we managed to find all the time controls and "regular" number plate type route checks on the correct route, although we had dropped quite a lot of time too. The whites in theory were excellent, although i think that the recent weather rendered them a little rougher than the organisers had planned. We broke a strut (or something round there !) on the second white and tried to pick our way round the potholes ... but the little shopping car did ok really.

We were looking forward to the last section before petrol, only to be met on the approach by half a dozen cars coming back towards us telling us to scrub that section and cut to petrol.... apparently a bunch of - ahem - "travellers" had taken exception to the rally passing through and it was getting nasty up there . Rumours of a shooter being waved about were unsubstantiated!!

The second half flowed much better and much less time was lost. More importantly, the section finished off with a blast round Slayley Forest in which we managed to catch two cars up, not bad for an ebay special !

Phil enjoyed it immensely especially the three car drag race away from a route check (we lost !) . Up to the national speed limit of course ! He definately wants to do another one . Would I do another one ?? Oh Yes . I loved it - had forgotten how much fun they are, and we don't have many Dahn Sarf ... can I think of one .. !!

The route ??!

No idea mate , Im just the navigator..... !!!

Cheers

Chris Sheridan / Phil Ball car 23



Memories

are made of this
Photos courtesy of Tony North

1



2



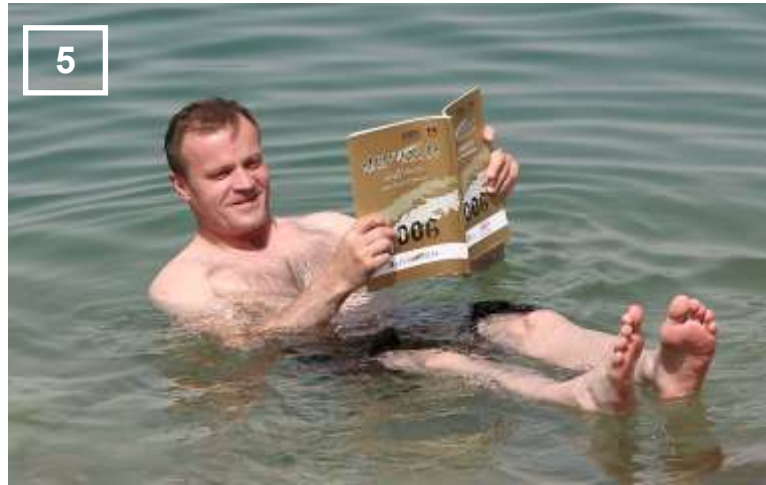
3



4



5



6



7



1. *Not Morecambe Beach!*
2. *Well Named : the Empty Quarter*
3. *Steve Egglestone / Dave Orrick : R.L.Brown*
4. *Phil Burton. Greystoke Stages*
5. *Dead Sea dip for Tommi Makinen*
6. *A 'Moment' for Khalid Al Qassimi : Jordan*
7. *Supermoto at 3 Sisters*

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

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Administrator - Bill Wilmer

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For North Wales, Cheshire, Greater Manchester,
Lancashire, Merseyside & Salop:
Serving Motorsport for 52 Years**



CONWY COUNTY CONTINUES TO HOST WORLD RALLY CHAMPIONSHIP

**Renewal of official Host County status for Dayinsure
Wales Rally GB. Conwy's many attractions to be show-
cased to global TV audiences. Highlighting north Wales's
position as the UK's premier adventure destination
Final 2017 competitive route to be announced in May**

The organisers of Dayinsure Wales Rally GB are delighted to announce that Conwy County Borough Council has extended its highly successful support for the UK's round of the FIA World Rally Championship.

Although the competitive route for the 2017 Dayinsure Wales Rally GB will not be announced until May, confirmation of Conwy Council's on-going involvement ensures that the world championship action will be back in the county in the autumn.

Tickets for the 2017 Dayinsure Wales Rally GB will go on sale in the spring, when this year's competitive route is announced.

Full information can be found on the official

www.walesrallygb.com

website and via the events social media channels.

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

Manchester to Blackpool Bike Ride

Sun 9th July

60 miles, Manchester to Blackpool

Peaks Bike Ride

Sun 6th August

Ashbourne, Derbyshire

Manchester to Nantwich Bike Ride

Sun 3rd Sept

Manchester to Nantwich & Return 100 mile Ride.

Radio Mutterings

Malcolm Wilson Rally 2017.

After a hectic February, March starts off for me with this classic forest stages rally, supported by of course Malcolm Wilson and M-Sport. As I have a prior engagement later in the day I'm restricted to helping out on one of the early stages only and I'm allocated to Greystoke 1, SS4 and it's an early signing on so I choose to drive up the night before.

Once signed on I collect my stage plans, safety manual and the by now obligatory Malcolm Wilson Rally Mug, for which I now need a bigger kitchen cupboard due to the number of years I've been supporting this great event !. I'm allocated to Junctions 5 & 14, with cars passing both in front of me through junction 5 and behind me on junction 14, the stage split by some hefty looking rows of bales. With space at a premium I manage to park safely off stage on the specially provided platform so I can observe both junctions as I will be running both an 81 radio and also a high band tracking set.

The view from my seat, junction 5 to the left with cars coming towards me and then to the right junction 14 and cars going away from me, it all made sense when the cars were running, although to be honest as I'm given two yellow flags to deploy, one over each junction and I only have short arms, I hope some other help arrives in time for the course cars !. Thankfully there is a group of seven or so marshals allocated to both my two junctions and the nearby chicane, although they are forced to park some distance away to get off the stage and then walk back to the junctions. Waiting for the course cars to start I flick through the safety manual to familiarise myself with the event details and find in section 4.1 that I'm not on the Malcolm Wilson but the "Devils Own Classic Rally 2017", I wonder if any other readers spotted this deliberate mistake ?.

As per the new safety rules we have the obligatory convoy of safety vehicles with their 'ice cream' chimes, although the curse of the course cars strikes again as we lose the zero car on stage two. I do however wonder about the consistency of some of the rules, two weeks apart and one event wants the yellow flags only shown to the MSA Safety Delegate and this weekend it's the spec safety car, followed by the MSA Delegate and then 000, who is right ?.

The event sees a good strong turnout by the Gemini team, with Tony Lee running Gemini Control for this part of the event and five radio crews out in the stage. The action gets up and running at 09:14 with car 1, followed by a very high class field, with plenty of Fiesta R5s, perhaps reflecting the nearby M-Sport empire. The first five cars start at 2 minutes intervals, reflecting their speed perhaps and the action in the very muddy conditions is 'proper sideways', particularly in and out of junction 14. Sadly an early bath beckons for car 9 that succumbs to miscellaneous mechanical gremlins at junction 9.



Radio Mutterings **Continued from Page 44**

Strangely after about thirty or so cars we experience multiple short delays and gaps of 2, 3 or 4 minutes between cars, although Tony reports no specific incidents on the previous stages. Keeping a positive track on cars through the two junctions is a real challenge, but certainly keeps me on my toes, as Chris Gemini 12 at the start calls out the cars in batches of three or so starters. There are plenty of spectators about but the stage is both well laid out and they appear well informed and also well behaved so the pressure is somewhat off the marshals.

Various cars explore the outer limits of both their abilities and that of the forest, with car 48 reported off in one of the Greystoke's infamous deep water filled ditches at junction 9, followed by car 94 after the flying finish. In both cases the cars are eventually pulled back onto the track safely by a combination of marshals and spectators and both reach the stop line. Sadly the rain comes down about 11 o'clock but it doesn't dampen the enthusiasm of all involved and the competitors are all certainly putting on a good show. After 117 cars we have a wait as the sweeper car finds car 119 on the A66 and follows then into the stage, eventually making for a very respectable 118 cars into the stage and 117 out. I bid my colleagues farewell and head home, leaving Tony and the rest of the team to await the second run through an amended Greystoke complex as SS 7, with competitors due around 2pm.

Another unique feature of this event and the organisers is that less than 72 hours after the event I have dropping through the post a thank you and full set of results. So thank you to Morecambe, Kirkby Lonsdale and West Cumbria Motor Sports Clubs and their long standing and faithful sponsors Malcolm Wilson and of course M-Sport.

MSA Licensed Officials Seminar, Haydock 12th March 2017.

As I'm looking to qualify as a licensed Radio Controller, I joined this MSA senior official's seminar at the Holiday Inn just down the road in Haydock. Although the event was targeted at Clerks of Course and Stewards from every MSA discipline the training team at Colnbrook agreed I could attend and I'm glad I did. My journey to Haydock was a cinch, the MSA team had however been delivering the seminar the day before on the Isle of Man and the journey back over to Haydock took eleven hours plus !. With Ronaldsway fog bound the team had to catch a slow boat not to China but Heysham, a taxi back to Manchester Airport where their cars were parked and then drive to Haydock, arriving in the 'wee' hours of Sunday morning, dedication or what.

The daylong seminar was packed with around eighty delegates attending, who according to the first exercise of the day had racked up many thousands of hours of experience (somewhat worryingly for succession planning purposes). The first session of the day focussed upon 'incident management' and explored why safety and pre-event planning is of paramount importance, the necessary documents and the role they play, alongside the two senior event official's roles and duties. With circuit, rally and speed disciplines present and the tables mixed, the debate was lively and very informative. Inevitably this session also moved on to the issues of major incident management, i.e. where an incident is of such severity that the event or venue emergency services resources are exhausted or insufficient. The session gave much food for thought and reflection, particularly as my 'day job' involves in part NHS major incident planning and management.

The second session moved on to the somewhat at times mysterious world of the motorsport judicial process and the three levels of Clerk of Course, Stewards and then the National Court. The role of these three elements and how they interact was explained, alongside the four roles of the National Court i.e. appeals, eligibility, investigatory and disciplinary. With my 'legal' background I found the session interesting and it very much helped put into context the process, which if you read the bluebook is definitely a cure for insomnia.



David Bogie & Kevin Rae, Skoda Fabia R5,
Winners of the Malcolm Wilson Rally 2017



**Above Images By
Phill & Marcus Andrews**

Continued on Page 46

An 'MSA update' session followed and this included a 'heads up' on a variety of current issues and themes, including:

Rally Futures: next update due by the end of the month, including accredited media changes and issues around refuelling in service areas

The settlements agreed in England, Scotland and Wales to allow continued forestry access

Progress of the next stage of the road closure legislation

Driving standards on single venue rallies – this session focussed on the apparent increase in incidents between competing cars starting at 30 second intervals and/or merges at venues, with a clear message that Clerks of Course and Stewards must take stronger action when incidents occur. Very interestingly to quote the presentation, "under no circumstances should contact be considered a racing incident".

A reminder on the rally stage safety signs and their use

And finally a reminder for Stewards to check rescue units and their equipment (you have been warned)

A session targeted at the Stewards present explored issues such as their move into the digital age, with the launch of an online portal for reports etc and the development of a twice yearly forum for Stewards only, to share experiences, learning and actions. An interesting short section then explored the assessment process for both Clerks and Stewards as part of the process for trainees to be 'recommended' to the MSA for appointment, whilst an update on safeguarding briefed out on changes to MSA policy and the approach to this important area effecting all sports.

Part 2 of the incident management session then explored an escalating scenario of a vehicle that had left the road or circuit, leading to life threatening injuries for a competitor and eventually a fatality. Working on tables we discussed the emerging scenario and the actions best taken at each stage and by whom. This session then concluded with an in depth look at the new 'MSA Incident Packs' being distributed to Stewards to use in the event of a serious or in the worst case a fatal incident. These new packs are just being launched and I found it particularly useful to digest their contents, the guidance they contain and the various senior officials' roles in such an eventuality. The final session focussed upon 'decision making' and included a short video where we analysed a race at Spa in the rain, nothing new there then !.

The session might have been aimed at Clerks and Stewards, but as the lone interloper, I found the session interesting, thought provoking and well delivered. My thanks must go to the whole MSA team including Kate Adamson, Alan Page, Neil Fuller, Brian Hemmings and James Betchley.

Ian Davies : Gemini 23

Pendle Powerfest

is set to celebrate motorsport to the masses.

On Sunday 28th May, as part of their annual all vehicle family show the "Celebration of Motorsport" Paddock will feature a wide range of different racing machines from grass roots to elite.

Current confirmed attendees include Hillclimbers, Rally (various levels including 2016 World Expo UK Young Rally Driver of the Year Tommi Meadow's newly built Ford Ka), Hortonracing's British Rallycross Subauru Impreza, Karts, Autograss, Drift Cars, Tractor Pullers, Natalie Brooke's Honda Integra, Trials cars and more.

Our headline acts are where the real excitement lies. Set against a backdrop of an MG-Lola Le Mans trailer you will find Rob Huff's WTCC Championship winning Chevrolet Cruze, part of the famous "Blue Train" that made a 1-2-3 in the 2012 season. Next up in tin-top racing legend John Cleland's 1995 BTCC Cavalier - possibly one of the most fondly remembered of its era. Top billing goes to not one but three RML Prepped Lola based Le Mans Cars as raced at the famous circuit by Ben Collins, Tommy Erdos and Mike Newton. We are delighted to say that Mike will be opening the show and hosting meet and greet sessions throughout the day. Bookings are still being taken for the show and it is currently free to book in a motorsport vehicle to be part of the show, We also currently have some club space available priced at £5 per vehicle.

If you would just like to visit on the day it costs just £5 for entry and accompanied under 12s are free. Profits will go to buying toys for children in hospital. For more information visit :

www.pendlepowerfest.com

**MAY
28th**



KLMC 12 Car Rally

After my dismal performance on the Ryemore (bloody Her-ringbones) and then retirement from the John Robson (sickly) I was seriously thinking that I was going to have to call it a day with this navigating lark, however, I got a call from Ayrton Harri-

son asking if I was free to do the Kirkby Lonsdale 12 Car Rally on Thursday the 2nd of March. Starting and finishing on Map 98 at Thornton-in-Lonsdale (close to Ingleton) The whole of the route was on Map 97 but for the run out to Burton-in-Lonsdale & the run back which used a pre-printed map & London Map Navigation. All in Ayrtons back yard. Should be easy. We were seeded as car one with Tony Harrison running at car 4. Nick Townley is Clerk of Course

TC 1 to TC5 is all pre-plot. TC 5 to TC 6 is a handout at TC 5. TC 6 to TC 7 is London Map but the instructions are given at TC 6. All plotted and sitting at TC1 waiting for our minute I foolishly think this should be doddle. I have worked out two possible routes for the handout (from TC 5 to TC 6) and think I know the way it will go from TC6 to TC 7. Away on our minute and because its in Ayrtons back yard the instructions from me are very simple . . . 'Up here to the T Junction and Turn right' But carefull . . 45L Ignore white straight ahead . . then 90L and 90R to T . . SGW Turn Right.' 'Yep. Know it' Except its very slippery and on the 90R we nearly attack the hedge. Next - its 'Junction Turn 45 R towards the entrance to Melling White. Past Melling White and turn left back towards Wennington.' 'OK got it' is the reply. As we go through Wrayton I ask if he is sure he knows the turn towards Wennington. I am told 'There is no turn towards Wennington off this road.' After some discussion we get to the T junction with the A683, have to turn around and take the 'none existing' road to Wennington (that must have got built in less than 5 minutes) but we are now behind Tony Harrison (so 3 minutes down!). Got past Cars 2, 3 & 4 as we came into TC 2 but we have dropped a minute and possibly missed a code board by pushing a bit too hard to make up time.

Out of TC 2 and then its up Eskrigge with the Dukes hot on our heels (took same minute as us out of TC2). We go Straight on where we should have slotted right and Sam & Dan are now in front. Next slot right they copy us and we are back in front but again miss a code board (so we are now 2 fails & 1 min down). Miss seeing another code board on towards Borwick (3 fails 1 min, bummer). Along the side of the Railway at Keer Holme. We then slot left and up Docker, Right up to Hutton Roof (through 'Road Closed signs) and slot right in Hutton Roof and on to TC 4 behind Kirkby Motors (clean : well other than the dropped minute & 3 Code Boards missed)

Neutral to TC 5 just past Casterton. Get handout and its option 2 (see paragraph 3). Manage to take the wrong road at Town End Farm and have to turn round. Up to the Barbon Triangle and then down the Roman Road past High Casterton. Meet a couple of other competitors who have taken the wrong road out of TC 5 and then pick up the NAM on the way to TC 6 - dropped time at TC 6 but cant now remember how much.

Last section is the London Map and we are given the order in which to visit the points. Quickly solved and on our way. Take in the NAM & get the Code Board at Nicks Farm yard but fail to find the next code board. Arrive clean at TC 6 but now with 4 fails and a few minutes dropped. We still managed to get 2nd O/A to Tony Harrison/Nial Frost who had only got 1 fail. Chuffed to bits to get 2nd after missing 4 code boards. A good laugh - especially about the road to Wennington and my wrong slots on Eskrigge. Each extracting the 'Michael' out of each other

Saltire Rally Club : Saltire Classic & Targa Rally

There is a better report on this event on pages 55 & 56 than I would have written so I wont go on too much about our exploits. BUT . . Firstly our trip meter didn't work AGAIN. So we hatched a cunning plan. Go like stink out of the start regularly and intermediates and catch the car in front, then stop for a minute and toodle along at approx. the right speed (I say approx. because the speedo wasn't working either) didn't do too badly with the four regularities, other than when I wrong slotted on one regularity and the car drowned out on another. Did OK on the tests but whilst there were no wrong tests we did get a maximum when the Micra drowned out on test 5 (Now there is a story but I wont embarrass Steve with that one here) and exceeded the test maximum. Long way to go to Pitlochry but a very good event with spectacular scenery, very good tests and had we had a trip meter that worked we might have faired a lot better on the regularities.



Malcolm Wilson Stages Rally

Volunteered to Marshal on Hobcarton (SS1). The Hobcarton stage is run by Morecambe Car Club with Derek Shepherd as Stage Commander and I get given the Stop Line. Of all the jobs on a stage this is the one job I dislike the most. You seldom ever get to see a car driven in anger. If it chucks it down you have to still stand out there getting soaked. To make matters worse Signing On is 'no later' than 06:10. I get up at stupid o'clock, make flask of coffee and sandwiches etc and set off for Keswick. On the A66 I take the wrong turning and its probably a mile or so along the Newlands Valley road that I realise that I dont recognise anything. Check map and realise I have turned one junction too soon. Turn around and hotfoot it back and then take the next Junction left. Sign On and make my way through the stage to the Stop Line (Rough in places). I have been allocated two very competent assistants and life at the stop line is made very easy. Despite the promised rain and threatening black clouds it stayed dry. Stage over and done with. One or two offs but nothing serious. Home by 12 noon

My page is now full and it isn't even halfway though the month. Rest of the Month will be taken up doing bits for the Primrose Trophy Rally on the 22nd/23rd of April and of course thinking up something to grumble about for next month

Grumpy Old Git

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



Airedale & Pennine MCC

Rock & Heiffer PCA

February 26th

16 competitors signed on for are 3rd PCA at the Rock and Heftier Thornton

The morning was cold and overcast 7 of the 16 were in the beginners class 4 experts and 5 novices

Test1 was a straight across car park 180° round a cone back across though 2 cones up car park 180 round group of cones back down to a 180 round another group of cones back up to a 90 round cone to finish best time for this test was 24.63 secs

Test 2 was reverse of test1 best time was 21.44 secs

Test 3 was straight across car park 90° round cone up car park 90° round cone across 90° round cone back to bottom cone back up back down 90° round group of cones to finish best time 18.03 secs

All best times were by Joe Mallinson who won .

Rupert North lost power (coil) but got it sorted but had already lost time which cost him time another great day.

Next round 19th March 2017

www.apmcc.co.uk

photos by Stephen and James Hogg

Results:

1st	Joe Mallinson	(E)	194.97
2nd	Oliver Blair	(N)	199.91
3rd	Joseph Short	(B)	205.37
4th	Russ Coppin	(E)	206.00
5th	Mark Williamson	(B)	207.75
6th	Gary Ross	(E)	209.62
7th	Rupert North	(E)	210.82
8th	John Coppin	(N)	211.32
9th	Shane Dickson	(B)	214.88
10th	John Greenwood	(N)	215.58
11th	Sam Oddy	(N)	222.96
12th	Stuart Mitchell	(B)	227.90
13th	Yvonne Coppin	(B)	230.52
14th	Anthony Beaumont	(B)	231.70
15th	Suzanne Greenwood	(B)	232.70
16th	Eddie Drummond	(N)	235.63



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg



Image by Stephen Hogg

HEXHAM & DISTRICT MOTOR CLUB

MICK MAKES IT A DOUBLE ON MARCH MELEE 12 Car

Well known Bellingham golfer, Mick Davison proved he's no slouch when it comes to driving by winning last Wednesday's March Melee Rally, Mick and navigator Ali Proctor's second successive victory in the Hexham & District Motor Club's 2017 Rally Championship. The duo probably thought their chances had gone, however, when they were delayed by a closed level crossing gate just 50 yards after leaving the start line, they managed to pull back the time and cruised to a clear win on a tough event which saw several of the field rack up quite high penalties.

The Hexham Rally Series is proving extremely popular this year and The March Melee Rally attracted another capacity entry, including a couple of crews doing their first event and one crew travelling all the way from Teesside to compete. Starting from Prudhoe the route headed North to the first control near Whittle Dene where a couple of crews were stopped by a local gamekeeper who thought they might be poachers !!

The roads were already proving to be extremely slippery with quite a bit of mud deposited by tractors exiting fields making braking a chancy business. Heading North, the route headed up to Belsay, where a local farmer sportingly offered to marshal a Time Control, before heading East towards Ogle and back down to Milbourne where a tricky to find passage control, hidden behind a copse of trees, caused some head scratching.

The field got quite stretched out as the route meandered round by Dalton and Eachwick and by the time it reached Witchester, there were several crews well behind schedule. The organisers had put in a carefully controlled "Quiet" section to take the rally through Wylam, and on to Bradley hall, one crew nearly didn't make it as they inadvertently turned on to the A69 dual carriageway and had to travel all the way to Throckley before they could turn round and retrace there steps to regain the correct route. The final section ran from Coalburns via Hedley to finish at New Ridley's Dr. Syntax Inn where the organisers had laid on a buffet supper.

With everyone managing to complete the course, the rally was voted a great success. With the Davison/ Proctor duo finishing well ahead of the field the runners up spot went to the well driven Corsa of Nigel Cardale/ Roy Hewitt while third place was taken by the oldest car in the event, the 1966 Ford Anglia of Ian Guthrie and Jonathon Webb.

Results :

1 Mick Davison / Ali Procter	(Proton)	2:06,
2 Nigel Cardale/ Roy Hewitt	(Corsa)	12:06,
3 Ian Guthrie/ Jonathon Webb	(Ford Anglia)	17:13,
4 Geoff & Keith Fletcher	(Corsa)	24:24,
5. Roger Broom/ Andy Brown	(Ford Puma)	24:25,
6. Simon Jennings / Clive White	(Peugeot)	28:20,
7. Sally Ann Hewitt/ Mark Lewis	(Mini)	35:53,
8. Alan Scrimshaw/ Dan Finn	(Renault Clio)	38:10,
9. John Nicholson/ Andy Magee	(Suzuki)	43:07,
10. Jeff Tait/ Rob Renwick	(Ford Escort)	43:26.

Ed Graham : Hexham & DMC



LETTERS

Thanks for the forward of Spotlight, I enjoy reading it each month. Really chuffed that your pic of me made the cover of the March issue, so thank you for that.

Regarding the Austin, my father and I got it back together and running on Thursday night. I was in work on Friday, before travelling to Exmoor that night. The car was off-tune however, so unfortunately I decided to scratch the Exmoor, having ran out of time to fettle it. We all went down regardless and had a good weekend marshalling on a tricky section which saw us see plenty of action.

By scratching we had a few more days to work on the car before the next trial, the John Harris Memorial in Derbyshire this coming weekend. I've just been out with the car now, and I'm pleased to say it's running well again, and fingers crossed we'll have a good event on Saturday. With the VSCC trials all bunched up so close this year, we had to sacrifice one to make another better!

Hopefully see you shortly.

Regards,
Andrew.

I have read the article entitled '**Maximum Attack Jack**' written by Alan Barnes tonight and came across the 2 paragraphs about the lady in the wheelchair, let me introduce myself my name is Yvonne Robinson I am a member of a 3 man team, we all belong to the Blackpool South Shore Motor Club.

We travel a lot to different places to help out doing various rolls, I got into Marshaling through my partner by going along and started of just watching, then I decided I would give it a chance, but thought I would not be able to do it and found out I was welcomed within the marshaling family.

We have worked with several clubs along the way and found that my love of the sport grew a lot more and now I have attended the this years training day we went from being stuck in a field at Rally GB and then to dedicated circuits and different MOD bases .

I do this for the love of the sport and not for the recognition and to prove that someone who is disabled can be a marshal with the right guidance and help.

Yvonne Robinson

Accredited marshal , Blackpool South Shore MC

Airedale & Pennine MCC

Rock & Heiffer PCA

March 19th

17 competitors braved the wet and windy Sunday to do our 4th pca.

It was to be an eye opener with many of the times posted been very close. So any mistakes costing a drop in places. David and James Robbison looked like they had the measure of the tests and ended up 1st and 3rd with only Joe Mallinson splitting them.

Joe would have won but for a cone penalty (told you it was close!).

As for the other competitors . . . Andrew Hargreaves had to retire due to gearbox falling out!!! Hope he has an understanding mum as it's her car!!

I could not get any grip and was over steering most of the day and then I got a washout on the last test to put the final nail in the coffin to my day. We all were thankful to the marshals and the hot food and fire in the pub afterwards. Our next PCA 9th April 2017



Results:

1st	David Robinson	(E) Mini 1275	214.14
2nd	Joe Mallinson	(E) SportKa 1.6	215.07
3rd	James Robinson	(B) Mini 1275	217.26
4th	Oliver Blair	(N) Pumesta 1.7	228.94
5th	Neil Andrews	(N) MX5 1.8	231.61
6th	Russ Coppin	(E) Nova 1.4	232.27
7th	Mark Williamson	(B) Clio 1.2	232.93
8th	Anthony Beaumont	(B) Almera 1.4	246.29
9th	Amy Toft	(B) Saxo 1.1	247.94
10th	Danielle Andrews	(B) MX5 1.8	248.17
11th	Paul Blair	(B) Pumesta 1.7	251.23
12th	Sam Oddy	(N) BGT 1.8	257.21
13th	Shane Dickson	(B) BMW316 1.6	258.13
14th	Yvonne Coppin	(B) Swift 1.6	260.30
15th	John Coppin	(N) Swift 1.6	264.27
16th	Gary Ross	(E) Saxo 1.1	265.71
17th	Andrew Hargreaves	(N) Fiesta 1.25	281.80

Airedale and Pennine MMC

Rock & Heiffer PCA

19th March

We had to be at the Rock and Heiffer pub before 12:00 because we had to sign on before doing anything else.

Uncle David did the first lot of runs with me in the passenger seat learning new skills on how to win and most importantly, beat my uncle.

We parked the car at the side so I could get buckled up and ready to compete. I had to go at the end of each test so I didn't hold anybody up since the queue was on the road and I'm not insured so I had to take the shortcut.

My first set of runs weren't as fast as I would have liked, but I needed to get used to the conditions and how much traction I had.

My second lot of runs were definitely faster, probably because the pub car park was on a slant and we were driving up it on the first test but now we were driving down it.

The final set of runs was reduced from 6 runs to 3, due to the weather and the time.

My second to last run was definitely the fastest time I have had all day, and the best part was that I got a faster time than my uncle.

In the end, I finished 3rd overall.

James Robinson : U17MC : aged 14



Yorkshire car firm Ginetta announces purchase of Blyton Park test track

Yorkshire car manufacturer Ginetta has revealed it has bought a test track in Lincolnshire.

The Leeds-based car firm has taken over the Blyton Park Driving Centre, which is situated on a former RAF airfield in Gainsborough.

It currently hosts rallycross and grass track driving events as well as track racing on its purpose-built one and a half mile circuit.

Blyton Park is also known for hosting track days and allowing car builders to test their machines.

Ginetta bosses say they plan to protect the track's current reputation and improve the facilities for visitors and drivers.

The purchase of Blyton Park made ideal business sense to Ginetta. It's one of the UK's biggest testing facilities and we are one of its biggest customers.

We plan to invest in improving the customer offering and experience at the circuit, as it's crucial for us to ensure it remains business as usual with all manufacturers encouraged to continue to use the facility.

WARDLE'S SUPER-PORSCHE KICK-STARTS THE NORTH WEST RACING SEASON

March saw the motor racing season get underway at Oulton Park with both the local centres of BARC and BRSCC organising meetings. Spotlight focuses on the opening rounds of the CNC Heads Sports/Saloon Championship and Electrovapeco.uk XR Challenge.

NORTH WEST RACERS

With Dave Williams and Rachel Bourne

CNC Heads Sports/Saloon Championship

It was another great start to the season for the CNC Heads Sports/Saloon Championship when competitors gathered at Oulton Park on 18th March for their opening round of the season. With 46 cars turning up to take part in proceedings, the 6 Classes had to be divided into 2 separate qualifying sessions and races.

Throughout the day, drivers had slippery conditions to deal with thanks to the Gulf Stream depositing plenty of moisture from the North Atlantic on to the lush green pastures of Cheshire.

When the D, E and F cars went out to qualify, initially Ilsa Cox sat on provisional pole in her cartoon-like Seat Leon which was running on wets. She later believed she had made the wrong tyre choice because her best lap was eclipsed when Garry Wardle went 5 hundredths of a second faster as the session drew to a close.

Over the Winter, Wardle had replaced his Ginetta G50 with a Porsche 997. It had taken him very little time to get used to his new German beast. This was his first outing in the wet with unfamiliar vehicle and it felt fantastic.

Before the race, the intensity of the rain had increased therefore traction was at a premium when the red lights went out to get racing in 2017 underway. The rear mounted engine in Wardle's Porsche meant he found plenty of grip. Oliver Thomas in his 4-wheel-drive Subaru Impreza was even better equipped for the wet surface and moved up to second from third on the grid as Cox dropped to fourth behind Steve Rowles' Honda Integra Type R.

As the field charged down the Lakeside Straight on lap 1, Cox was able to power ahead of Rowles but the two leaders were already well out of reach. As the race progressed, Wardle and Thomas circulated in close order without the battle ever becoming intense enough to make a challenge from the pursuing Subaru appear likely as Thomas lost visibility in the spray whenever he homed in on his quarry.

Cox subsequently began to suffer an intermittent loss of power as her engine refused to respond to throttle inputs. She hoped to persevere and make it to the chequered flag but the problem became worse forcing her to pull off at Clay Hill. The BMW E36 M3 of Alister Stenhouse was therefore promoted to third as Rowles dropped down the order to sixth. The latter struggled to see where he was going due to a loose bonnet.

Stenhouse was making his CNC Head debut having previously taken in individual Fun Cup events. He has had his BMW for years and decided to contest this championship with it. In the closing stages, Richard Roundell was closing in on the third placed car having qualified down in 19th with his Vauxhall Vectra but locked up under braking for Old Hall and that was the end of his race. Damage must have been light as he was able to drive back to the pits afterwards.

Class winners were – D: Wardle, E: Stephen Hibbert (Lotus Elise) and F: Simon Sheridan (Honda Civic)

The qualifying session that catered for the cars in Classes A, B and C took place during a brief interlude when the track was dry. There were familiar faces at the top of the timesheets in the shape of the last two CNC Heads Champions. The reigning title holder, Paul Rose in his re-bodied Saker (see last month's Spotlight), was 3 tenths faster than the Stuart Taylor Locosaki of Joe Spencer.

This pair were truly in a class of their own as the third quickest car – the Lotus Exige of Paul Woolfitt – was over 3 seconds adrift.

The circuit was wet once more when the race got underway and, as is usually the case, the lighter vehicle of Spencer had the best acceleration to lead the field into Old Hall.

Rose reeled him in during the course of the opening lap and was ahead very early in the second. Although Spencer tried valiantly to stay in the tow, the Saker was just too quick.

Because he was worried about losing concentration, Rose kept "on it" for the entire 20 minute duration. He had one scare when a misunderstanding with a car he was lapping resulted in 2 wheels straying on to the grass at the uber quick Druids Corner but Paul kept control of the Saker to start his championship defence with a victory, setting the fastest lap on his final tour when the tarmac was at its driest.

Because his throttle mechanism had not been properly connected on his Caterham R400 in the morning, Roddie Paterson only qualified in seventh but during the course of the race, with everything under his bonnet correctly fitted together, he charged up the order to take third.

The first three home also won Classes A, C & B respectively.

Continued on Page 52

NORTH WEST RACERS

With Dave Williams

Continued from Page 51



Electrovape.co.uk XR Challenge

One week later and the skies over Oulton Park had changed from dark grey to bright blue as the newly sponsored Electrovape.co.uk XR Challenge got underway.

There was a high quality entry with no less than 5 former title winners taking part in qualifying. Of these, 4-time champion Mark Robinson was the quickest, taking pole by an impressive 1.13 seconds. The XR2 man converted this into victory during the opening encounter from Michael Blackburn (XR3i) and the Fiesta of Neil Waterworth.

At the start of the second race, Robinson was concerned that Blackburn was going to take the lead on the run down to Old Hall and moved left to defend his position. This gave Waterworth, who was returning to the XR Challenge having won it way back in 2001, the opportunity to sneak up the inside of the pair of them to take the lead into the first corner.

At the start of lap 3 Robinson moved ahead down the pit straight. Waterworth was determined not to let him get away but he clipped one of the tyre barriers that delimit Hislops chicane. Such was the impact that the car was launched on to two wheels and nearly rolled. The incident broke something on the steering system forcing a him to be a pit-lane retirement. Robinson continued to take the honours while 2002 title winner Blackburn finished as runner-up for a second time ahead of reigning champion Greg Speight.

Mark Noble was again the only entrant in the Si Class and finish seventh overall in both contests.

**Report by Dave Williams,
Photo : Rachel Bourne**

BOURNE PHOTOGRAPHIC
Creative Imaging

www.bournephoto.co.uk



The AGBO stages is such a well renowned event and has grown in such stature that entries this year filled within the hour. There were a lot of disappointed people who did not get entries, and led to some apparently quite strong verbal abuse directed towards the young lass who was entries secretary. That's not on, no-one likes to see that sort of thing (never did find out who the guilty party was !) .

It's fair to say that it wasn't us - Philip senior in only his second event in five years (first was the Carfax last year) and yours truly sat next to him for my seventh event in seven weekends .. (This was supposed to be a quiet year !!)

Noise and scrutineering on the Saturday was a relaxed affair and the old Mini sailed through. There were quite a few there this year (and another 10 too late to get an entry ..!) including Mini stalwart Clive King . Mini Sport of Padiham were generously supporting the Mini Challenge

Weston park is a lovely little venue for those that don't know . The stages are not long at approx 2.5 - 3.5 miles utilising 3 separate entrances and exits to the parkland , and therefore you will deduce that there are road sections to catch out the unwary navigators !!

There is also a water splash that caught out the entire GM Vauxhall team on one RAC Rally in the eighties. This year the water was not so deep but the entry and exit is quite sharp so caution (and copious quantities of WD 40!) are required . This feature was used on 8 of the ten stages.

The first few stages were uneventful and a little slow compared to the other Minis - no doubt helped by the fact that we were on road tyres and everyone else had Tarmac racers on ! We also carried a bit of extra weight as we had all the trim in the car (for historics) . The drama came on stage 6 when we failed to make a hairpin right and carrered onto the grass with Philip twirling the wheel but nothing happening - broken steering.

In a flash we were recovered to service and Colin our spanner man quickly had things put right.

The CoC advised us to get re- Scrutineered (done) and advise competitor liaison that we were restarting (done) and we could restart stage 7 but with 30 minute penalty. In the results however we were shown as having retired at ss6 ! I think if we were in with a class shout I might have queried it but to be honest we were nowhere near the other Minis so there was really no point.

Still - all in all a good little event . If you are going to make one event next year make it this one . Just be quick getting your entry in !!!

Cheers

**Phil Senior / Chris Sheridan car 73
(sure of the number this time !!!)**

Tour of Cheshire



CLUBMANS
ROAD RALLY CHAMPIONSHIP 2017

HAGERTY
CLASSIC CAR INSURANCE

Coiled and Ready to Spring into Cheshire

A tale of a too tight diff.....

The start of this adventure goes back to last spring. Stuart Taylor and I were chatting to each other in a committee meeting (I didn't minute it Mr Chairman). I happened to mention that I fancied a go at a historic road regularity event, as I had marshalled many and they seemed like fun, but I didn't know a potential driver. "I do" said Stuart. "Who?" said I. "Me" said Stuart. "Let's do it" said I.

Plan A was to use Stuart's PV544 which he had re-stored himself. As the year progressed he decided that the 142GT would be a better bet as there is more space in it – well we are quite 'large' – and so this car was worked on instead and I placed entries for both the Tour of Cheshire and the Ilkley Jubilee. Unfortunately, a week before the Tour, a new camshaft for the 142 was found to be incorrect and so the PV544 was brought out of hibernation to solve the emergency. At least it had an MOT!

Bear in mind that I had not even sat in a rally car with a full harness (except on the many Rally school days I have done) let alone be confronted by those electronic things with red digits. Fortunately Tom Spencer was on hand to give me a crash course so that I could at least reset them. Anyway, we travelled over on the Friday, unloaded and prepared ourselves to do the measured 'mile' – well 4.986 miles to be exact - and along some of the tightest and muckiest lanes on offer (there are many in that area). I'd never done that before of course and so was very grateful for Tom's tuition on the Brantz. Anyway, 2 laps of the measured 4.986 miles later and it was spot on. This is easy..... or is it? The PV was a reluctant firer – a little fiddling with fuel pressure helped but it was long way from being on song.

Scrutineering was next. We joined the noise queue – this was Stuart's greatest fear – but passed easily. Moving on to scrutineering queue (a dark and very wet Beeston cattle market) and the engine went past the point of reluctance and stopped, refusing to fire up again. Others in the queue were waved by – a bit embarrassing for our very own scrutineer – who quickly diagnosed (he could see it in the dark) an arcing coil. No spare. 5.30 pm. Oh dear. Another competing scrutineer (Geoff Doe) to the rescue. Skip Brown cars just up the road and so 4 spare coils were collected by him and returned to us in about 30 minutes. Stuart fitted one - started on the button. Scrutineering a breeze – engine still a bit lumpy, but we're good to go.



*Photos Courtesy of
Tony North*

Continued on Page 54

Tour of Cheshire **Continued from Page 55**

I was pleased to receive the handouts for the first 3 regularities at sign on as my scatter rally and the odd 12 car experience a few years ago has told me that I can plot (must be stationary though – dining room table preferably) I'm also OK at reading any pre-plotted route pretty much spot on so I was really looking forward to navigating round the regularities. As for the regularity timing with those red digits, well all advice was to "not worry about the timings, just keep on the correct route and you'll be fine"

The day dawned fine and sunny. Our requested lowly start number of 79 put us with the other 4 beginners and gave us plenty of time to plan what instructions I was to say when on some very complicated looking tests. Leaving the tight exit from the pub the PV shuddered a lot. "The diff" said Stuart.....hmmmm! A short trip took us to the start of the first regularity. Just as we were given the Go, the marshal warned us of the tractor which was going by.....and which proceeded – slowly – along the narrow lane. Oh joy – we needed to do 25mph (or so), it was doing 15mph – I'm not sure how long for as I forgot to reset the trip!! It turns off and then 2 miles (may be more or less – wasn't looking at timer) further on an artic milk tanker fills the very narrow lane coming towards us. The driver stops, puts his elbows on his steering wheel, thus making it clear that he (reasonably) is not reversing. Knobblies, Very LSD = great – Stuart drives straight onto a soft and muddy verge, ploughs through it and on we go. No ordinary car this!

The lanes thereabouts are VERY tight and VERY wet and muddy and, with Stuart doing his best to make up time – we assumed we needed to as I was forgetting to use the trip – it was great fun reading the road and calling the junctions. The car though didn't think so as the VLSD was complaining more and more every time we took a tight turn. Even so we caught several other cars and reckoned we were doing OK. Occasionally I remembered to reset the timer and, when I did, the ideal time given at each IRTC wasn't too far out – we were never early though. Regularity done, no wrong slots, all controls visited, brilliant. Unfortunately we never did find out how we had done as, although I handed our completed time card in at lunch control, we never appeared in any results.....but.....that VLSD wasn't going to enjoy the tests. Nor was I as I had found it hard to call the instructions in time when we did a training day on a simple test a few weeks ago. Unfortunately for the VLSD the first 2 tests were in a very grippy car park. Unfortunately for me they were very complicated. The car refused to take the sharp turns, shaking and clanking violently. I managed to miss out a few chunks of both tests, which helped, but it was clear that any more tests could be catastrophic to a very expensive part. Even missing the tests and just doing the regularities wasn't an option as the VLSD was complaining at every junction by then. The wise decision was to retire and drive steadily back to the hotel, put it on the trailer and do a bit of spectating.

Swapping a noisy and juddery PV544 for an auto XC90 with the 2.5 litre petrol engine was a bit surreal and I indulged myself by turning on the electric seat! We were the first competitors (or ex competitors at any rate) to get back to the finish pub and celebrated by walking the finish 'ramp' (gazebo) together and collecting our complimentary Cheshire cheeses. No applause or photographs though.....

A great weekend. Obviously disappointing that it was so brief but we did enough to learn a lot from it and took a lot of positives. Bring on the Ilkley in the 142 – no plot and bash though please! Oh, and no tight diffs either.....!

Clive Hodsdon (Malton Motor Club)



The Tight Diff Volvo PV 544



NESCRO

Historic Motorsport In The North of England and Scotland

THE SALTIRE CLASSIC RALLY

The 2017 NESCRO season opened in fine style with a superb Saltire Classic Rally, won in equally fine style by the Sunbeam Rapier of Andy Beaumont/ Andrew Fish who left a quality entry well in their wake to take a comprehensive victory over the 18 tests and 4 regularities that comprised the event. Based once again in Pitlochry, the Saltire made good use of the many estate roads in the area, offering longer tests and the opportunity to enjoy some great roads, all amid the stunning scenery and snow capped mountains of Perthshire.

An early morning start should have seen crews head for the opening test in the car park of the local distillery but that was full of contractors equipment so the action began with a familiar test round the farmyard and estate roads at Easthaugh of Balyoukin where Beaumont immediately set the pace, just ahead of the MK 1 Escorts Ross Butterworth/ Ali Proctor and John Bertram / Stuart Merry. Beaumont and Bertram tied on the next test, a muddy affair across a field and then a run up a snow covered yellow caused mayhem when numerous crews failed to spot a cunningly sited code board, there was much discussion about this at the finish but it was definitely there and had been checked by the event Steward.

On up the A9 took crews to a brace of tests on the Blair Atholl Estate, the melting snow producing puddles like miniature lakes which saw much understeering , especially those cars without winter tread tyres. The opening regularity started on the estate roads before crossing the A9 at Calvine and running way up Glen Errochty, best on this one was the Blanchard/ Crozier Avenger dropping just 8 seconds with Beaumont / Fish close behind on 9.

Another very muddy test in Maragdubh Deer Park saw Beaumont tied with the Beatties Peugeot while the big Ford Capri of Rollo/ Lauder executed a full 360 degree pirouette but managed to somehow keep the car on the road. It obviously didn't affect them as they were joint fastest with Butterworth. Proctor on the following test .

The following regularity wended it's way round Dunsatall Reservoir, starting at Drumglass and running right round to Crossmount, Butterworth/ Proctor dropped a mere second, the Jennings/ White Peugeot dropped 3 and Blanchard/ Crozier were on 7 but spoiled a good performance by missing a code board.

A test on forest roads was next up and saw the Robertson's Fiesta equal quickest with the Beatties Peugeot and then the rally headed for the familiar Ardgullich Caravan Park for a brace of tests either side of a very welcome lunch halt. The Beatties were quickest on the first one, just ahead of Beaumont/ Fish while the TR3a of Ralph & Paul Miller slid off the road and had to be recovered. The car needed more attention during the lunch break as it was suffering overheating problems while the unusual Wartburg of Tom Leeming/ Clive Escreet needed repairs to a loose shock absorber.



Continued on Page 56

Saltire Classic Rally **Continued from Page 55**

With lunch over, a second blast round the caravan site saw Beaumont head Butterworth by a mere second

The following regularity could be described as a "Tour of the Lochs", starting near Loch Faskally and running along the South side of Loch Tummel to finish above Loch Kinardochy, The Hay/ Wheall Toyota Paseo was best over this one, dropping 8 to Beaumont/ Fish's 13 and the Leeming/ Escreet's Wartburg on 14.

The following test in a deer park saw Butterworth/ Proctor start a run of quickest times, the Escort driver starting to find his rhythm. There followed two new tests in the grounds of Taymouth Castle, loose affairs which were covered in leaves and were incredibly slippery, the Elands had a worrying moment in here when part of their Alfa Romeo GT's chassis dropped off !!

Just across the A827 tests 15 and 16 came in quick succession, both forest tracks they were dominated by Butterworth who gave a virtuoso performance. The following regularity again used forest tracks and saw the Thomson's Saxo drop 3 to Blanchard/ Crozier's 6 with Bertram/ Merry on 10, Butterworth/ Proctor meanwhile had a nightmare and dropped over 4 minutes, they were back in the groove on the following test however, the only crew to post a time under 2 minutes.

The road section leading back to the day's final test featured a number of strategically located code boards which crews needed to be alert to spot, a fair number obviously weren't paying attention and penalties mounted thick and fast. The day's competition ended where it started with the final test a repeat of the day's opener, albeit run in the opposite direction, Butterworth/ Proctor took this one just ahead of Beaumont/ Fish and Bertram. Merry.

All that remained was a short run back to the finish in Pitlochry's Scotlands Hotel where an excellent meal was devoured while the results were processed, there were numerous queries over code boards but there really was no doubting that Beaumont / Fish had been the dominant crew on the day and there's was a very popular win indeed.

The Saltire Classic Rally was once again a first rate event and it is easy to see why it is a "Must Do" event on many people's bucket list, some cracking tests, great scenery and faultless organisation and, judging by competitors comments, sure of a bumper entry again next year.



***Photos Courtesy of
Frank Love, Race&Rally***



Start & Finish Venue at Pitlochry



Photo Courtesy of Kenneth Cocker

RESULTS :

1)	Andy Beaumont / Andrew Fish	Sunbeam Rapier H120	20:59
2)	Neil & Catherine Thomson	Citroen Saxo	22:22
3)	Craig Wallace / Clifford Auld	Toyota Corolla G6R	22:37
4)	Grainger & David Robertson	Ford Fiesta MK1	23:03
5)	John Bertram / Stewart Merry	Ford Escort MK1	23:05
6)	James Morrison / Alan Gordon	Ford Fiesta MK1	23:08
7)	Alan Clark / Ian Thorburn	Hillman Avenger	24:01
8)	Raymond Rollo/ David Lauder	Ford Capri	25:00
9)	Ross Butterworth / Ali Proctor	Ford Escort MK1	25:02
10)	Sandy & Kirsty Horne	Ford Ka	25:35

Fastest on Tests : Butterworth / Proctor

Ed Graham : Hexham & DMC (& Chairman of NESCR0)

2017 Calendar of Events

NESCRO

22nd/23rd April

Clitheroe & DMC

Primrose Trophy Rally

P&B (ish) 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.fsford.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

Diesel/Petrol/Electric/Hydrogen

The debate over what fuel will power our cars and commercial vehicles in the future is becoming ever more intense.

Taking diesel first there is no doubt now that customers are beginning to lose confidence in this fuel. There is widespread concern that tax levels on diesel cars will rise soon, and that tolls for taking them into large cities will also increase. We are certainly seeing low miles customers who live in or around major conurbations switching to petrol, although business customers running high miles fleets remain diesel fans. In his recent budget the Chancellor said that he expects to reveal changes to the taxation of diesel cars in the Autumn, which can only lead to months of uncertainty.

So far this year petrol new car sales in the UK are up 7.9%, diesel down 5.9% with petrol now outselling diesel for the first time for a long time. The same is happening in Europe, particularly Northern Europe.

Meanwhile sales of Alternative Fuel Vehicles (AFVs) in the UK are rising strongly. Numbers are still small, just over 4% of total sales, but 27% above last year. As more AFVs become available, prices reduce, and in particular the effective range of electric cars improves this trend will only build.

As my regular reader is aware I'm a believer in hydrogen rather than electric. There are currently two major problems with hydrogen cars. Firstly there are very few available, although more will be launched this year and next. Secondly there are currently only about half a dozen hydrogen refuelling points in the whole of the UK. The number of refuelling points will double by the middle of this year and in addition there will be two separate facilities in London and Aberdeen specifically for bus fleets. The Department for Transport has now allocated £23M specifically to encourage the use of hydrogen vehicles, and it's expected that this will be used largely to provide more hydrogen refuelling points.

Hydrogen cars are refuelled from a pump just like a petrol one so refuelling takes minutes, and have a range of around 300 miles. And of course thousands of filling stations already exist to dispense petrol and diesel, so a large part of the infrastructure is already there. Hydrogen tanks need to be installed alongside the existing petrol and diesel ones.

So my bet is that diesel will decline, hopefully in a controlled and orderly manner to protect the interests of those who have been encouraged by the government to switch to that fuel. Petrol will take over but electric, and finally hydrogen, will eventually become the norm.

The consequences are far reaching affecting everyone from the major oil companies to car dealerships. The latter because electric and hydrogen cars need far less servicing, and servicing is where dealers make their money.

Meanwhile Tesla are seeking to raise \$1.1 Billion from banks and investors to fund getting their £30000 Model 3 into production later this year. They have 400,000 pre orders for the car which even given their forecasts is over 18 months' production. So far in 14 years Tesla have never made a profit, losses were \$674M last year and the company is currently burning through \$230M of cash every month. Looks like an amazing success or a spectacular crash in on the cards?

Toyota announce Good News for The UK

Brexit and the takeover of Vauxhall by Peugeot/Citroen have made things very uncertain for vehicle manufacturing in the UK. I certainly believe that the Vauxhall plant at Ellesmere Port will close in a few years' time, and the Luton van factory has an uncertain future. Therefore it was particularly heartening to see Toyota announce a £240M investment in its Derbyshire car production facility. Toyota did however warn that continued tariff and barrier free access to the European market was vital to future investment in the UK.

I still believe that this will be achieved simply because the German manufacturers sell so many of their cars in the UK and will not allow their politicians to spoil this very lucrative trade,

Rural Customers Drive On Line Car Buying

15% of all retail spending is now online, and of course this is increasing all the time. For people who live in remote areas the figure is far higher because they are some distance from major retail centres. For a long time it was thought that consumers wouldn't be willing to buy a car without seeing, touching and driving it. But 25% of buyers are already saying they are happy to buy a car "remotely".

For those living in areas like the Scottish Highlands and West Wales the proportion of cars being bought online is more than 10 times higher than in the big cities. It's still a small percentage, but increasing all the time.

Continued on Page 59

Drivers Still Confused By New Road Tax Rules

With big changes coming to road tax charges on April 1st all the signs are that customers still haven't grasped the details. However many have said that they will do whatever they can to avoid what they see as just another tax that bears no relation to expenditure on our roads (see below). So many will buy a used, near-new, or pre registered car instead of a brand new one. And 23% will now consider an electric or hybrid car that will still be charged zero road tax under the new rules. So whilst I have no doubt that March will see record new car registrations, times could get a lot harder from April onwards for a little while.

VW Continue To Suffer In The US and UK

VW have admitted conspiracy to commit fraud, obstruction of justice, and sale of goods by false statement at a hearing in Detroit. They pleaded guilty on all counts. This as part of a deal with the US Government to pay a \$2.8 Billion fine and a further \$1.5 Billion civil penalty on top of previous civil settlements with customers and dealers that could total more than £20 Billion. Staggering admissions and staggering financial numbers.

One result of all this is that senior VW executives are avoiding travel to the US. One has already been arrested when he was travelling back from holiday in Cuba via Miami, and he remains in custody.

Whilst VW continues to suffer very serious financial consequences Porsche have brought then some relief by posting record financial results. Porsche increased its sales by 3.6% but profits by 13.9% to £3.4 billion. That must make Porsche the most profitable car manufacturer in the world on % margin, no surprise when you look at their price list.

The British Government is having a go at VW too. VW GB had agreed to pay £1.1 Million for tests being carried out determine exact emissions figures on their cars. The Government think they should pay the £900,000 it has cost to test other manufacturers. Cars "as it was VW's actions that cast doubt on the integrity of the whole industry". VW are currently refusing to pay. Paul Willis, Managing Director of VW GB staggered MPs when he told the House of Commons Transport committee that VW "had not misled customers in any way." Whilst being "economical with the truth" is not unknown in the Palace of Westminster, this statement is simply breathtaking.

UK Roads Worse Than Oman's

Going back to the increased Road Tax levels it was reported recently that UK roads are in worse condition than in many other developed countries despite us having the highest taxes on motoring. We rank 27th in the World for road quality, behind Holland, Japan, France, USA, Germany, France, Spain – and Oman.

Meanwhile another study has shown that Britain's roads are the most congested in Western Europe. So looks like we're being seriously shortchanged for the taxes we pay?

7.22 AM

Off industry subjects again, I read recently that a University of Westminster study had concluded that the healthiest time to wake up every morning is 7.22 AM. (How do they work these things out?).

That precise time is a special one to every true motor sport enthusiast, so an amazing coincidence I thought. No prizes but an honourable mention next month for the first reader to email and tell me why 7.22 am is important in motor sport history.

Paul Gilligan

07785 2932 222

pg@gilliganvc.co.uk



Closed Roads

Motorsport events wishing to use closed roads in England and Wales have been given a boost thanks to an amendment to the road traffic act, providing it receives no objections in parliament.

Previously events wanting to use closed roads had to secure an act of parliament, which has succeeded infrequently.

From April 2017 onwards, the right to issue a permit for closed roads will lie with the Motor Sports Association, the governing body for motorsport in the UK, and the Auto Cycle Union for two-wheel events subject to the negative resolution process succeeding in the Houses of Parliament.

Negative resolution process means that the proposed amendment has been put before parliament, and if it doesn't receive any objections from the House of Commons or Lords, it will be passed into law automatically.

In the explanatory memorandum put to parliament to explain the need for the amendment, it states that the need for a parliamentary act could have been a "deterrent to those who might otherwise have sought to organise such events".

The memorandum also states that it is expected around 72 events each year will run with closed roads, although the majority of these will be relatively small.

An MSA spokesperson said: "The MSA welcomes this latest development in its long-running campaign to bring closed-road motorsport to mainland Britain.

"The secondary legislation that we have been working on with the Department for Transport has been laid before Parliament but under the negative resolution procedure it remains subject to objection from either House.

"Therefore we anticipate - and look forward to - making a much fuller statement when the legislative process is fully complete."

'Dirty Finger Nails Club'

The latest gathering of the 'Dirty Finger Nails Club' was by far the most interesting evening we've had. It was brilliant.

Simon Riley who had a business making very high tech parts for all the F1 Grand Prix teams brought in a couple of suspension parts made from carbon fibre and titanium and explained how they were manufactured and bonded together with mind blowingly tight tolerances. Simon is an expert on Lotus Elans, Elites and many other Lotus products having raced them for many years and he was able to help Mike Mansergh with some suspension issues he was having with his recently acquired Elan plus 2. Simons wife is a past winner of the Paul Matty Lotus championship so the depth of knowledge Simon has is phenomenal and the little informal talk about the manufacture of the F1 parts whilst standing at the bar had even Kirk Rylands and Dick Smith almost speechless, almost speechless I said . . . not totally speechless. They were both very impressed. Thanks Simon.

Dave Agnew and Ian Smith brought some slides and a projector with a few images of old tractors, steamships, building the Prince of Wales dock at Workington in 1923, Sailing ships in Workington and Harrington harbours and one or two other interesting discussion provoking topics. Nothing heavy or boring but really interesting.

Book review by Keith Thomas

'Crazy Odge by Oddie Danaan'

I have just been reading a recently published book by Ogie Danaan who is an extrovert character I overtook on the M6 motorway just north of Birmingham about five years ago. I was coming back from an event with my Buckler on the trailer he was driving a strange vintage looking pickup truck sitting on an old church pew rather than a car seat so you get the idea of the sort of bloke he is.

The vehicle resembled one driven on a TV programme a few years back by a character called Jed Clampett. Oddie was towing another car on an A frame that looked like a 1920s racing car very reminiscent of the car built in the 1920s by Basil Davenport called GN Spider 2.

He was accompanied by a lady driving an equally unusual car also looking like a 1920s racing car but with no bonnet or bodywork, not sure of the legality of these unusual forms of transport.

We pulled into Stafford services for a coffee and when we came back to my car and trailer they were parked near us,

We had a chat for a while, he had been racing at Santa Pod and they were on their way home in the Preston area so they still had a fair trip in front of them on a red hot day with no protection from the sun which was very unusually beating down very fiercely.

He was a lovely friendly guy who answered all our questions very patiently and we were very impressed with his skill and creativeness and nerve for that matter driving these contraptions on a busy motorway with no protection or safety features whatsoever.



Continued on Page 61

Dirty Fingernail Club

Book Review : Continued from Page 60

I met the guy again on the again on the Northern Trial when he was driving a car rather like a 1905 Renault, something that you would see on the London to Brighton run.

It turns out Odgie has built dozens of weird and wonderful custom type motorbikes plus several cars. All these "Specials" have been constructed from parts obtained from skips using discarded materials and cost very little money because as Odgie admits he has no money.

The engineering qualities though are absolutely top drawer jobs, what an inspiration to us all when you read his book and find out what the parts were used for in their former life. The Morris Bullnose radiator surround on his white car started off as a copper hot water cistern, the brass headlights on the same car were bathroom downlighters and the wooden bulkhead did service for many years as someone's pine wardrobe. Just study the pictures and see what I mean.

Several of my friends have already have bought the book which details not only the building of his various vehicles but he wears his heart on his sleeve and discusses his drug addiction, depression, Aspergers syndrome and various issues most people keep secret. He writes very profound chapters on meditation, homeopathy, the kindness of others to him over the years even though at times he was a "shit" to live with.

He had an interesting couple of years in a punk band even though they could barely play a note when they first started. He says the name of their band "The Worst" was a true indication of their ability yet they survived, so much so they were the warm up band for the "Buzzcocks" and others at various gigs.

His other interests are sex, drugs, rock and roll, tattoos and a rubber fetish, mainstream topics, nothing unusual there I suppose.

I will send this in quickly to the editor before my wife Carol reads it !!!

One of the highlights of his career was when he decided to enliven "a boring motorcycle show" at NEC or somewhere by putting on some displays of ladies who had brought very little in the way of clothes with them evidently. Very hilarious indeed I gather as Odgie and his pals stood nearby and listened to the comments of passers by. These varied from "disgusting" to "fantastic". Beauty is in the eye of the beholder as they say.

He travels to far distant places in the world purely on a whim, living in a car not a motorhome or a van is typical of this hugely extrovert, opinionated, wild but essentially very kind character

A great entertaining read, you will never view life in the same way again after reading this book.

Buying the book will help Odgie financially towards construction of another special so that has got to be a good reason for buying a copy. The book originally cost £24.00 plus postage and packing but they are currently out of stock at most places but E mail odgie633@gmail.com and he will send you one at £30 including the P&P. Well worth the money indeed.

Continued on Page 62



White Car (above) built from parts found in skips



Sprints & Hill Climbs

Spare Equipment for First Timers

Or those wanting to give it a 'Try'

A number of people have asked me recently about how to start to compete in sprints or hill-climbs but have been put off because you must have a suitable helmet, fireproof suit, and fireproof gloves.

The cost of a helmet is about £240, an entry level 2 piece suit is £250 to £300 and gloves £45 so a serious outlay just to test the water.

There must be dozens of people who have packed in motorsport and have the correct specification equipment sitting in their houses and garages unused or people who have upgraded to better suits and helmets either for fashion reasons or possibly have a new sponsor with different logo.

If you have some equipment that you do not need why not place an advert in your club mag and have a clear out because speed equipment tends to have a "life" after when it is of no use to anyone other than maybe a track day where any helmet will do. 3 piece suits with FIA approval on them I am told have not yet been outlawed or given an end of "Life" date.

My suit is a 3 layer 2007 one and a scrutineer told me last year it was OK for the foreseeable future but does anyone know if this has altered recently?

I thought it might even be an idea for clubs to buy up some surplus equipment from members and either loan it out or charge members a hire fee.

Keith Thomas



Photo Above
Pete Jagger & Seb Marshall
On the 2004 Lombard Revival Rally

him! It is great to see that the help club members gave Seb, all those years ago, has with his own hard work, allowed him to get to the top of our sport. We do need to train a few more navigators for our sport.

SEB MARSHALL



IDMC member Seb Marshall has been named as Hayden Paddon's new co-driver in the World Rally Championship.

Seb who won the Ilkley Under 23 Championship in 2005 (aged 17), started his career on the 2004 Lombard Revival Rally with Pete Jagger in the Peugeot 205 Rallye that Pete still campaigns on Road Rallies.

Graduating from BTRDA and the British Rally Championship to contesting the European Rally Championship with Molly Taylor, the current Australian Rally Champion and Dutch driver Kevin Abbring, Seb has been part of the Hyundai WRC team for the last two years.

He was a member of the MSA British Rally Academy 2006-2008, the MSA British Rally Elite in 2009 and the MSA Team UK in 2011.

Seb made his WRC debut at Rally Germany in 2008 and has now contested 32 WRC events, 9 in a WRC car. He got his first stage win and points score on Rally Sardinia last year and also achieved his best WRC result of 7th on Rally Spain.

When Paddon's long serving co-driver John Kennard steps down after Rally Finland, Seb will join Hayden in the Hyundai WRC i20 Coupe for the final four rounds of the 2016 season – German, Spain, Wales Rally GB and Australia, ahead of a full championship campaign in 2018.

He said recently "This is a massive opportunity for me and I'm delighted to be given the chance to compete at the highest level with a driver of Hayden's calibre – a proven winner – in a manufacturer team"

The pair have already worked together testing and will compete for the first time together on the legendary Sanremo Rally at the end of the month in a Hyundai R5 i20

It's great to see that with determination, skill and lots of hard work that it is possible to progress from grass roots to the highest levels of motorsport.

Follow Seb's progress on C4, WRC.com, Twitter and Facebook

Seb Marshall, just 16 at the time, attended CSMA's Basic Rally Navigation training nights at Eves Hall, West Bradford Nr Clitheroe, brought along by Peter Jagger, who saw the potential in

Steve Johnson : CSMA/U17MC/Accrington MSC

Ian Grindrod Retires



Legend Fires Supervisor and Co Driving Legend Ian Grindrod pictured with some of his work colleagues at Legend Fires on his retirement day.

"I'm retiring to become a bicycle repair man" said the grumpy Blackburn Rovers fan

Although not fully retiring, Ian hopes to visit Pakistan to further his knowledge of the Muslim faith and cash in on their cheap fags

Ian, it's been a pleasure

John Stone



Association of North East and Cumbria
Car Clubs

ANECCC 2017 Meeting Dates

15th June

Teesside Motor Sport Group Meeting
Stockton

20th July

ANECCC Delegates Meeting
Cumbria

5th September

Tyneside Motor Sport Group Meeting
North Shields

21st September

Teesside Motor Sport Group Meeting
Stockton

19th October

ANECCC Delegates Meeting
Stocksfield

5th December

Tyneside Motor Sport Group Meeting
North Shields

www.aneccc.co.uk



Proud Grand Parents

CONGRATULATIONS
To Alex & Katie Willan
A Baby Boy
Alfie Colin Willan
7lbs 7oz
6th of March 2017

Duncan Littler

SpeedSports (Wales) Photography

**2 Pendref, Dwyran,
Anglesey,
Gwynedd. LL61 6YL**

**Tel:01248 430015,
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MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT



BMSAD CHAIRMAN RECEIVED MSA LIFETIME ACHIEVEMENT AWARD

David Butler MBE, chairman of the British Motor Sports Association for the Disabled (BMSAD), received the MSA Lifetime Achievement Award during the Motor Sports Council's annual dinner at the Royal Automobile Club (14 March).

Butler is the only disabled driver worldwide to have qualified for both an international race and international rally licence, and has competed in over 600 motorsport events. He has been Chairman of BMSAD for more than 25 years and is also a long-standing member of the MSA Medical Advisory Panel, representing all disabled drivers wishing to participate in the sport.

The accolade was presented by MSA Chairman Alan Gow. Butler said: "Having received a lifetime achievement award, I feel I should be standing with a placard saying, 'the end is nigh'! I have to say that it has been a great privilege to be able to assist in making motor racing a fully inclusive sport. I commend the MSA and its Medical Advisory Panel on their enlightened attitude toward disability. Thank you for the award; I am truly honoured."

This year's after dinner speaker was Dennis Carter, an MSA Board member, who has lived what Council Chairman Tony Scott Andrews described as 'a riotous life' over several decades in motorsport.

Motor Sports Association

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facebook.com/msauk


**MOTOR SPORTS
ASSOCIATION**
UNITED KINGDOM



RIP JOHN SURTEES CBE, 1934-2017

The MSA has paid tribute to motorsport legend John Surtees CBE, who passed away on Friday the 10th March, aged 83.

John made history as the only man to win world championships on four wheels and two, with four 500cc motorcycle triumphs in the 1950s and '60s, followed by the 1964 F1 title.

In recent years he established the Henry Surtees Foundation in memory of his late son, Henry.

He also bought Buckmore Park Kart Circuit in Kent and remained a stalwart support of UK motorsport throughout his life.

Rob Jones, MSA Chief Executive, said: "John's passing is an enormous loss to motorsport in so many ways; the legend, the history, the heritage, the passion and the commitment, not to mention the success, which will not be surpassed.

"I recently spent some time with John at his home, where despite his frailty he was as enthusiastic as ever to talk about further plans for Buckmore Park, the development of karting generally and of course his beloved Henry Surtees Foundation.

"We send our condolences to John's wife, Jane, and to his daughters, Leonora and Edwina."





CO-DRIVERS TO CHESTERFIELD

National rally star Steve Perez gave five of the UK's most promising young co-drivers a money-can't-buy experience aboard a WRC car in Chesterfield on 4-5 March.

MSA Academy navigators Max Freeman, Aaron Johnston, Siobhan Pugh, Charley Sayer-Payne, Caron Tomlinson, Keaton Williams and Tom Woodburn joined programme leaders Nicky Grist and Paul Spooner for a classroom session on the complex role of a professional co-driver.

They then had exclusive use of Perez's private stage, to test their newfound knowledge and skills. First they made pace notes from the comfort of a road car, before climbing aboard the former BTRDA Gold Star Champion's Ford Focus WRC and tackling the stage at competition speed.

The co-drivers also underwent a sports psychology session and the MSA's anti-doping presentation by Academy Manager and qualified UKAD advisor Greg Symes.



BRITISH RALLY CHAMPIONSHIP

REVS UP FOR EXCITING NEW SEASON

The UK's premier rally championship gets under way on the Border Counties Rally, kicking off a raft of changes this season.

With new title partner Prestone, the new-look, seven-round MSA British Rally Championship takes in events across Britain as well as an overseas round in Belgium – the first in BRC history. Jedburgh Abbey will provide the dramatic backdrop for the opening round, the Border Counties Rally.

Another new addition for 2017 will be the Kenotek Ypres Rally in northern Belgium in June. The fast and flowing Belgian roads will represent a new challenge for most of the competitors and will offer the opportunity for the BRC crews to go head-to-head with some of the best drivers in Europe.

The whistle-stop tour continues with the mixed-surface Nicky Grist Stages, followed by the demanding John Mulholland Motors Ulster Rally before the season finale on the picturesque Isle of Man.



PRYCE ANNOUNCES BRC COMEBACK

Team UK's rally star Osian Pryce will chase this year's Prestone MSA British Rally Championship (BRC) title as well as glory on the world stage.

Osian will drive a Ford Fiesta R5 in the BRC, starting with this weekend's Border Counties Rally in Scotland.

In addition to his seven-round British commitment, Pryce will tackle three rounds of the FIA World Rally Championship (WRC) in a Ford Fiesta R5 prepared by two-time world champion squad M-Sport.

Pryce's entry at Rally Poland and Rally Finland comes courtesy of winning last year's Drive DMACK Fiesta Trophy, the WRC-based one-make series for world rallying's most promising young drivers.

"This is my biggest year ever," said Pryce, 24, "it's what I've been working towards since I started in the sport at the age of 16.

"The BRC is unfinished business for me. I competed against Britain's best for three years; I finished third in the first season and second in the next two. I've got the chance to close the BRC out now and that's really important for me."

Pryce will be joined at Spencer Sport by fellow MSA Academy members James Williams



VOLUNTEERS RECEIVE TORCH TROPHY ACCOLADES

Two motorsport volunteers were recognised at the Torch Trophy Trust awards – the first time that the MSA has successfully nominated winners of these prestigious accolades. Held at the British Olympic Association (BOA) in London, the silverware was presented by HRH The Earl of Wessex.

Gary Nicholls was recognised in his 40th year in the sport, having started as a competitor. He is Chairman of Association of Eastern Motor Clubs, sits on Chelmsford MC's committee, and is part of the MSA Timekeeping Advisory Panel.

Robert Harte was nominated primarily for his work on the Circuit of Ireland rally's marshal videos; he devised the concept, scripted and presented the films. He also created marshals' cards with useful phrases on them, including in foreign languages, and he volunteers on a number of events in a variety of roles.

Torch Trophy Trust Chairman Paul Dimond said: "There is no doubt that both Robert and Gary have provided outstanding and selfless volunteer work to support their sport and are fully deserving of their individual recognition. Every year the Trust sets out to acknowledge the terrific army of volunteers who offer priceless support to their chosen sport and local community and they are clearly incredible ambassadors and exceptional contributors.

"The Trust has been recognising worthy sports-focused volunteers since 1962 and I'm delighted Robert and Gary are now recognised as part of a distinguished group that dates back more than half a century."

Jonathan Day, MSA Development Director, and Suze Endean, MSA Development Manager, attended on behalf of the MSA.

"Both Robert and Gary have provided outstanding and selfless volunteer work to support their sport and are fully deserving of their individual recognition"



MSA CLARIFIES 'BUDDYING' PROVISION FOR RALLY MARSHALS

The MSA has clarified the 'buddying' principles for stage rally marshalling, as part of the Rally-Future project to help ensure the sport's future by further enhancing safety.

There are now three types of stage rally marshal: registered, accredited and currently non-accredited. Registered marshals are those who have completed the MSA's online rally marshals' training modules and gone on to register with the MSA. Accredited marshals are those who have completed the online training but not registered. Currently non-accredited marshals are those who have done neither.

Those marshals who are currently non-accredited continue to play an important role in the safe and effective running of events but they must be 'buddied' with either an accredited or a registered marshal at a maximum ratio of four-to-one. This means that for every group of five marshals, at least one must be either registered or accredited.

Rob Jones, MSA Chief Executive, said: "The registration and accreditation process has been a well-received and important step among those who have completed the online modules, but it is essential that we continue to welcome those who have yet to undertake the process and this provision ensures their vital inclusion."

The online rally marshals training modules were designed to ensure – and allow the MSA to demonstrate – that all stage rally marshals have a common understanding of their roles and responsibilities, spectator engagement and how to handle an incident. Over 6000 people have engaged with the modules since they were launched in January 2016.

Further information on the online training scheme can be found at
www.msauk.org/rallymarshalstraining

GRANT-AID AVAILABLE TO CLUBS

Event organising clubs are reminded that the British Motor Sports Training Trust (BMSTT) has offered grant-aid towards the purchase of red and white safety tape and additional Spectator Warning Notices required under the MSA Stage Rally Safety Requirements. Eligible clubs can claim up to 75 per cent of additional expenditure up to a total of £900 in 2017. To apply visit www.msauk.org/assets/clubdevfundapplicationform.pdf

Technical

Updates, clarification & advice



FIA HISTORIC DATABASE WEBSITE

Competitors are advised that the FIA's new Historic Database website is constantly increasing the amount of data available. Although development continues and it is by no means complete, there is already a great deal of useful information readily available. The website has a searchable database of vehicle homologations, where the FIA homologation papers and other useful information about the individual vehicles can be viewed. The database also contains a number of period regulations for various formulae, events and championships, along with period copies of FIA Appendix J. It is being added to all the time with new homologations and regulations being uploaded, so it will continue to grow into a very useful resource.

The website can be found at:

[http://historicdb.fia.com/.](http://historicdb.fia.com/)

FIA SAFETY WEBSITE

There is a very useful area on the FIA website relating to safety, this is where you will find – amongst other things – useful bulletins detailing any amendments or changes to FIA safety equipment homologations. There is also lots of interesting and useful information on event and venue safety. It is worth regularly checking this site for updates.

The website can be found at www.fia.com/safety.

Regulations for consultation

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

www.msauk.org/regulations

TRAINING

Marshal Introduction
+
Stage Timing

Sat 15th July

Darwen Services J4 M65

tracey.amsc@hotmail.com

Fire Training

19th August

Darwen Services J4, M65

tracey.amsc@hotmail.com

First on Scene

Sat 2nd December

Darwen Services J4 M65

tracey.amsc@hotmail.com



www.brmc.org.uk



www.volunteersinmotorsport.co.uk



:: ANCC Awards Night ::

:: Friday 31st March :: 8.00pm ::

:: Special guest ~ Steve Bannister ::

:: Hog Roast ::

:: Contact Chris Woodcock for tickets ::

:: presentation@ancc.co.uk :: Tickets £10.00 ::

A woman goes to her local pet store in search of an 'exotic' pet. As she looks about the store, she notices a box full of frogs. The sign on the box says:

'SEX FROGS - ONLY £20 EACH!

Supplied with 'complete' instructions!

The woman excitedly looks around to see if anybody's watching her then whispers softly to Pete, the man behind the counter, "I'll take one!"

As Pete packages the frog, he quietly says to her, "Just follow the instructions and enjoy!"

The woman nods, grabs the box, and is quickly on her way home.

As soon as she closes the door to her apartment, she opens the instructions and reads them very carefully and she does what is specified:

1. Take a shower.
2. Splash on some nice perfume.
3. Slip into a very sexy nightie.
4. Crawl into bed and place the frog down beside you.
5. Allow the frog to do what he has been trained to do.

She then quickly gets into bed with the frog and to her surprise NOTHING happens!

The woman is very disappointed and quite upset at this point. She re-reads the instructions and notices at the bottom of the paper it says, 'If you have any problems or questions, please call the pet store.'

So, she calls and Pete says, "I'll be right over."

Within minutes, Pete is ringing her doorbell. The woman welcomes him in and says, "I've done everything according to the instructions but the damn frog just sits there!"

Pete, looking very concerned, picks up the frog, stares directly into its eyes and shouts:

"LISTEN TO ME! I'm only going to show you how to do this ONE MORE TIME!"

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PIRELLI WILL BE KIELDER CLASSIC 29/30th 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 Guildhall will form a scenic backdrop to the ceremonial rally finish, complete with the traditional champagne spraying.

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

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



Cetus Stages

**The Three Sisters Race Circuit,
Ashton In Makerfield, Wigan.**

Sunday 14th. May 2017.

Welcome to the fifth running of The Cetus Stages, courtesy of our sponsor Mike English of Cetus Computer Solutions Ltd. many thanks to Mike for sponsoring the rally.

This is the second round of The 6R4.com Three Sisters Rally Challenge 2017, our sponsor for the challenge is Ian Rowland of 6R4.com. There is £550.00 worth of cash prizes to be won in this free to enter Challenge, download the Regulations from our motor club web site.

The rally will be our thirty third stage rally that we have organised at the Three Sisters Circuit, so you should expect good stages and fast turnarounds as per usual, we will be running consecutive stages again on the Cetus Stages.

The rally is a round of six Regional Championships, be sure to get your entry in early to avoid any disappointment. The organising team wish all competitors a good day's motor sport.

Secretary of the Meeting. Alan S. Bibby A

N.B. All Documentation for The Cetus Stages Rally will be on the Motor Club's web site,

**i.e. Nothing will be sent by post. Regulations,
Entries received so far, Final Instructions,
Seeded Entry list and Results all at: -**

www.wiganmotorclub.org.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 Services
 - 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**

Barbon Hill Climbs

Sat. 10th June & Sat. 1st July

Entries are now open

Entries for the two Barbon Speed Hillclimbs on Sat June 10th and Sat July 1st are now open on a first come first served basis so to avoid being disappointed get your entry in as soon as possible.

Both events are open to NAT B licence holders so ideal clubman's events and the entry fee is one of the cheapest in the country at £97.

The July event also has a permit for NAT A licence holders and if you hold a NAT A licence you must enter the NAT A event which has an entry fee of £107, this is to encourage clubmen to enter the NAT B category and give the clubmen a better chance to win awards which is a very sensible idea.

The June event is primarily a "clubmans" event having classes for a great variety of cars including unmodified road going cars as well as the "Bert Hadley" challenge which is a championship for Austin 7s. These little machines dating from the late 1920s/30s are great to watch, some are Chummy or similar models and others are out and out single seat racing cars which really fly.

Last year the entry was oversubscribed mainly because Liverpool Motor Club have stepped in with their organisational skills and expertise bringing with them a large pool of competitors who know the events will continue to be top quality.

Barbon is only a few miles from Kirby Lonsdale not far from junction 36 of the M6 so very easy to get to. Entries can be submitted online or by post, see Barbon web-site for full details. Or

<http://www.liverpoolmotorclub.com/files/2017/02/2017-Barbon-June-Regs-Final.pdf>

Keith Thomas



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1

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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



B&G MOT Centre **SMC Stages**

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



MOTOR SPORTS HALL OF FAME

Lancashire Automobile Club's, Brian Redman, is currently vying for pole position in this year's **Motor Sports Hall of Fame.**

Brian is hoping to get as many votes as possible.

Twelve greats from the rich world of sports cars have been chosen with the help of 2016 inductee and five-time Le Mans winner Derek Bell. Brian, a legend in the glamorous world of sports car racing, is one of them. Brian's name is synonymous with Porsche but he has excelled at the wheel of many other makes.

Read more about this at:

<http://www.blackpoolgazette.co.uk/news/brian-hopes-for-motor-race-hall-of-fame-support-1-8392113>

And to vote for Brian, please visit:

<http://ow.ly/Cvip308IU69>



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FLYING SCOTSMAN OXENHOPE - CARLISLE

31ST MARCH 2017

TIMES & WHERE YOU CAN WATCH

Outward times :

Oxenhope	08.30
Haworth	08.35
Keighley	09.15
Skipton	09.45
Hellfield	arr. 10.08, dep. 10.45
Settle Junction	10.53
Horton-in-Ribblesdale	11.11
Ribblehead	11.23
Garsdale:	11.38
Kirkby Stephen	11.51
Appleby	arr. 12.04, dep. 12.23
Lazonby	12.41
Carlisle	13.05

Return times:

Carlisle	15.35
Lazonby	16.02
Appleby	arr. 16.24, dep. 16.43
Kirkby Stephen	17.02
Garsdale:	17.14
Ribblehead	17.28
Settle Junction	17.42
Hellfield	arr. 17.48, dep. 18.29
Skipton	arr. 18.44, dep. 19.06



Or, you could be at This The 9th Flying Scotsman

31 March – 2 April, 2017



Day 1 - Slaley Hall to Edinburgh - Friday, March 31

Having been flagged away from Slaley Hall the Flying Scotsman rally will quickly take to the challenging roads around Kielder Forest before tackling Hadrian's Wall and onwards through the Scottish Borders.

Passing Castle O'er, Eskdalemuir and the Moorfoot Hills the terrain we tackle today is nothing short of spectacular before we arrive for the first overnight halt at the well appointed Dalmahoy Hotel just outside of Edinburgh. The excellent selection of malt whiskies might be just the thing to unwind with while swapping stories from the day with your fellow competitors.

Day 2 - Edinburgh to Aviemore - Saturday, April 1

Following a generous Dalmahoy breakfast it's back to business and the Rally heads straight over the mighty Forth Road Bridge and into the Kingdom of Fife as we press on towards the majestic and remote Cairngorm Mountains. A succession of remote and empty roads lead us to Braemar and Tomintoul and finally the second night halt of Aviemore. By now the leaderboard will be well established and some crews might be tempted to make the most of the excellent hospitality offered but tomorrow is going to be another challenging day.

Day 3 - Aviemore to Gleneagles - Sunday, April 2

The Aviemore restart on the last day might see a few nervous crews checking their route books and maps along with their tyres and fluids. Today certainly isn't going to be a procession. For those in it for the win as well as those filling the rest of the results sheet there will still be plenty to play for on the roads around the Forest of Athol and Loch Tay. Scotland's finest tea room at the Bridge of Balgie will provide some relief for the crews before the final push into Gleneagles along with the traditional kilt clad piper and refreshing glass of Bonhams champagne.

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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Tony Lynch	David Yorke
Ian Mitchell	Tony Vart
Henry Richardson	Tommi Meadows
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Matt Broadbent
Niall Frost	Sam Collis
John Harden (LiMC)	Simon Frost
Paul Slingsby	James Redman
Henry Richardson	Matt Broadbent
Rob Lloyd	Gary Ross
Neil Johnson	Jordan Joines
Chris Lee	Adrian Lloyd

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

Dave Williams & Rachel Bourne (NW Racers)

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Andrew Shepherd www.rally-images.co.uk

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

and last but not least, Chairman / Secretary
(& 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 May edition is
Thursday the 28th of April
which is due out on
Sunday 30th of April**

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