

# May spotlight

2017



*Myles Gleave/James Chaplin (1st O/A)  
Clitheroe & DMC : Primrose Trophy Rally  
Photo Courtesy of Chris Ellison*



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

*Volume 8 : Issue 5 : May 2017 : Maurice Ellison*



# Chairman's Chat

Any serious motorsport accident is tragic but we are all deeply saddened by the injuries sustained by Billy Monger in his horrendous crash at Donington Park. It appears he was a very talented young driver with every chance to work his way up the racing ladder and yet it all came to an end in a split second through no fault of his own, a devastating situation.

For the first time I am very pleased to announce that we have so far got 100 contenders registered for the various SD34 MSG Championships which means a welcome £500 in fees towards the cost of the Presentation Evening. It's still relatively early days so there's plenty of chance to score well and end the year with a pot so get registered for just £5.

It looks like neither the WRC nor F1 Championship driver will be a foregone conclusion for once with different wins on the events so far, a great thing for the spectators and long may it last.

Don't forget it's not long before the Open Day at Myerscough College on 11<sup>th</sup> June which is an ideal opportunity for you club to be seen by many thousands of the public so don't miss it.

Best regards,

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

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# SD34MSG : Member Clubs & Contact Details

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## Airedale & Pennine MCC

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Website : www.apmcc.co.uk



## Blackpool South Shore MC

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Website : www.bssmc.com



## Bolton-le-Moors MC

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## Garstang & Preston MC

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Website : www.gpmc.org.uk



## High Moor MC

Contact : Gary Heslop  
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Mob. : 07973-816965  
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## Hexham & DMC

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## Knowl Dale CC

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Website : www.knowldale.co.uk



## Lightning MSC

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## Lancashire A.C.

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## Liverpool MC

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## Manx AS

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## Matlock MC

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## Mull CC

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## Pendle & DMC

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## Preston MC

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## U17MC-NW

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## Wallasey MC

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## Wigan & DMC

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## 2300 Club

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## Contacts

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## Comprising the following 10 Clubs



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



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



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



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



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



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



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



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



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



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

**Website : [www.nwstages.co.uk](http://www.nwstages.co.uk)**  
**Mark Wilkinson - [secretary@nwstages.co.uk](mailto:secretary@nwstages.co.uk)**

## ADVERTISING in 'SPOTLIGHT'

### Readership in Excess of 10,000

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

Sent to all **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](mailto:steve.amsc@gmail.com)

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

## WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

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

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



## 2017 SD34MSG Inter-Club

Division A		Position	
Club	Points	Div	O/A
Garstang & Preston MC	251	1	1
Clitheroe & DMC	226	2	2
U17MC-NW	200	3	3
Bolton-le-Moors CC	149	4	5
Stockport061 MC	129	5	7
Preston MC	126	6	9
Blackpool South Shore MC	95	7	10
Liverpool MC	83	8	13
Division B		Position	
Club	Points	Div	O/A
Airedale & Pennine MCC	179	1	4
Warrington & DMC	146	2	6
Wigan & DMC	129	3	7
Accrington MSC	87	4	11
Matlock MC	86	5	12
Pendle & DMC	63	6	14
Manx AS	57	7	15
Wallasey MC	49	8	16
Division C		Position	
Club	Points	Div	O/A
Hexham & DMC	43	1	17
Knowl Dale CC	27	2	18
CSMA (NW)	12	3	19
Mull CC	10	4	20
Lightning MSC	10	4	20
High Moor MC	0	6	22
Lancashire A.C.	0	6	22
2300	0	6	22
Motor Sport North West	0	6	22

Last Updated 20<sup>th</sup> April 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  
91 Marshals have scored points

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Andy Larton	10.58	3	LivMC
2	Colin Smith	10.30	1	LivMC
3	Duncan Woodcock	10.11	1	LivMC
4	Russell Thorpe	10.04	1	LivMC
5	John Early	9.82	1	LivMC
6	Dave Welton	9.81	3	LivMC
7	Nigel Fox	9.78	2	LivMC
8	Nigel Trundle	9.70	1	LivMC
9	Colin Duncalf	9.38	1	LivMC
10	William Campion	9.12	1	LivMC
12	Dave Goodlad	9.02	1	LivMC

## 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	34	CDMC	3
2	Paul Buckel	E	31	CDMC	4
3	Richard Hunter	E	30	MMC	4
= 4	Matt Flynn	E	29	CDMC	3
= 4	Myles Gleave	E	29	G&PMC	3
= 6	Dan Sedgwick	S	18	CDMC	3
= 6	Mark Standen	E	18	G&PMC	2
8	Alan Young	N	17	MMC	2
9	Tony Harrison	E	15	CDMC	2
10	Jon Bossen	E	13	MMC	1
11	Louis Baines	E	11	PMC	1
12	Pete Jagger	E	10	CDMC	2
= 12	Simon Boardman	E	9	CDMC	1
= 12	Jem Dale	E	9	G&PMC	1
12	Steve Greenbach	N	9	MMC	1
16	Ian Swallow	N	8	PMC	2
17	Dominic McTear	S	7	CDMC	1
= 18	Steve Cotton	E	6	CDMC	1
= 18	Peter Sharples	N	6	PMC	2
20	Craig Shooter	N	4	PMC	1
21	Andy Williams	N	2	U17MC	1
22	James Taylor	E	1	CDMC	1

O/A	Navigator	Class	Pts	Club	Rds
1	Sam Spencer	E	35	CDMC	4
= 2	Steve Butler	E	30	CDMC	4
= 2	Gary Evans	E	30	MMC	4
4	Rob Jones	E	28	CDMC	3
5	James Chaplin	E	27	G&PMC	3
6	Ashley Young	S	24	MMC	3
7	Sam Ambler	S	17	CDMC	3
8	Maurice Ellison	E	14	CDMC	2
9	Sasha Herriot	E	10	MMC	1
= 10	Matt Broadbent	E	9	CDMC	1
= 10	Tony Vart	S	9	CDMC	1
12	Kris Coombes	E	8	PMC	1
= 13	Simon Frost	S	6	CDMC	1
= 13	James Swallow	N	6	PMC	2
= 13	Sam Coombes	N	6	PMC	2
16	Steve Frost	E	5	G&PMC	1
17	Lauren Cook	N	2	U17MC	1
18	Ian Graham	E	1	CDMC	1

Results following R5 : Primrose Trophy Rally

**Next Round**  
**Stockport 061 MC**  
**Altratech 061 Rally (R5)**  
**20/21 May**

## Non Race/Rally Championship

O/A		Class	Score	Club
1	Gary Ross	A	27.91	A&PMMC
2	Steve Johnson	A/F	20.25	U17MC
3	Andy Williams	A	19.80	U17MC
4	Scott MacMahon	A	19.22	U17MC
5	James Williams	A	18.96	U17MC
6	Chris Livesey	A	18.56	U17MC
7	Lauren Cook	A	18.95	U17MC
8	Steve Price	A	10.49	CDMC
9	Jamie Foster	B/F	10.01	U17MC
10	David Goodlad	A	10.00	BLMCC
11	Chris MacMahon	A	9.93	U17MC
12	Phil Clegg	D/E	9.89	AMSC
13	Hazel Johnson	A/F	8.42	U17MC

## Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	107	CDMC	
2	Peter Jackson	D	84	G&PMC	
3	Duncan Taylor	D	56	BSSMC	
4	Phil Jennings	D	54	Warrington	
= 5	James Massey	D	53	CDMC	
= 5	Mark Knight		53	G&PMC	
7	Mark Kelly	C	29	G&PMC	
= 8	Ian Bruce	C	27	S061MC	
= 8	Mike English	C	27	Wigan	
= 8	Ric Wood		27	GPMC	
= 8	John Darlington	D	27	Wigan	
= 8	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	Phil Shaw	C	108	CDMC	
2	Darren Taylor		83	GPMC	
3	Stephen Grayson	D	56	BSSMC	
4	George Jennings	D	54	Warrington	
= 5	Matt Broadbent	D	53	CDMC	
= 5	Louis Baines		53	PMC	
7	Andy Baker	C	29	G&PMC	
= 8	John Darlington	C	27	Wigan	
= 8	Adrian Lloyd	D	27	Warrington	
= 8	Garry Hughes		27	BSSMC	
= 8	Tony Vart	C	27	CDMC	
= 8	Garry Dillon	C/D	27	BSSMC	
= 8	Richard Robinson	D	27	BSSMC	
= 14	Steve Butler	A	26	CDMC	
= 14	James Swallow		26	PMC	
= 14	Liam Whieley		26	PMC	

Updated Following SMC Stages

**Next Round**  
**Manx AS**  
**5th May**  
**Chris Kelly & Manx National Rallies**  
**I.O.M**

## U18 Championship

O/A		pts	Club
1	Luke Girvin	20	U17MC
2	Matthew Nicholls	18	BLMCC
3	James Robinson	10	U17MC
4	Amy Toft	9	A&P
5	Robert Cotton	0	CDMC



# 2017 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

Age on 1<sup>st</sup> January 2017 ..... DOB .....

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

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

### Scoring

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

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

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

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

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

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

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



# 2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

SIGNATURE .....

DATE.....

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

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

**c/o Mrs.M.Duckworth,12 Silsden Ave.,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
<b>May</b>					
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
<b>June</b>					
10-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
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	Not Stage Champ Round
24-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree
<b>July</b>					
1-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
2-Jul	Autosolo	Yes	Bolton-le-Moors CC	Bolton July Autosolo	DW Stadium, Wigan
2-Jul	Autotest	Yes	Bolton-le-Moors CC	Bolton July Autotest	DW Stadium, Wigan
2-Jul	PCA	Yes	Bolton-le-Moors CC	Bolton July PCA	DW Stadium, Wigan
2-Jul	Stage Rally	Yes	Warrington & DMC	Enville Stages Rally	Anglesey Circuit
15-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services,
15-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services,
15-Jul	Training	No	U17MC	Marshal & Timing training	Blackburn Services,
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	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	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,
16-Jul	Hillclimb	No	Mid-Cheshire MC	Hillclimb	Scammonden Dam,
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

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



Date	Type	League	Club	Title	Venue - Notes
<b>August</b>					
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
<b>September</b>					
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
<b>October</b>					
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
<b>November</b>					
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 Not Stage Champ Round
04/05-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
<b>December</b>					
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,



# 2017 Championship Rounds by Discipline at a Glance



## SD34MSG Road Rally Championship 2017

Date	Event	Organising Club
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
05+06 May	Manx National Rally & Chris Kelly Rally	Manx Auto Sport
14-May	Cetus Stages	Wigan & DMC
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
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
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	Venue
15-Jul	Timing Training	Darwen Services
19-Aug	Fire Training	Darwen Services
2-Dec	1st on Scene Training	Darwen Services



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

## 'What's On' at CDMC

### May

**Tuesday 2<sup>nd</sup> May**

**Noggin n Natter**

**Tuesday 9<sup>th</sup> 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*

**Wednesday 10<sup>nd</sup> May**

**Inter-Club Quiz**

Earby Cricket Club,

Pie & Peas Supper, 8:30pm

**Tuesday 16<sup>th</sup> May**

**Autotest / AutoSolo**

Tony Harrisons, Bentham, 7:30pm

**Tuesday 23<sup>rd</sup> May**

**David Wright**

BTRDA Gold Star Winner



**Sunday 25<sup>th</sup> May**

**Pendle Powefest**

CDMC showing various cars



**Tuesday 30<sup>th</sup> May**

**Indoor Autotest**

Radio Controlled Cars

Bring the Kids

## April Clubnights

**Tuesday 4<sup>th</sup> April**

**Tony North**



A decent turnout had assembled to hear what Tony North had to say about a long career covering rallies both international and local...and he did not disappoint

On what proved to be a fascinating night Tony started by saying the famous Tony Mason got him into this game by asking his employer the Visitor (a local Morecambe newspaper) if they had anyone who could come out on a Saturday night and take some photos of cars... Tony (with a young female reporter...) duly volunteered and the rest as they say is history!



Direct from this inauspicious start he ended up supplying pictures to MN of these events which rapidly led to the legendary John Brown asking him to cover the full MN Championship which was then in its heyday.

This link with MN was to prove the stepping stone to the world stage as in the process of doing an early 70's RAC he supplied pictures to all of the magazines of the day and formed a longstanding link with Colin Taylor Productions...this was the springboard to international travel all over the world ...whilst still working for The Visitor!

*Continued on Page 13*



# Clitheroe & District Motor Club



Myerscough  
College

Providing opportunities for all

## Sunday 11<sup>th</sup> June Myerscough College Open Day AutoSolo & PCA



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**

### 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=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl](https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Osrozl)

### Tony North Continued from Page 12

Now it would be fair to say that Tony has worked with all of the top crews and team management of the day, including a PR gig in Portugal which saw him driving an 1100 Escort estate loaded up with Hannu, Ari, Arne, Dave (Richards) plus Charles Read (Ford guru) and luggage up a big hill to Estoril circuit...the hill was that steep and they were going so slowly that Jean Ragnotti passed them on his pushbike!!

The African and Middle Eastern continents played a large part in Tony's career and he loved the Safari and Ivory Coast events where the likes of Mercedes employed all the top crews plus helicopters to try and get their big 500SLs onto the podium...with some success. Lebanon proved to be a beautiful place although the rally was mainly held during darkness to discourage tanks from taking pot shots at the cars.... the crowds were extremely passionate and enthusiastic and made all welcome.

The distances covered were massive by today's WRC standards and it wasn't unusual for the media people to cover 500km a day, before and during the event in Dakar type terrain although on one occasion he was pleased to escape unscathed from the sand covering a post - Operation Desert Storm minefield they had decided unwittingly to cross!

This long career has brought Tony into contact with the likes of the great Fangio (a lovely bloke), Damon Hill, a soldier with a machine gun pointing at him in Argentina (!) and many more luminaries of the rally world although it wasn't until MSport was up and running that Tony actually sat in a rally car which just happened to be a Focus WRC piloted by one Tapio Laukkanen in Comb forest..."what am I doing in this!?" One ride was his chosen limit .....never again!

His favourite single rally was the Acropolis due to the stunning Greek scenery although the Safari ran it close but each year they were glad to survive running the gauntlet of a long main road out of Mombasa...the accidents amongst lorries/tankers were so common the media team had christened the road "The Tankers Flambé!"

Tony now spends his time still covering events but nowadays it's the HRCR type events that occupy his viewfinder...but he still obviously loves it...and whilst digital cameras have made it all so much easier on the event he enjoys the PC based post processing (like a PC based dark-room!)...Plus he still covers some other activities for The Visitor!

A great evening and Boss Hog only asked one question and Tony was off!

**Tony Vart**





# Clitheroe & District Motor Club



Tuesday 18<sup>th</sup> April  
**Scalextric**

(Courtesy of Warrington & DMC)



Three Separate Tracks (Rallycross, Stage, Race) were provided by Steve Ellison of Warrington & DMC for CDMC members to test their skills (?) and enjoy.

**Lots of Thanks to Steve Ellison, Colin Creswell & Warrington & DMC**

## Top 10

1	Steve Price	5 : 05 : 42
2	Heidi Woodcock	5 : 31 : 26
3	Gareth Shepherd	5 : 33 : 29
4	Matt Broadbent	5 : 54 : 22
5	Chris Woodcock	5 : 56 : 01
6	Georgie Cotton	6 : 00 : 05
7	Sam Shepherd	6 : 04 : 46
8	Paul Graham	6 : 10 : 27
9	Steve Lewis	6 : 58 : 58
10	Maurice Ellison	7 : 02 : 74

# Tuesday 25<sup>th</sup> April Primrose Trophy Forum



We had the pleasure of the winning crew, **Myles Gleave & James Chaplin**. They both enjoyed a route that did not use the usual NW rally roads. Couple of Dramas : approaching MTC 1 (at Darwen Services) the wrong way! And writing the last Code Board of the night in the wrong Box ! (quickly changed before the control)

**Matt Flynn** managed to have the car ready by the Friday night. Couple of wrong slots and overshoots of junctions but nothing major : finished 4th O/A

**Domonic McTear** had Steve Frost sat in with him after his usual Nav pulled out the week before the rally. No dramas and pleased to finish 11th O/A

**Paul Buckel & Steve Butler** finished 10th O/A & 1st Master. Managed to take the first slot right going down Lythe rather than the intended second slot (to go down Ringstones) and went a long way before realising the error and turning back. Met Jonathon Bossen coming towards them on the Trough. Jonathon had spun and was finding somewhere to turn round.

**Steve Cotton** had **Steve Hudson** sat in with him. Mr. Cotton snr usually has his son Robert in the silly seat but he was revising for exams. Steve Hudson had foolishly said that he would do it if Steve Cotton couldn't find a Nav. The first problem was that Hudson had no idea how to plot a route. The second problem was that Hudson is a big lad and struggled first to get into Roberts seat and then couldn't do up the belts. Despite the problems they came home 15th O/A. New career Mr. Hudson?

**Gareth Shepherd & Dan Fox**. It was Dans first ever Rally and Gareths 2nd. Managed to hit the road sign at Kemple End. Gareth didn't have a clue where he was all night and complained about the road that was closed. There was not a closed road on the route. Finished 21st

Course cars were **Paul Flynn** with **Chief Marshal Tony Vart** followed by **Steve Flynn** with **Clerk of Course Matt Broadbent**. No real issues although Tony was feeling the stress of being Chief Marshal before the event

**Matt Broadbent (Clerk of Course)** couldn't be at the club night (work) and was not present to hear how well the whole thing went or the praise (1st time CoC)

**Leah Brown & Samantha Ralph** were marshalling and did have a slight problem with one inebriated farmer at their last control. Dealt with it very professionally with a little bit of help from Sam Spencer

**Enormous thanks to all the marshals.** Tony Vart had promised them a dry and warm night and that's what they got. Everyone commented on what a cheerful bunch of well informed Marshals we had out on the night





**[www.prestonmotorsport.club](http://www.prestonmotorsport.club)**

As ever, there's been plenty going on within the Club this month – from organising our regular Club nights, to preparing for our next Autosolo in May. But the main event this month has, of course, been the Primrose Trophy Navigational Rally. With so many Preston Motorsport Club members taking part in the rally, the past few weeks have been spent gearing up for this much-loved event.

So, cutting to the chase, here's who ran, and how they finished:

Louis Baines and Kris Coombes – finished 6<sup>th</sup>  
Lee Ormerod and Same Coombes – finished 13<sup>th</sup>  
Ian Swallow and James Swallow – finished 18<sup>th</sup>  
Craig Shooter and Danny Cookson – finished 20<sup>th</sup>  
Peter Sharples and Jamie Elwell – finished 22<sup>nd</sup>  
Gary Sherriff and Melanie Morgan – finished 25<sup>th</sup>  
Neil McCarthy and Alan Barnes – did not finish

For some, this wasn't their first time round the block, but for others, the Primrose was their debut event. Gary Sherriff and Craig Shooter were both first-timers in the driving seat, and were delighted to have completed the whole event, with some great experience to carry with them for future rallies. Melanie Morgan, Danny Cookson, and Jamie Elwell were all sat in their respective "silly seats" for the first time too, and they all did brilliantly in navigating their crew to successful finishes.

Unfortunately, Alan Barnes and Neil McCarthy came off the course very early on. Luckily, nobody came to any harm – just bruised pride! Sadly, Neil's car wasn't so lucky, but it's times like this that prove that the right safety equipment is worth its weight in gold.

Some fantastic results, we think you'll agree! Everyone competitor said that it was a great route that was a challenge navigationally. We'd like to thank CDMC for putting on another cracking event! The whole evening ran like clockwork and was meticulously planned, and the crews and marshals were well looked after. All their effort, and that of the marshals, is much appreciated. Without you there would be no sport!

No doubt we'll be holding a "de-brief" to discuss the rally; what went well, and how we can improve and prepare for future events. There's already talk about the next!

In the meantime though we'll be focusing on something a little closer to home – our next Club autosolo on Sunday 7<sup>th</sup> May. And if you fancy joining us for this one then you may be in luck! At the time of writing there is still six places left available, so get yourself signed up before those places get snapped up. Entry forms (and membership forms, should you need them) are available on our website.

## Warrington & DMC

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



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

## Hexham & DMC

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



First and very much foremost we must offer massive congratulations to Ali Procter who won this years Flying Scotsman Rally, navigating for Paul Crosby in the little MG PB.

Those members who were marshalling at Slaley will have seen the car, probably also got a wave from Ali, I think he was waving to everybody !!.

A really fantastic performance on a very tough event and great to see a club member at the top of the leaderboard. Please note that from now on the future issues of Spotlight will be put on to the club website rather than be sent out individually.

## QUIZ & CURRY EVENING 3<sup>rd</sup>. MAY

All club members are cordially invited to come along to the "QUIZ & CURRY EVENING" on Wednesday May 3<sup>rd</sup> when we hope to be hosting teams from other motor clubs and inviting them to take part in a light hearted motorsport quiz, something to test the brain cells and stretch the memory. We will be looking for some likely lads to compose our own team so , please, get swotting now, we may need you !!!.

If you are coming along, it would be extreme useful if you could let me know so that I can tell Michelle the numbers and she knows how much curry to prepare, don't want anyone going hungry so do please let us know

**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:**

- 5<sup>th</sup>-6<sup>th</sup> May : Manx National Rally
- 22<sup>nd</sup> July : DMC Summer Stages
- 14<sup>th</sup>-16<sup>th</sup> September : Rally Isle of Man  
(2 rounds within the one event)
- 10<sup>th</sup>-11<sup>th</sup> November : Pokerstars Stages



## Lancashire Automobile Club 2017 Calendar of Events



### Sat 6<sup>th</sup> 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 11<sup>th</sup> 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 15<sup>th</sup> 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 24<sup>th</sup> 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](http://www.highlandtour.com)

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

Or email : Sandra Williams

[sandra.williams21@btinternet.com](mailto:sandra.williams21@btinternet.com)

or telephone 01772 79149

## Liverpool Motor Club



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

The Unicorn Inn, 405 Cronton Rd,  
Widnes, Cheshire WA8 5QF  
[www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)

## Liverpool Motor Club 2017 Calendar

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

If you would like to take part in or marshal any of these events, do please get in touch.

They all count for SD34 Championship points.

## 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](http://www.liverpoolmotorclub.com) or you can contact LMC's Chief Marshal Bill Gray via our website too.

- 27<sup>th</sup> May Aintree Track Day 1
- 10<sup>th</sup> June Barbon Speed Hillclimb
- 24<sup>th</sup> June Aintree multi-championship Sprint
- 1<sup>st</sup> July Barbon Hillclimb including the MSA British Hillclimb Championship.

And more events follow later in the year.



**www.anwcc.org**

**The February meeting minutes are  
now available to download at  
<http://anwcc.org/mins-171.pdf>**

**For confirmation, the May meeting is being  
held on Monday 8th May and we will be joined  
by Suze Endean, MSA Development Manager.**

**Subject: MSA Motor Sport Development Fund**

Dear all,

As discussed in our recent meeting, please be advised that the MSA Motor Sport Development Fund is now available for clubs to use (previously known as the Club Development Fund).

As mentioned, there is an online form available for clubs, as well as a guidance document and word form as required. RDOs are signposted as the first point of contact for support. This has been designed to make it easier and clearer for clubs to be able to apply for support, and also gives clearer guidance on where support can be obtained if required. The requirement for match funding remains.

All the necessary documents can be found on the MSA website under "Clubs and Organisers" and then "Resource Centre." This can be accessed directly at <https://www.msauk.org/Resource-Centre/Clubs-Organisers>, the documents are near the top of the page under the appropriate heading.

Please send this information out to all of your clubs, and encourage them and support them to put in applications.

Kind regards,  
Suze

**Brynmore Pierce of Broughton & Bretton MC** is organising the Supercar & Rally Show day (right) run by Lightning House and has sent us this information: It's designed to be a cost effective and family friendly event to celebrate all things Rallying (and Supercars) in Wales and the North, the venue is ideally situated right on the borders, we've great facilities that one would expect to find at a racecourse and of course we've a 1.5 mile (3 mile with a split) asphalt track for your members to take their cars out on. The on track action is open to all with full details on the website.

We want this to become an event where clubs can come together without the pressure of running an event and enjoy all that is good about the sport...

If you would like to attend as a club, members perhaps on track or just fancy a nose about do get in touch...all details are on the website -

**www.tsars.org**

A Welshman was washed up on a beach after a shipwreck. Only a sheep and a sheepdog were washed up with him.

After looking around, he realized that they were stranded on a deserted island.

After being there awhile, he got into the habit of taking his two animal companions to the beach every evening to watch the sunset.

One particular evening, the sky was a fiery red with beautiful cirrus clouds, the breeze was warm and gentle - a perfect night for romance.

As they sat there, the sheep started looking better and better to the lonely man. Soon, he leaned over to the sheep and put his arm around it. But the sheepdog, ever protective of the sheep, growled fiercely until the man took his arm from around the sheep.

After that, the three of them continued to enjoy the sunsets together, but there was no more cuddling.

A few weeks passed by and, lo and behold, there was another shipwreck, the only survivor being Nicola Sturgeon.

That evening, the man brought Nicola to the evening beach ritual. It was another beautiful evening - red sky, cirrus clouds, a warm and gentle breeze - perfect for a night of romance. Pretty soon, the man started to get those feelings again.

He fought the urges as long as he could but he finally gave in and leaned over to Nicola and told her he hadn't had sex for months. Nicola batted her eyelashes and asked if there was anything she could do for him.

He said, 'Well, If you dont mind, Nicola, can you take the dog for a walk.'



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# NORTH WALES RALLY SERVICES

# RALLY

## NORTH WALES



After a steady run on the opening event of the 2017 BHRC (The Red Kite) the conclusion we drew was that the Beam's engine was sorted ...but the suspension wasn't! A post event strip down revealed that the front struts were totally and utterly goosed with the drivers side insert being removed in multiple parts..this led to a complete overhaul front and rear with the new springs on the rear of a slightly softer setting leading to the car sitting better on the road. The exhaust had come in for more attention from Mr. Gapper the spannerman...he had managed to get it to sit slightly higher and thus hopefully avoid some of the battering it usually takes...why we cant run with some kind of exhaust tunnel is beyond me tbh.

The usual scutineering and start venue of Dolgellau was dry when both Ian Beveridge/Paul Price and ourselves arrived...the Toyota still looking immaculate after its debut run on the Red Kite. Ian had gone through a full list of new car tweaks after the opener... the priority being brake related and getting some stopping power with the engine and handling being deemed to be fine as it was. The day of the rally dawned however with the usual Welsh rain cascading off the service shelter in torrents although it did dry up considerably as the morning developed thankfully.

The opening stage was the long Garthieiniog track which has been a WRGB drivers favourite for years... it is easy to see why as it was superb ...fast swoops, tight hairpins, drops etc. etc. all in great condition. It must be said that the rest of the stages in Dyfi were in excellent condition as well...hopefully this is the norm in future as the new road survey/repair agreement in Wales begins to bear fruit...more of the same please guys. Getting to halfway after 3 stages and overcoming a battery that jumped out of its place in the inter-com holder showed us to be level pegging with Andy Stokes in his tangoed Avenger, ahead of Ian and Paul, ahead of the 1600 Escort of Stuart/Linda Cariss but nowhere near the flying Avenger of Retallick/Tugwell...they might as well have been on another rally to the rest of us!



**Continued on Page 19**



The second half was driven in far brighter weather and apart from another moment (on my side obviously), catching a couple who immediately let us pass, a road section wrong slot (my fault obviously...but without penalty) we managed an 18<sup>th</sup> overall from the BHRC contenders. We had tied exactly on time with Stokes, kept a much reduced gap to Ian/Paul (who had speeded up considerably in the second half), Stuart/Linda had retired but there was a gap of light years to Elliot/Tim in the white Avenger...very quick lads but even they couldn't keep up with a Welsh lad in the Ralloy 1600 Escort previously pedaled by Adam Milner. We both felt that the new suspension had made the car much better...a lot less crashing out and a lot more comfortable over the ruts and crests. The rally overall we felt had been excellent and improved upon compared to last years event with great stages and a good atmosphere in Dolgellau. Another set of brake pads for best improvement on seeding was the reward for a good day in the woods.

Thoughts have now turned to what to do for the rest of the year and both Ian/Paul and ourselves have decided to do something slightly different...an entry and ferries plus accommodation have been booked for the Midnattssolsrallyt. In other words the **Midnight Sun Rally held in Sweden** at the end of June. It is a 3 day Historic forest event held in the Vimmerby region of Sweden and promises to be a superb trip...Dave & Ian went to spectate last year and observed that the forest roads are the best they have seen and that the variety of cars competing is massively greater than here in the UK.... not cheap but a challenge to all us old codgers! In the event that the cars survive their first overseas outing in June deposits have also been placed on a couple of RAC entries in November...another huge challenge for the historic men and machines!

**Tony Vart**  
**Co-driver Car 85**  
**Clitheroe & District Motor Club**

## BHRC Rally North Wales award winners announced

The special award winners from the second round of the 2017 Mintex MSA British Historic Rally Championship, Rally North Wales (Saturday 1 April) have been announced.

**For the second event running, David Hopkins and Tony Vart** collected the award for the '**Best Improvement on Seeding**', which is a set of axle brake pads from Mintex.

They started 31st among the historic crews but made tremendous progress to finish a class-winning 18th in the historic field.

## Warrington & DMC Wern Ddu PCA



Entries were a little slow to start with but the event eventually finished up with 32 starters. After Scrutineering and signing on it was time for the Bacon barmes and a cup of Coffee before walking the 3 tests (each driven 4 times)

The weather stayed dry all day which caused a slight problem, Dust. So bad at times that it was difficult to see the cones. I was competing alongside Ayrton Harrison in the Mighty Micra and got my own back for him trying to kill me on Road Rallies. I was now trying to kill him (Joke) He still beat me despite him hitting at least 5 cones.

Speaking to everyone at the finish Everyone had had a great time and thoroughly enjoyed themselves. Thanks to all involved

### Top Ten

O/A	Club	Car	cc	Pen
1. Paul Morgan	NADAC	Civic	1998	679.0
2. Robert Jones	CVMC	MG R	1396	689.0
3. Steve Johnson	U17 MC (NW)	Nissan Micra	998	696.0
4. Mark Brotherhood	Cannock & DCC	BMW318ti	1900	706.0
5. Lee Thomas	C&A	Mazda MX5	1800	709.0
6. Alistair Dodd	F1000/116CC	Nissan Micra	998	735.0
7. Ayrton Harrison	Clitheroe & DMC	Nissan Micra	1000	735.8
8. Sam Robinson-Davies	Warrington & DMC	Peugeot 106	954	770.0
9. Sam Stafford	Newtown	Mazda MX5	1800	777.0
10. Elliot Stafford	Newtown	Mazda MX5	1800	781.0



*Photos Courtesy of Matt Foxley*





# **RALLY**

## **NORTH WALES**

## **HEAVY RAIN NO HINDRANCE AS ELLIOTT STORMS TO RNW VICTORY**

**Nick Elliott and Dave Price continued their strong start to the BHRC season with their second maximum points score in as many events; the duo setting fastest time on every stage to record a dominant Rally North Wales victory.**

Rally North Wales would once again form round 2 of the British Historic Rally Championship with the crews set to face 6 challenging stages in the infamous Dyfi forest complex; the rally featuring minimal double usage in 2017 following great work by Wolverhampton and South Staffs CC in attempting to utilise every available forestry track.

As in 2016, the weather had not been kind with heavy overnight and morning rain rendering the stages treacherous in places. This did not hinder round 1 winners Nick Elliott and Dave Price however who flew through the puddles (lakes and rivers in places) of Gartheiniog to open up a commanding 15 second lead over the similar MK2 Escort of Joe Price and Chris Brooks.

2016 Champions, Jason Pritchard and Phil Clarke, endured a difficult start to the event, losing 40 seconds to the early leaders in stage 1 as they recorded 5th fastest time. A puncture in stage 2 compounded their issues but by the mid event service in Dolgellau they were back amongst the podium positions, albeit 27 seconds adrift of Price and Brooks.

Now in full damage limitation mode Pritchard may well have struggled to reel in the flamboyant Price, however, the Shropshire pilot's day would end in the Gartheiniog East scenery, allowing the double BHRC champs to pick up much needed championship points for second overall, claiming top spot in Category K in the process.





## Rally North Wales

### Continued from Page 20

Rudi Lancaster and Guy Weaver are a new combination for 2017 and the Woolacombe/Wolverhampton pairing continued their strong start to the season. Indeed, after consistently setting top 4 stage times, Lancaster and Weaver almost stole second with a strong run through the Dyfi East finale. However their second consecutive podium finish represented a more than respectable outcome.

Upfront meanwhile, Nick Elliott and Dave Price were in a class of their own; their lead stretching to 29 seconds by the Dolgellau service, 1 minute 4 seconds after the retirement of Price in stage 4 and 1 minute 21 seconds by the time the cars had reached the finish. This had been some performance by the red, white and blue Ford crew who are fast becoming the team to beat in 2017.

## Category 3 Class Results

Ben Friend and Clifly Simmons topped class D3 with an excellent 6th overall. A mega consistent drive saw the pinto powered Escort crew record fastest class time on every stage to beat Rex Ireland and Adrian Scadding to the class honours by more than 1 minute.

Further back David Hopkins and Tony Vart claimed the combined D1 and D2 honours with an excellent 18th position overall in their Talbot Sunbeam

## Category 2

Stanley Orr had gained both a BDG engine and a new co driver in the form of Stephen McAuley for 2017 but found himself somewhat surprisingly behind the the similar machine of Bob Bean and Malcolm Smithson after stage 1. However this would be he and McAuley's only scare of the day as the Northern Irish crew dominated the remainder of the event to claim category victory by almost 2 minutes with a superb 4th position overall. And to round off a great day, Orr and McAuley also ended the day as top HRCR Stage Masters crew.

Behind, the combined class C1 and C2 honours were claimed by Iwan Roberts Jnr and Baz Green in the car Adam Milner piloted to several giant killing performances in 2016. And whilst Elliot Retallick drove the wheels off his Avenger in an attempt to take the battle to the crossflow engined, Ralloy built Ford there was just no stopping the Welshman; class victory by a margin of 1 minute 24 seconds and 8th position overall just reward for their efforts.

With Roberts not BHRC registered, Retallick and co-driver Tim Tugwell would however claim maximum BHRC championship class points.

Simon Pickering and Paul Barbet claimed class C3 honours with 15th position overall. A solid performance by the Pinto powered Escort MK1 crew resulting in class victory by 1 minute 26 seconds over the RS2000 of Mike Simpson and Dale Gibbons.

## Category 4

Jake Scannell and Adrian Stevens have swapped their Mazda RX-7 for a class E1 Toyota Corolla in 2017 and duly claimed category 4 honours on Rally North Wales. Their event was not without issue however; the pairing recovering from an afternoon roll to finish the historic event in 30th position overall (31st according to the results but there is no way the car seeded at car 100 is in class B3!)



*Continued on page 22*



## Category 1

Continuing the trend of late just 2 cars were entered in category 1. However Phil Harris and Richard Suter put in a strong performance in their Morris Mini Cooper to take category honours by almost 5 minutes from the class B3 winning Ford Cortina GT of Mike Barratt and Emily Retallick.

## Final Word ...

This had been a thoroughly enjoyable Rally North Wales from a spectator's point of view. The light may not have been great for photos but the scenery and action in Gartheiniog more than made up for it. My legs however are still aching from the chosen steep climb back out of stage 4 to the spectator car park!

With regards to the format of the event itself, in my opinion, the organisers did a fantastic job. In an age where double usage has become the norm, it was refreshing to see a very different configuration for 2 of the afternoon stages which is precisely the kind of test the drivers need. It is just a shame that more crews were not encouraged to compete with just 88 cars taking the start. But perhaps this is more to do with the unfortunate increase in the forestry commission charge ...

Whilst BHRC numbers feel down on previous years, the battle at the front is as intense as ever. With Elliott re-finding his magic touch on the Welsh gravel this could be one hell of a title race. Can Elliott and Price stop Pritchard and Clarke gaining a hat-trick of titles? Their phenomenal pace on Rally North Wales would suggest yes but the Cheltenham man must continue to outscore the Welshman on the loose as Pritchard will be a massive favourite as the championship moves onto the black stuff later in the season.

## RESULTS

Nick Elliott/Dave Price	Ford Escort MK2 (D5)	0:45:44
Jason Pritchard/Phil Clarke	Ford Escort MK2 (G2)	+01:21
Rudi Lancaster/Guy Weaver	Ford Escort MK2 (G2)	+01:22
Stanley Orr/Stephen McAuley	Ford Escort MK1 (C5)	+01:49
Tim Freeman/Paul Williams	Ford Escort MK2 (D5)	+02:43
Ben Friend/Cliffy Simmons	Ford Escort MK2 (D3)	+03:03
Phil Jobson/Arwel Jenkins	Ford Escort MK1 (C5)	+03:39
Iwan Roberts Jnr/Baz Green	Ford Escort MK1 (C2)	+03:41
Rex Ireland/Adrian Scadding	Ford Escort MK2 (D3)	+04:15
Bob Bean/Malcolm Smithson	Ford Escort MK1 (C5)	+04:16

**Report & Images : Paul Commons**

**Primarily focussed on the historic scene,  
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Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m.

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Matlock MC

# Kick Energy Rally of Derbyshire

8th / 9th April



## ANCC championship round up

The Kick Energy Rally of Derbyshire hosted the 4<sup>th</sup> round of the ANCC championship, otherwise known to competitors as the "VK", "ROD" or that road rally that uses the best roads in Derbyshire!

The weather was unseasonably hot, although nobody had told championship leader Sam Collis who was in customary waterproofs and rigger boots. Taking no chances with the Derbyshire weather that lad. Such was the quality of the 50 car entry he was off at car 5, with the current ANCC champions at car 6. A total of 26 experts taking to the start showing how well road rallying is doing in this area.

The night started with the customary run round "Chez Perez", only once this year due to the event running on a road rally permit. Ben Briant was quickest here, cleaning the section, a whopping 46s ahead of Andy Smith with leading ANCC contender Richard Hunter a further 8s back. Dust was a major factor already.

A run out with gave time for plotting before the first sections around a farmyard and whites with Briant's lead being cut substantially by Hunter to 31s. Sadly the next section saw the demise of champions Featherstone and Spencer to an errant exhaust which provided the main obstacle on an otherwise smooth white.

The top two crews cleaned the next few sections to STC12 with a late working tractor providing an unexpected obstacle to later crews. STC13 saw an interesting loop with an easily missed slot, to the NW of Stanton on the most "white" yellow road you'll find in Derbyshire. Notes to caution "90L" were most welcome!

The route went north back towards Matlock on relatively easy to clean sections, the sting in the tail of the first half being the handout at NTC8 which if you hadn't plotted before now would leave you short of a route on the final section! A quick run down Masson Hill towards Matlock took crews to petrol.

### Top 5 at Petrol

- |                       |             |
|-----------------------|-------------|
| 1. Hunter / Evans     | 1.48 (ANCC) |
| 2. Farrel / Bryn      | 3.58        |
| 3. Hemingway / Collis | 4.10 (ANCC) |
| 4. Bossen / Hughes    | 4.25        |
| 5. Blacker / Frost    | 5.15 (ANCC) |

Another handout at rest halt gave navigators plenty to do while most drivers wondered if anyone could stop Hunter and Evans, worth mentioning the good quality handouts and not pages of grid references from the organisers.



*Photos Courtesy of M&H Photography  
[www.mandhphotography.co.uk/](http://www.mandhphotography.co.uk/)*

*Continued on page 24*





The restart was north of Wirksworth and crews were straight back into action on a tight hairpin at a cement works before powering south. Another great white to STC26 saw semi-expert crew Slatcher/Leggett consolidate a great finishing position of 8th with 6s dropped and 4<sup>th</sup> fastest time.

The roads got tighter with a long section up to STC28 with two DSO sections, and some intricate road calling required. Event winners Hunter / Evans stamped their authority taking 28s out of their nearest rivals with most crews dropping over a minute. STC 30 saw the demise of 3 crews; Farrel/Bryn differential issues from 3<sup>rd</sup> in the drivers 3<sup>rd</sup> road rally! Blacker/Frost wrong slot from 5<sup>th</sup> and Standen /Davies gearbox issues from 7<sup>th</sup>. Could have been the warm weather causing high loads on gearboxes.

The final run in saw the famous “yump” section past Dryhurst Farm for the brave with only a handful of crews dropping less than a minute.

The championship positions see Richard Hunter overhaul Stan Featherstone for the lead with Stuart Newby doing likewise into 2<sup>nd</sup>. Sam Collis extends his lead in the navigators with Russell Waller extending his lead over 3<sup>rd</sup>.

Leading Novices are Dan Sadler and Aldis Blacker in their first year competing.

**Niall Frost Malton MC**



## Clitheroe & DMC

# Primrose Trophy Navigational Rally

22/23rd April



*Photo Courtesy of Chris Ellison*

I was talking to Ayrton Harrison at a wedding night do last October and suggested we should do a rally together sometime, not really knowing what I was letting myself in for. “We’ll do the Primrose” said Ayrton,” as Moz will be busy helping organise it.”

I was hoping to sit in with him beforehand just to see how we got on, but I’ve been that busy on the farm we never got round to it, so on the Friday afternoon I thought I better go and see what car we would be using and if he needed anything. The trusted steed for the night was to be a bog standard, 4 door Nissan Micra, to which Ayrton had added some sticky tyres, competition brake pads, clock, map light, navi’s footrest and a set of harnesses (on my side, he didn’t need any on his!) that Fangio might have been familiar with. The Micra may not have looked the part, but it did have a few things going for it: Nissan reliability, quite nippy even in standard form, decent headlights (we didn’t have any spotlights) and having 4 doors when I lost something (which I frequently do) like a map or my roamer, we could just open the back door to find it instead of having to rummage under the seats.

Noise and scrutineering went OK (it reached the eardrum-shattering level of 74dB, it would probably have been less if we hadn’t had the radio on) and we got signed on and received the route information, which we set about plotting only to realise I hadn’t rubbed out the last rally I had done on 103, 102, 98 and 97 – the Clitheronian. After some frantic erasing I started plotting and there seemed to be an awful lot of quiet, which I guessed were probably most of the neutral and transport sections. After fuelling up on MacDonald’s finest we joined the driver’s briefing – I think I must have missed the bit about the procedure at IRCs.

From MTC1 it was a short run out along the M65 to MTC2 on an industrial estate on the edge of Blackburn, where we were given instructions and an hour to plot the rest of the route. May be I should have left the old Clitheronian route on the maps as the first few sections looked very similar, though this time it went the other side of Longridge Fell. With most of the route plotted it was time to set off on the runout through to Ribchester and on to STC1 on the south side of Longridge Fell.

**Continued on page 25**



## ***Primrose Trophy Rally : Continued From Page 24***

There should have been two NAMs on this section, both of which cost us time on the Memorial Rally, thankfully we found the first one at Intack OK and the second one was scrubbed, so we arrived just outside Bashall Eaves clean. One thing soon became evident, though the standard seats in the Micra may be adequate for a trip down to Asda, they offered no lateral support whatsoever and the way Ayrton was pushing on through the lanes I was struggling to remain in situ! The next section from Cow Ark through Easington and Black Moss was also cleanable even though I annoyingly made the same mistake as I made on the Clitheronian and took a slot left onto the B6478 instead of right - I can only think I must have missed the road coming in from the right as we came into the IRC .

The next section was the first real dropper and from a driver's point of view, probably the best section of the rally. It started north of Tosside through Long Gill, Helsey, a short quiet on the edge of Rathmell and then Sheep Wash, Wham , Black Bank, Keasden cross roads, Mewith and a loop down Greystonegill finishing east of the Green Smithy. We were on the pace into IRC 2A only losing 8 seconds, I missed the slot to Black Bank which cost us about 30 seconds and then we must have booked into IRC 2D early as we got a minute penalty, probably we got a bit carried away as we were getting on to Ayrton's home ground and by this time we had caught Jem Dale/Jon Webb and Stuart Newby/ Russ Waller, who we pushed all the way along Mewith – to give them their due they weren't hanging about considering they were a long way off their home territory. It was good to see some locals out waving a Yorkshire flag to spur us on – as if Ayrton needed any encouragement.

There was a short neutral section up past the Big Stone and then the next regularity took us down Ringstones, Ivah, White Moss, Cragg Hall, Old Moor Road and Mealbank, finishing just outside Wray. Again we were on the pace but it was on the open section of fell beyond Overhouses that we had the only real heart-stopping moment of the rally – over a cattle grid into tightening right and then a long sweeping left, we came into the right a bit too fast so Ayrton took to the fell but it was a lot rougher than he expected and the car was still bouncing about when we joined the road further on and I thought we were going to bounce straight across the road and into the wall at the other side but when it hit the tarmac it gripped and we were able to carry on, the problem was I was clinging on so tight trying to remain in my seat that my maps and map board ended up in Ayrton's lap!

A transport section took us through Wray and Caton to SR4 at the bottom of Littledale, and then up and over the tight and twisty Cragg and onto a long straight and even though I called the slot left in good time we still managed to over shoot the junction – judging by the skid-marks on the road we were not the only ones. It was then up Stocka bank , along the fast straight by Langthwaite reservoir, down by Dam Head then heading out towards Kit Brow but instead of taking the right down through the ford we should have taken the next left a bit further on, but I was late calling it and we missed it. Ayrton is pretty good with the nipper and we soon were back in the right direction but I reckon my indiscretion cost us another 30 seconds. The section finished near Hampson and it was a quick hop onto the Motorway to petrol at Forton services. We had an hour time recovery, which allowed me to finish plotting. We were told we were lying 10<sup>th</sup> , 9 seconds behind Newby/Waller, which I thought was a little strange because we had been taking time off them on most of the droppers but I wasn't aware of the 1 minute penalty for booking in early at IRC 2B.

The second half began with a runout down the A6 turning left off at Cabus, with SR5 at Woodacre. This section was very slotty and you had to have your wits about you, I was pleased to get the tricky junction at the bottom of Pedders Wood right, and though we made no obvious mistakes still managed to lose nearly a minute to Dan Sedgewick and Sam Ambler. It was somewhere in this section we arrived at a code board and stopped slightly beyond it and I said I can't see the jolly thing : the rally plate in the back side window was obscuring my view. What had happened was as we had been bouncing around my seat was slowly reclining, giving a whole new meaning to being laid back. Next, it was down the hairpins at Brock Mill, skirting Whitechapel and onto Beacon Fell. This brought back memories of a misspent youth when I was a student at Myerscough College and we used to take advantage of the one way system round it and hold "time trials" – apparently somethings never change! On Beacon Fell there were 3 NAMs in close succession and as we had been warned that if we missed one we would not be allowed to turn back but have to do another circuit, we thought caution was the order of the day. We exited Beacon Fell via Rigg Lane, a short quiet section at Higher Brock Mill and onto the big dipper at Jack Anderton Bridge, which was the only time on the rally I had to tell Ayrton to keep it pinned. A short neutral through Oakenclough and then back on it over Harris end, the tricky junction at Street, we were holding back a bit on Catshaw Fell to make sure we got the NAM, and then Ayrton really attacked the hairpin at Camm Brow and I don't know whether I was still gathering my maps back together but we missed the slot left to Abbeystead even though I know where it is, costing us another 15 seconds. The Trough was next up and all credit to Stan Featherstone and Jem Dale for cleaning it, we had been going on the same minute as Jem earlier in the rally, we should have may be tried to get a tow from him over the Trough. A neutral from Dunsop Bridge to Hodder Bank and then the last section took us down past the Wild Boar Park down to the NAM at the view point on Jeffrey Hill past the golf course and finishing just outside Longridge, just a mile or two away from where we started. It was then a run back down the M6 and M65 to the finish.

We were relieved to get back to the finish because I think both of us were just about falling asleep on the run back and breakfast was most welcome. I was pleased with 8<sup>th</sup>, even though my mistakes probably cost us place and I thoroughly enjoyed my ride with Ayrton in the little Micra, though I wouldn't mind some seats that give a bit more support. The route was excellent, the club officials and marshals were friendly and efficient, which all made for a good nights sport and that's the beauty of road rallying - you don't have to spend a fortune to have some fun and you can still be reasonably competitive.

***Nick Townley : Clitheroe & DMC & Kirkby Lonsdale MC***



# Clitheroe & DMC Primrose Trophy Navigational Rally

22<sup>nd</sup> / 23<sup>rd</sup> April

## A Slot Away from Victory...

April had started with the Kick Energy Rally of Derbyshire and for the second year in a row Stan and I were forced to bow out early with a broken exhaust. On a long white prior to STC5 we managed to remove the entire exhaust from the manifold back with almost no warning and despite looping back down the white to try and retrieve it we were unable to locate it and rather noisily headed for home. It was later found by Adam Blacker and Polly Milne looking rather worse for wear having been hit at 70mph by Ade Green, Jon Bossen and most other cars seeded between 6 and 15. In the two weeks between the KSROD and the Primrose Trophy Stan was able to source and fit a new exhaust and we made the Darwen Services start with tarmac tyres fitted ready for a quick night on the all tarmac lanes.

Our previous attempt at the Primrose when it last ran in 2015 resulted in 5th overall so with some plot and bash on offer we were hoping for a strong result to claim some much needed ANCC and SD34 championship points. We were seeded as first experts at car 6 and faced a long run out that allowed us to plot the full route via a mixture of grid references, spot heights, tulips, grid lines and a strange herring-bone type diagram. Nonetheless by the first control I had the full route on the map and had checked the first half with Niall Frost to make sure there wasn't going to be a repeat of the John Robson where a stupid plotting error cost me the rally win.

The first section didn't start well, 45s before our start time a 4x4 ambled past and my hopes that it would disappear before we caught it proved wrong when we got stuck behind it in less than a mile. Luckily he tried to let us pass, the only problem was he blocked the entrance to NAM1 which meant we had to go in WD, handbrake it round then come back out again only to catch said 4x4 half a mile down the road again. Thankfully we were clean and headed for the first regularity and we assumed the first dropper. The three sections back to back were cleaned with ease although our now minute man Dave Whittaker bowed out with a blowing exhaust giving us a two minute gap in front for the next few sections. IRC2A would prove to be the first dropper and with penalties for early arrival at controls timed to the second I needed to have my wits about me. We slid in on what I thought was bang on 00:15 only for the marshal to say 00:14:59. I asked for 15 and luckily common sense prevailed and we were given the time we wanted as it's very difficult to judge to a single second when a car at speed passes a board 50 yards back up the road.

*Continued on Page 27*

**Clitheroe**  
& District Motor Club



A Round of :

- SD34MSG Road Rally Championship
- SD34MSG Inter-Club League
- ANWCC Road Rally Championship
- ANCC Road Rally Championship
- ANEMCC Road Rally Championship
- J.A. Harrison KLMC Road Rally Challenge



**Primrose Trophy Rally**  
**22/23rd April 2017**





## Primrose Trophy Rally

### Continued from Page 26

The next section timed to the minute was cleaned with ease but having booked in at IRC2A 10s early Jon Bossen was now on the same minute as us. Having navigated for Jon I know what a hellishly quick car his Escort is and what a very capable driver he is but when Stan asked if we should let him go in front I said "no, lets see if we can hold him off". Away from the control Stan was on a mission and from the get go Jon had to drop back simply because of the dust. We collected the first codeboard and pulled away from him and as the next codeboard was manned the gap extended. Stan was giving it ten nil and the car was singing with the new exhaust seeming to give it more power and we arrived at IRC2C with just 3s dropped, 54s quicker than anyone else.

The next dropper was at IRC3A where we dropped just 37s, tied with Richard Hunter/Gary Evans and 8s slower than Tony Harrison who set fastest time. Heading for IRC3B we were pushing hard but dropping a huge amount of time so when we finally saw a control board we went straight in, only to find it was in fact IRC3C as the marshals at the previous control hadn't arrived. I therefore took a time of 01:06:00 inadvertently booking in 37s early as I hadn't carried the seconds from the previous control (IRC3A). This was discussed at petrol as nearly every crew had done the same and the penalties for early arrival were scrubbed as had IRC3B been in place the seconds wouldn't have needed to be carried over as it was timed to the minute.

Regularity 4 would take us to petrol via three back to back controls and with the first two cleaned I looked at the final section and with 8 minutes to do it and no codeboards I told Stan I thought we could clean it. All seemed to be going well as we approached Kit Brow but somehow I missed the slot left down Langshaw Lane in GS4956. I saw the white lines on the road and said "I think we're wrong", 500m later by suspicion was confirmed when I caught site of the motorway bridge and I told Stan to turn round but with a handbrake that didn't seem to want to lock the back end up we had to do a three point turn. By the time we got back to the slot Jon Bossen had shot past and we were a minute down. At the control we dropped 2:22 and lost the lead to Myles Gleave although we had managed to hang on to second, just 21s ahead of Bevan Blacker and Niall Frost.

The second half started well, 2<sup>nd</sup> fastest at IRC5A although Miles took 9s off us before we clawed 15s back at IRC5C to reduce the deficit to 29s. Regularity 6 seemed to have passed without incident and we entered the final control just inside our minute. As we got our time I could see one of the two young ladies marshalling was being confronted by a middle aged man and when I asked if everything was ok the marshal signing the time card said the man in question was rather irate and had already pulled the head torch off her head. I immediately jumped out and went to confront the obviously angry local who I quickly established was suitably inebriated. Attempting to calm the situation I asked what the problem was and let him have a rant at me before coming up with a suggestion to move the control further up the road and tell all crews to drive quietly and slowly past his house.



*Chris Ellison Photography*

**Continued on Page 28**



With him somewhat calmer I convinced him to stagger back to his house 100m down the road and told the two marshals to move up the road to the next available pull in whilst Stan and I flagged down the next two cars to give them a time and send them quietly on their way. With the issue resolved I jumped back in the car and we headed for SR7 which luckily for us was neutral as we'd now dropped over 10 minutes sorting the issue.

Regularity 7 would prove to be the final drop-per of the night with the second of the two controls at the end of the infamous Trough of Bowland which I have learnt from experience is impossible to accurately call off the map. I therefore sat back and watched a driving masterclass from Stan as he launched the 205 over the legendary road undeterred by the blind yumps and crests. I kept track of where we were based on the small buildings on at the side of the road to make sure we didn't overshoot the layby at the end. We luckily cleaned this tricky section with Myles dropping just 7s.

Perhaps most impressive though was the time set by Steve Cotton in the Toyota IQ who dropped just 15s in a 1 Litre engined car that few would say was designed for the task.

All that was left was a run back to the finish via regularity 8 that few people dropped time on although I did panic slightly when I realised the final section was 8 minutes and I only had about 2 miles plotted on the map. Thankfully the control appeared before the plotting ran out. The final result was 2<sup>nd</sup> overall just 22s behind Myles Gleave and James Chaplin who hadn't put a foot wrong all night, with Jon Bossen and Matthew Vokes 1:30 behind us.

The rally had been superb, using some excellent lanes, many of which I don't think I've ever used to make it one of the best events I've done in the North West. My only criticism would be that a few of the controls with quietes should have been neutrals and a bit of proper plot and bash plotting on the move would have mixed things up a bit but this certainly didn't detract from the event. Stan had driven superbly all night pushing harder than ever before and whilst I feel were it not for the wrong slot before petrol we could have won it, to only make one mistake when pushing so hard isn't terrible and second against a strong local contingent was very pleasing. Needless to say we will be back next year so see if we can go one better.

**Sam Spencer (the Bridesmaid again)**  
**Clitheroe & DMC & Malton MC**

# ANCC

## Championship round up

### Round 5 – The Primrose Trophy

Round 5 of the Northern Road Rally Championship saw a return to the Primrose Trophy rally with a lower than usual championship contingent heading to the Darwen Services start. Leading the field away and fresh off the back of a dominating win on the Kick Start Rally of Derbyshire were Richard Hunter & Gary Evans with local maestro's Tony Harrison/Paul Taylor and Myles Gleave/James Chaplin at 2 and 3 respectively. Next of the championship crews were Paul Buckel/Steven Butler at 5 followed by Stan Featherstone/Sam Spencer who with a new exhaust fitted were hoping to get a little further than they managed on the Kick Start. One notably absent crew were Richard Hemmingsway/Sam Collis. Sam had succumbed to a chest infection and was barely able to talk however they did turn out to marshal, albeit with Sam whispering the countdowns.

After a long run out that allowed crews to get the majority of the route on the maps the night started with two standard sections cleaned by all but two crews before moving onto the first regularity of the night with three competitive controls back to back. Again all but one crew remained clean although the section would claim the first two retirements of the night as Dave Whittaker/Terry Martin headed for home with a blowing exhaust and Neil McCarthy/Alan Barnes rolled their Clio. The first drop-per of the night was IRC2A where only Featherstone/Spencer were clean with Matt Flynn/Rob Jones dropping 1s, Bevan Blacker/Niall Frost dropping 2s, Harrison/Taylor 3s and Stuart Newby/Russell Waller 4s to round off the top five. IRC2B was timed to the minute and again easily cleaned before another dropper at IRC2C. Here Featherstone/Spencer dropped just 3s, 54s quicker than the now second placed Gleave/Chaplin with a charging Hunter/Evans third fastest with 1:02 dropped. Fourth fastest, 16s behind Hunter were Semi Experts Dan Sedgwick/Sam Ambler in their trusty 106 with Harrison/Taylor fifth fastest and up to fourth overall. The top 8 crews cleaned ER2 with Sedgwick/Ambler and Louis Baines/Kris Coombes both dropping just a handful of seconds.

Regularity 3 started with a section timed to the second which saw Harrison/Taylor fastest dropping 29s with Hunter/Evans and Featherstone/Spencer both dropping 37s, just a single second ahead of Ayrton Harrison/Nick Townley in the rather standard looking 1300cc Micra. After the marshals failed to appear at IRC3B crews were beginning to think they would be dropping several minutes so went straight into the next control only to find out it was IRC3C not 3B and in several cases had booked in early with penalties applied as such. Thankfully common sense prevailed and as no one knew IRC3B was missing all early penalties at 3C were removed.

**Continued on Page 29**



## ANCC Championship Round Up

### R5 : Primrose Trophy Rally

#### Continued from Page 28

Regularity 4 took crews to Petrol at Forton Services with the last of three back to back controls proving to be decisive. Fastest were Gleave/Chaplin with 36s dropped, 18s quicker than second fastest Baines/Coombes but more importantly Gleave/Chaplin now moved into the lead after a costly wrong slot by Featherstone/Spencer saw them drop 2:22 and turn a lead of 1:09 into a deficit of 37s to the leader. Third at halfway were Blacker/Frost a further 21s back and just 6s in front of Hunter/Evans with Jon Bossen/Matthew Vokes rounding out the top five. 4th ANCC crew at petrol were Newby/Waller in 9th overall with Paul Buckel/Steve Butler 5th ANCC and 14th overall after a costly wrong slot early on. Leading Novice at petrol was Peter Sharples in 24th overall.


The second half started with the top three at petrol setting the three fastest times at IRC5A as Gleave/Chaplin extended their lead by 7s. With IRC5B cleaned by all IRC5C saw Bossen/Vokes in the indecently quick Mk2 set fastest time, 13s quicker than the similar car of Hunter/Evans. Third fastest were Featherstone/Spencer clawing back a crucial 15s on the leaders whilst Matt Flynn/Rob Jones moved ahead of Blacker/Frost into 4th. ER5 saw just a handful of crews drop a single minute and whilst Hunter/Evans managed to maintain their 6th position despite the time lost Newby/Waller dropped out of the top ten.

The three controls that made up regularity 6 were cleaned by the majority of the field however despite being clean Marcus Carniel/Dave Boyes dropped 2 places after missing a codeboard. Regularity 7 would be the final decider of the night as it took in the notoriously not as map Trough of Bowland rendering the navigators almost useless for several miles other than trying to spot the layby located at the end of it. Two crews cleaned this tricky section, Jem Dale/Jonathan Webb in the flying Alfa Romeo and Featherstone/Spencer. Dropping a single second to go third fastest were father and son crew Michael/Josh Davison with rally leaders Gleave/Chaplin 6s back in fourth followed by Steve Cotton/Ste Hudson who dropped just 17s in the 1 litre Toyota IQ. The "Dukes of Ribblehead" Sedgewick/Ambler were sixth fastest followed by Flynn/Jones, Baines/Coombes, Blacker/Frost with Harrison/Townley setting tenth fastest time with just 44s dropped. The Trough also saw the end of any real challenge from Hunter/Evans as they were forced to cut and run to the finish with clutch failure. The final regularity would prove to be a relatively straight forward run back to the finish for most crews although Newby/Waller lost 4 minutes at IRC8A when their Saxo began haemorrhaging oil from a split oil filter.

At the finish Gleave/Chaplin had done enough to hold off the second half charge from Featherstone/Spencer who finished 26s behind and first ANCC crew. Third were Bossen/Vokes 1:30 further back on their first event together with Flynn/Jones 4th in the immaculately prepared Proton. 5th overall and taking a good haul of championship points were Blacker/Frost in the 1600cc Peugeot 1:29 ahead of the similar car of Baines/Coombes. Next of the championship crews were Buckel/Butler in 10th, whilst Newby/Waller struggled home to 12th with Sam Coombes 13th and first novice ahead Carniel/Boyes in 14th. Peter Sharples took maximum novice driver points in 22nd whilst Hunter/Evans managed to make to the final MTC to be classified as finishers and collect some useful championship points.

After 5 rounds Stan Featherstone once again leads the drivers standings whilst Russell Waller heads the Navigators following 5 very consistent finishes.

**Friends are like knickers.**



Some crawl up your arse,  
*some snap under pressure,*  
some don't have the  
strength to hold you up,  
some get a little twisted,  
*some are your favourite,*  
some you can see right thru,  
some are cheap and just plain nasty and  
some actually cover your arse  
when you need them to.

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B&G MOT CENTRE

**smc stages**

9th April 2017

Stockport061 MC

B&G MOT Centre

**SMC Stages**

9th April



SMC Stages :what great days rallying and great stages.

The day started a bit dull and cold so I started off on soft tyres, wrong, lost loads of time

So straight into service and put the medium on. Now I have grip ! Will I ever get the hang of picking tyres .

All in all a great day out and a great battle with are club mates George and Phil Jennings in the name of good fun.

We would like to thanks all the marshals and volunteers who make these events possible also thanks to Stockport for putting on a great event thanks

**Steve Ellison and Mark Carter**  
**car 30, Warrington & DMC**



Photo courtesy Duncan Littler

# Liverpool MC & Kirkby Lonsdale MC **Barbon Speed Hillclimbs**

**10th June & 1st July.**

Entries for the 10th June Barbon hillclimb are now starting to pick up speed, so if you're thinking of competing, don't leave it too long to enter. We wouldn't want you to miss out!



## Marshals

are needed for both of these challenging event run jointly by KLMC and LMC at spectacular Barbon Manor, just up the road from Kirkby Lonsdale.

The June event will see around 100 drivers contest several regional and national championships on the challenging drive to Barbon Manor.

**The July event is a round of the MSA British Hill-climb Championship and is attracting most of the quickest cars in the UK hillclimb scene.**

If you can help at either event, please contact Barbon's chief marshal Paul Smith at [gphsmith@holtlane.com](mailto:gphsmith@holtlane.com) or phone him on 0776 831 8866 for more information.

Previous marshalling experience is not required, and the events count towards your SD34 Marshals' Championship too. What's not to like?

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





# PAINTWORX AGBO Stages



Having done the Carfax Stages last Aug, I'm planning on doing 2 or 3 HRCR Mini Cup rounds this year, starting with the AGBO Stages at Weston Park on Mar 19<sup>th</sup>. I've competed here 3 times previously....1989, '91 & '93. In 1989, Dad & I did the Mike Spence Stages for historic cars [all Cat1s then.... no Escorts, Fords were Anglias, Cortinas and Zephyrs / Zodiacs] in our Cooper S before the Network Q passed through. I remember the marshals scattering when we crested a brow to be faced with a sharp hairpin right in front of the hall...the marshals didn't expect us to stop in time!

In 1991, I drove our grey Riley 1.5, EPX 440C, with my brother co-driving, on the Telford Stages for historic cars only. That Riley is now campaigned by Ding Boston and his OUMF [Oxford Universities Motorsport Foundation] team at Ypres, Barbados and other selected rallies.

For '93, I had the late Dave Harvey co-driving on his only stage rally, in our other Riley, which was sold to Mel Hatton a few years ago for Le Jog. I managed a 360 broadside round a photographer on the inside of the same hairpin mentioned above, only this time approached from the other direction, after getting the rear on the grass after the hairpin and keeping my foot planted until we regained the tarmac...

Anyway, entries opened at 8am Mon 30<sup>th</sup> Jan, by 8.06 I'd entered and paid...and was 53<sup>rd</sup> on the entries received list, so as only the 1<sup>st</sup> 75 were guaranteed a run, we were in. I believe the entry system had to be closed at 8.15am when 150 entries had been received.

As usual, everything was last minute, so a few jobs were left until after scrutineering...applying the multitude of HRCR Mini Cup stickers and adjusting the belts, having had to replace them this year...plus it was my 1<sup>st</sup> event using a HANS [these were optional last year for Cat 1s, so I didn't have one on the Carfax]. Sat 18<sup>th</sup>, I trailed the Mini down to Weston Park where I met up with Chris, my co-driver. Noise test and scrutineering were passed OK by 3pm, we did the above jobs then adjourned to the Premier Inn a few miles north where we awaited our service crew, Colin & Matt, who had to travel down after work that day.

Sun...seeded at 73 out of 75, we were behind an Alfa with 2 more Minis behind us. There were 5 stages each run twice. 1<sup>st</sup> stage was fairly pedestrian, took me a while to get going, 2<sup>nd</sup> stage was 23 secs faster despite me struggling to select 3<sup>rd</sup> on a few occasions.

Stages 3 & 4 [the only ones not to use the infamous ford] were, I felt my worst on the whole event as a driver, again with gear selection issues and being caught by car 74 [I quickly moved over to let him past] on stage 3...stage 4, after a lengthy delay whilst a car was recovered from mid-stage, the mini just misfired most of the way through, only clearing in the last mile or so. Ran OK the rest of the event, maybe got too hot whilst waiting to start that stage.

Don't recall much about stage 5....but stage 6 after a hairpin left followed by a hairpin right we were on the grass after the hairpin right, I turned to avoid a stake and to regain the track...nothing, no steering, the column had come loose ! Quickly stopped and switched off, Chris was out and displayed the OK board pronto. Obviously, we needed recovering back to service, I thought that was it for the day....but Colin quickly identified the problem and fixed it. Paul Loveridge came over and checked all was OK from the scrutineering point of view....Chris liaised with Mike Sones, CLO, about us resuming on the next stage....that was OK, we'd have a max for stage 6 plus a 30 mins penalty, I just wanted some seat time, not bothered about being well and truly last overall....and we did the rest of the rally with no further problems other than gear selection...didn't want to go into top as well as 3<sup>rd</sup> on a few occasions.

Stage 9 was the one I was happiest with as a driver. When I checked results online a few days later, we were listed as a retirement with 0 time for Stage 6, rather than as a finisher last overall. On the 9 stages we'd completed, we'd beaten the Alfa, obviously the other stage negated that.

AGBO was a good event at a great venue and there was plenty of camaraderie amongst the Mini crews. Given the number of people wanting entries, I hope some solution can be found eg holding 2 rallies, 1 for moderns, the other solely historic....I believe there were a further 10 Minis that wanted entries but couldn't get a run.

**Phil Senior / Chris Sheridan**



# TOP DAY OUT ON THE LOOKOUT

After spending time deliberating a late entry to the Riponian stage rally for our debut team effort together back in February, we decided then the sensible option would be to go and have a 'thrash' around a single stage venue for the navigator to get used to the new office. After sailing through scrutineering on the Saturday all was left for me to do was make some notes, get some sleep and get to York raceway before 7:30 the next morning.

After arriving early and scouting around the service area it gave us a little time to catch up with team Hewick who was all prepared and ready (I think??) to go out on his debut event. Also it was nice to see some familiar faces from the road rallying scene (Mark, Donny, Jason and Jake) out marshalling on the event. When time starting ticking on and no sign of the yellow Manta making its way up the runway I started to question if Dan had managed to get out of bed in time. Suddenly emerging in the distance was said car and driver cutting it fine about ten minutes before the bottom end of the runway was closed to service vehicles.

Once set up in the service area it was unfortunate that the original service crew couldn't make the event, so steps in Alan and Gaz (are tools) I mean on the tools. This late call out for the service crew on a Sunday is still hitting me hard in the pocket for beer vouchers but they did come in handy from the off. All set up and drivers briefing over the time came round for stage one.

Stage one went well and Dan was getting used to the surface and the car felt and went well. A few changes in the notes on the way round and the confidence was starting to build already in the car. Coming in to the final run up to the finish the slight 'wiff' of brake fluid filled the car resulting in us slightly nudging the square right banking before the finish with no brakes. In service it was discovered the brake line on the rear had split causing the problem. Due to a short service we went out on stage 2 on three brakes but still managed to beat our previous stage time.

With a longer service the brake line was sorted by the ace service crew (thanks again to Al and Gaz) and we were ready for stages 3&4. With little confidence in brakes we took stage 3 steadier and have a look around in preparation to give stage 4 a good blast. Unfortunately as we set off a crew had a spectacular roll and the stage was cancelled rightly so. Glad to see on the slow lap, the crew all clear of the car and that the car following the crash had pulled over to assist.

After lunch and a change of tyres we set out for stages 5&6 which was reverse of the morning stages. Dan was well in to the groove and was driving well keeping off some tough competition in the mirrors that had set off prior to us. Throughout the day we were being pushed for 2<sup>nd</sup> in class by Gary Carver and Adam Sutton in the Vauxhall Chevette.

Knowing this we had to keep the foot in on stage 7 which was really good run in the rear wheel drive Manta. Stage 8 was supposed to be a calm run in for 2<sup>nd</sup> in class but as Dan shot out of the traps at the stage start I thought I best start calling some notes. We seemed to be getting quicker and quicker through the last stage so the party pooper inside me had to have a word that we need bring it home and chill out. Fair play Dan listened and brought the car home to 14<sup>th</sup> overall and 2<sup>nd</sup> in class which both myself and Dan were chuffed with on our first run out as a crew. Now on to the John Overend rally where we will be on it from the start.

Finally a massive congrats to George Hewick and Mick Johnson on George's first ever event. It's taken some blood, sweat and tears to put the Mk 2 back together for George, Tom and others but to see George and Mick receive 1<sup>st</sup> two wheel drive honours and a very respectable 15<sup>th</sup> Overall was mega, top stuff chaps.

Also a massive thanks to all the organisers and marshals of the event for a top job well done.



**Ashley Young : Matlock MC**



# Somerset Stages Rally

Clitheroe rally driver Tommi Meadows netted a podium finish on his first ever forest rally at the weekend.

After 3 years of competing on single venue rallies within the Junior 1000 Championship, Meadows has made the step up into the BTRDA 1400 Gravel Series, and is already making successes.

The Somerset Stages Rally comprised of 14 special stages, including two runs up the tarmac of Porlock Toll Road. Tommi and co-driver Ian Oakey started the event as 84th seed, with the simple aim of getting to the finish after such limited time to test the new car.

After an understandably steady start, the pair started to climb the leader board, however things were not all plain sailing.

"Stage 1 was quite slippery in places, and it was the first time I have ever driven the car on gravel. We had a big spin coming into a hairpin left, but luckily we managed to get away with just a damaged rear bumper!", explained Tommi. With a steady run of stages up Porlock Toll Road safely completed for the pair, the rally moved back into the Ex-moor forests for the final loop.

A big push through the 8 miles of Croydon 3 saw the Ford KA crew set fastest time in the 1400 series by 15 seconds from Toyota Yaris driver Ed Fossey, and moved them even further up the overall standings with only a few very short stages to go. A drama free ending to the rally saw Tommi & Ian return to the finish in Minehead with an impressive 2nd place in the BTRDA 1400 series, and 34th o/a from 115 starters.

"I really wasn't expecting such a good result," said Meadows. "The car really is brand new, so all I wanted was to get a finish and to build up my experience today. I felt at home on the gravel surface and a positive feeling from the car gave me a lot of confidence to push harder".

The next rally for the team will be the Plains Rally based near Newton, on May 13th.



**Special thanks to the following for their invaluable support: Tommi Meadows : Clitheroe & DMC**

Morris Lubricants  
DMACK Tyres  
Sagar Insurances  
Proflex UK  
A-Frame Engineering

Gareth Hooper Motorsport  
Pacenote  
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## MSA RADIO LICENCE FEES ARE NOW DUE:

The fees for this year are now due. I have had it confirmed there will not be an increase this year it will remain at £5 per MSA licenced 81MHz radio, your high band set (if you have one) is still paid for you by Gemini Communications.

Please note that if you don't pay the dues owed your set will not be re-licenced with the MSA and you won't be able to use your set after the 31 May 2017

## Plains Rally 13 May

The Plains Rally, organised by Knutsford & District Motor Club will take place on Saturday 13th May 2017. The event is based in Welshpool, with 4 stages being run in the Dyfi Complex.

The service area will be at Dolgellau cattle Market.

Marshals, Timing and Radio teams are required for all four stages, each being run twice on the day.

Please register on RST if you are available to help

[www.rallystageteam.co.uk/default.aspx?EventID=88](http://www.rallystageteam.co.uk/default.aspx?EventID=88)

## Harlech Stages Sunday 30th April

The Harlech Stages are in need of marshals of all disciplines - timing, in-stage and radio. For 2017, we need to make sure that all marshals are either Accredited and/or Registered, or buddied up with someone who is.

If you haven't completed the on-line Accreditation process then I would urge you to do so, but it's not a major problem at the moment if you haven't.

All Marshals will get a goody bag and entered into a prize draw.

Llanbedr airfield, Harlech Gwynedd. Sunday 30th April we are a round of the WAMC, ANWCC & F1000 championship.

If you are interested please contact Euros Hughes  
email- [ehlectricalcontractor@gmail.com](mailto:ehlectricalcontractor@gmail.com)  
or on Harlech and District's Facebook page

## 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

## Plains National Rally

**Sat 13<sup>th</sup> May**

BTRDA Round

Knutsford & DMC

**Dyfi Forests**

## John Overend Stages Rally

**14<sup>th</sup> May**

North Humberside MC

**Melbourne**

## Warcop Stages Rally

**28<sup>th</sup> May**

North Humberside MC

**Warcop**

## Keith Frecker Memorial Stages

**Sun 11<sup>th</sup> June**

Blackpool SSMC

**Weeton**

## Frank Williams Memorial Stages

**Sun 18<sup>th</sup> June**

Rhyl & DMC

**Trawsfynydd Ranges**

## Envile Stages

**Sun 2<sup>nd</sup> July**

Warrington DMC

**Ty Groes, Anglesey**

## Greystokes Stages

**Sun 9<sup>th</sup> July**

West Cumbria MSC

**Greystoke Forest**

## Stage Timing

**Sat 15<sup>th</sup> July**

Darwen Services J4 M65

tracey.amsc@hotmail.com

## Gareth Hall Memorial Rally

**Sun 13<sup>th</sup> Aug**

Bala & District MC

**Trawsfynydd Ranges**

## FIRE TRAINING

**Sat 19<sup>th</sup> August**

Darwen Services J4 M65

tracey.amsc@hotmail.com

## Wales Rally GB

**24<sup>th</sup> - 29<sup>th</sup> Oct**

I. M. S.

**WRC Round North Wales**

## Neil Howard Memorial Rally

**4<sup>th</sup> Nov**

Bolton le Moors Car Club

**Oulton Park**

## Glyn Memorial Trophy Stages

**Sat & Sun 25/26<sup>th</sup> Nov**

C and A MC

**Ty Groes, Anglesey**

## Hall Trophy Stages Rally

**Sat 25<sup>th</sup> Nov**

Clitheroe & DMC

**Blyton**

## First on Scene

**Sat 2<sup>nd</sup> December**

Darwen Services J4 M65

tracey.amsc@hotmail.com

**Gemini Awards Presentation**

**?? Dec**

**The Dressers Arms**



## BIKE RIDE Events

Bike Events makes cycling enjoyable for everyone - we've been running rides for over 20 years and are the UK's biggest organiser of fund-raising and recreational cycle rides.

This is to invite you to help with marshaling cover on this years events,  
Below is our 2017 calendar of 4 events.

### Manchest to Liverpool Bike Ride

**Sun 11<sup>th</sup> June**

40miles, Manchester to Liverpool

### Manchester to Blackpool Bike Ride

**Sun 9<sup>th</sup> July**

60 miles, Manchester to Blackpool

### Peaks Bike Ride

**Sun 6<sup>th</sup> August**

Ashbourne, Derbyshire

### Manchester to Nantwich Bike Ride

**Sun 3<sup>rd</sup> Sept**

Manchester to Nantwich & Return 100 mile Ride.



# Radio Mutterings

## B & G MOT Centre SMC Stages.

In my quest to gain a Radio Controllers Licence the opportunity arose to join Mark Wilkinson and Stockport 061 Motor Club at their annual event at the Anglesey Racing Circuit. An early start meant little traffic on the run across to the island and I arrived just before 8am to join Mark on the top floor of the control tower. With thirteen radios we have excellent coverage across the site and all are quickly signed on and appreciative of the 'goody bags' provided by the club, although the 'sugar free' lemon & lime water led to one or two comments, but you can't account for all tastes !.

With the organising team all decked out in hi-vis blue jackets with their role on the reverse, it makes life simple in getting to know who does what in the organising team. As usual we have the MSA safety & medical frequency and Gemini high band sets in use, supplemented by the organising team making use of the circuit's own handheld sets. It might sound a bit overkill using the three sets, but it made comms and roles surprisingly easy to get one with. MSA 1 was for event safety, highband between the Gemini crewed start, finish and control and the circuit sets for the organising team. The latter was particularly helpful when getting hold of particular members of the Stockport team, answering queries and liaising with the Clerk and his Deputy.

As to be expected by an event run by Stockport the set up and organising of the event was first class, with a challenging set of ten varied stages planned for the day. The entry was a little disappointing at only 44 starters but what it perhaps lacked in numbers it certainly made up for in variety. After a radio check at around 09:30 and final checks by the CoC and Steward, first car is into Stage 1 as planned on the stroke of 10am.

Unfortunately the very smart looking Car 2 doesn't get very far as on the very first stage they are pushed through the start with "no transmission". The gremlins strike again as minutes later Car 4 pulls off with a reportedly "blown engine". With a challenging stage layout, the navigators have an early reminder of the importance of their role in keeping an eye on both the route and the correct number of laps. In the end 42 runners make it more or less to the end of the stage.

Unlike some events here we complete one stage fully before then starting the next, albeit at 30 second starts. Stage 2 continues where we left off and the top runners seem to bear the brunt of the problems, with Car 1 not even starting this run with a comment as having "retired due to engine". The stage also sees the demise of Car 36 whose exhaust as reported as being "in pieces", meaning in the end we are down to 40 runners. In the gap between stages we try to recover any stricken cars and Crossrigg 4 Recovery is dispatched up to the old 'gun turret' area to pick up Car 4, unfortunately the very soft ground means they themselves get stuck and after a somewhat 'coded' radio message, we have to send the venerable Gemini Recovery to winch them out of the mire.

A very slick change around means we start Stage 3 at 11:18am. Control by now has a youthful air as mum and baby daughter arrive to surprise Mark and the control becomes a temporary crèche, shedding a whole new light onto the MSA need for succession planning !! The action is thick and fast as the weather at least for now remains calm and clear. The curse of the front runners strikes again as Car 6 manages to lose a wheel close to the medical centre and pretty much right in front of Gemini Recovery, a considerate move as the car requires a full front end lift so the crew don't have to travel far. As Stage 4 quickly follows the weather really changes and fog descends across a large part of the circuit and temperatures plummet. The pace continues to challenge the field and we lose cars 28, 37 and 40 on this second run, meaning by 12:15 we are down to only 33 runners, although one or two cars swop in and out of the action.



*Continued on Page 37*



## **Radio Mutterings** **Continued From Page 36**

Another change around for the next run takes a little longer than planned, not helped by the significantly reduced visibility in parts of the circuit, but by 12:52 we are back up and running. Thankfully not much happens in Stage 5 and we only lose a very smoky Car 39 in Stage 6 and miracle upon miracle the weather changes again as the fog lifts, as quickly as it arrived. For me it's interesting to see the different styles of radio controller and as warned, Mark certainly 'walks the floor' in the control tower and we seem to work well as a team across the three frequencies.

Stage 7 goes live a little after only 2pm, keeping up the lightening pace of this event and the curse of the top ten strikes again. The event leader Car 7 unfortunately goes out with a very big 'bang' at Junction 13 to the right of control. Looking across the circuit the body language of the crew means sadly their day is well and truly done, as they park safely off the circuit and make the slow walk back into the pits. Stage 8 is over in a blink of an eye, but with the loss of two more crews, cars 17 and 46, leaving us with 30 runners into the next pair of stages.

Gemini Recovery picking up the unfortunate Car 7 (apologies for the picture quality, as the circuit manager said, 'the architect might have liked the control tower design, but you can't XXX clean the windows !!')

The final pair of stages starts at quarter to three and the action continues to be fast and furious, with crews throwing their cars into the chicanes and tight changes of direction with some gusto. With Stage 9 only seeing the demise of Car 14, we press on quickly into the last stage of the day with 29 runners and riders in and then safely out of the stage, with not too much drama.

For me the event has been both enjoyable and also reflective of a very slick and well run event, led by a well drilled and organised team. It was just a shame that perhaps the 'gods' conspired against them with a date clash with Cadwell Park as the club deserved a much bigger entry and crews lost out to a first class event. Thanks once again to Mark for giving me the opportunity for a further step towards my Controllers licence.

**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 Meadows'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](http://www.pendlepowerfest.com)**

**MAY  
28th**





By the time this hits cyberspace the Primrose Trophy Rally will all be all done and dusted and I can look back and judge whether or not (in my opinion) if it has been a success.

It wont come as a surprise to any Rally organiser that for the past six months or so I have been working steadily away on all the bits and bats that will make up the route. Are the 'clues' to easy or too hard. 'Clues' are all easy sat at the kitchen table with as much space and time as you need but in the dark, in the limited space a car affords you . . Will the novices be able to sort it out. Will it be too simple for the Masters and Experts?

Have I made any mistakes in the instructions? I have lost count of the times that I have checked them and because I know where the route goes I am worried that I might have made assumptions? I have had others check the instructions but it still does not stop me checking them again and again. Amazing that once you have printed everything out that you then find all the errors. *(as I discovered at 2pm on Saturday)*

Starting to get stressed but I am not on my own - Tony Vart (Chief Marshal) is also getting stressed too. Will he be able to cover all the Controls? With two weeks to go to the Rally we only have enough marshals to cover about half of the controls. Assurances from me that marshals, these days, turn up on the night does not seem to help.

Whilst Tony and I are getting stressed our Clerk of Course (Matt Broadbent) has taken 'Stress' to a different level. Not content with being Clerk of the Course for the first time he decided to buy a new house too. If that was not enough he also decided to rip it all apart and completely refurbish it. He is now living in one room at a time amongst a pile of rubble. And that's not all . . . He then goes and gets himself a new job, then to top it all he has me and Tony as 'helpers' on the Rally !! But it didn't show !

Who in their right mind gets involved in organising a rally? Think I might have just 'self certified' myself (& Matt & Tony)

Still on the Primrose. I went out to do some of the PR. I drove up to one farm house and knocked on the door. The door was answered and I explained that I was from Clitheroe & DMC and told the chap that there would be a rally passing the end of his farm lane.

He replied 'So you think youre going to run a rally down yon lane then eh? Your going to tell me next that they wont be going fast wont you?'

A bit of spluttering from me followed by the farmer then saying 'Well they had better be going at a fair belt . . . Or there's no point in me coming out to watch them, will there'

Stitched me up proper that Farmer did

Another one that had me smiling (after I had left her) was a lady who asked 'Do you warn the competitors before the rally to be careful about livestock?' 'Of course we do was my reply. The Rally is running in April and Sheep and Lambs are always going to be a bit of a problem'. She came back with - 'I am not bothered about them. Sheep are stupid anyway its Hares I am bothered about.' I replied with 'How do you tell the difference between a Rabbit and a Hare (wish I had not) and got a long description of the difference followed with - Rabbits are a pest and there are too many of them so they dont matter !!!!!!!!!!!!!'

The difference between Hares & Rabbits will be given at the Drivers Briefing . . . (should be riveting . . . or is that frogs)

Update : Seems to have gone down fairly well. Chuffed

## Grumpy Old Git

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



Sunday the 9th of April and I am supposed to be out on the Ilkley Jubilee with Pete Whitaker in the Lotus Cortina Mk1, only I am not. Instead I was sat at home.

On Wednesday the 5th I got a call from Henry Carr (CofC for the Jubilee) who tells me that they have run a Car Tax check on the car and that whilst its taxed its MOT has run out. Quick phone call to Pete who tells me that its booked in for an MOT on Thursday.

Turn up at Tony Harrisons garage in Bentham for a service on the Integra and sat on the ramps is the Cortina having its MOT. Quick chat with Pete and he tells me that he has sorted out the Ignition problem (it tended to cut out and then refuse to re-start when doing 360s round cones) but is going to change the gearbox on Friday for a straight cut box that has a higher first gear ratio which should be better on the tests.

Saturday night I get a call from Pete. Looks like we wont be doing. Pete had taken the car to the Saturday afternoon scrutineering session. All OK there but after setting up the Trip he had tried to park the Cortina but it kept jumping out of reverse. Might have been able to cope with that (just couldn't make any wrong slots - me, wrong slot?) but then on the way home the engine dropped oil pressure. Might just be a sticking pressure release valve but couldn't risk it.

Now do I chase down to Matlock to marshal on the KERod or get some zeds and then head over to either marshal or spectate on the Jubilee.

In the end I did neither. I just sat at home and sulked.

I have persuaded Ayrton Harrison to do the PCA at Wern DDU Quarry. (its running on the day that this gets sent out, Sunday 30th of April, so the report will have to wait until the next issue)

We are going to be sharing a car but at the moment we dont know what that car will be. Probably a trade in that will go to the scrap yard on the Monday.

Slightly worried that we are going to drive it there, compete and then drive it back. A car that is destined to go to the scrappy? Will we be stuck in Wales with a broken car?

## NEW ROAD RALLY RULES

I am told that there will be some New Rules / Clarification for Road Rallies coming out shortly concerning Tyres & Hydraulic 'Handbrakes'

Keep checking the MSA websites for Details

**[www.msauk.org/regulations](http://www.msauk.org/regulations)**



# Airedale & Pennine MCC

The penultimate PCA in the A&P championship saw 15 competitors kick up the dust on a lovely sunny day at the Rock & Heftier, Thornton.

A few new competitors to are championship included Steve Johnson who double drove with Airedale member 15 year old Amy Toft.

Everybody had a great day with no breakdowns but plenty of worn tyres !!

Next and last in championship 30/4/17 which we already have 4 entries for and it is still possible for a close finish for some

## Results

O/A	Driver	Class	Car	cc	Time
1st	Onthony Beaumont	(B)	Almera	1400	193.37
2nd	Steve Johnson	(E)	Micra	1275	194.26
3rd	Oliver Blair	(N)	Pumesta	1700	194.65
4th	Mark Williamson	(B)	Clio	1200	196.72
5th	Mark Broadbent	(N)	Pumesta	1700	197.77
6th	John Greenwood	(B)	Lupo	1000	203.38
7th	Russ Coppin	(E)	Nova	1400	203.88
8th	Danielle Andrews	(B)	MX5	1800	203.91
9th	Gary Ross	(E)	Saxo	1100	206.13
10th	Shane Dickson	(B)	Ka	1300	207.44
11th	Dominic Sedgwick	(B)	MX5	1600	210.33
12th	John Coppin	(N)	Swift	1600	213.33
13th	Chris Livesey	(N)	MX5	1600	214.14
14th	Suzanne Greenwood	(B)	Lupo	1000	229.21
15th	Amy Toft	(B)	Micra	1275	229.41



Last Round in the championship  
**30th April**

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

A young man named Donald bought a horse from a farmer for \$250.

The farmer agreed to deliver the horse the next day.

The next day, the farmer drove up to Donald's house and said, "Sorry son, but I have some bad news, the horse died."

Donald replied, "Well, then just give me my money back."

The farmer said, "Can't do that. I went and spent it already."

Donald said, "Ok, then, just bring me the dead horse." The farmer asked, "What ya gonna do with him?"

Donald said, "I'm going to raffle him off." The farmer said, "You can't raffle off a dead horse!"

Donald said, "Sure I can. Watch me. I just won't tell anybody he's dead."

A month later, the farmer met up with Donald and asked, "What happened with that dead horse?"

Donald said, "I raffled him off. I sold 500 tickets at five dollars apiece and made a profit of \$2495."

The farmer said, "Didn't anyone complain?"

Donald said, "Just the guy who won. So I gave him his five dollars back." Donald has just moved into the White House.



# Lookout Stages Rally



## A BIG Thank You

Both driver Terry Pressdee and myself would unreservedly like to thank all the marshals and emergency crew who helped us after our scary roll in car 1 on SS4 at the Lookout Stages rally.

We lost the back end after a bump on the long straight heading to post 24 which saw us put into the field. With the field recently worked and plenty of ditches the car dug in on the nearside (funny how it is always on the navigators side!) and rolled from what we have since been told was five times.

We finished upside-down and once stationary, the first sensation was the smell of fuel. I saw plenty of unleaded gushing down the roof in front of me and with both mine and Terry's door stuck with us unable to get out, I will admit to being scared!

The marshals were very quick on scene, and managed to get the driver's door open where we both clambered out. Without this help we would both no doubt been stuck in a broken car filling with fuel for some time and it is frightening to think of what could have happened.

We both walked away, both got checked out by the medical team who were amazing and could not have done more for us.

Once again, everyone who came to help us, it was fantastic and we cannot thank you enough.

Well done and keep up the amazing work - without your help today something horrible could have happened.

**Mark Broadbent : A&PMCC**



## Georgia Shiels, the newbie to Rallycross, is Corbeau's latest product ambassador.

Georgia is an admirer of Corbeau, having followed them for years and having an appreciation of the engineering involved as a student engineer herself. Armed with a brand new personalised Corbeau seat and LUKE harnesses for round two of the British Rallycross Championship (Lydden Hill, 17th April), Georgia is all set.

"To be working with such an iconic and established company is so exciting," the youngster says. "I'm really small so I can't wait to feel comfortable and safe in a seat after struggling for so many years. I'm confident it will make such a big difference to my racing performance and the personalisation will, of course, add extra horsepower!"

Vic Lee; MD of Corbeau said "We look forward to working with Georgia, in what is a very physical and challenging discipline. Georgia has an impressive CV in rallying even though her career is at its early stages. We look forward to assisting her as she climbs the ranks.





# My Very First Event in the 'Silly Seat'

So after competing with Pete Sharples in his Seat Ibiza on the Primrose Trophy Rally (my very first event) I wanted to do a quick write up and list some things that I learned as a first time navigator which may help others who wish to try their hand.

As mentioned it was my very first event, and only Pete's second outing in the Ibiza, it's safe to say that as a crew we were green as grass!

We finished 22nd overall and 4th in class, quite frankly Pete and I were thrilled just to have finished the event!

A massive thank you to the organisers and marshals for a great event, I felt that the standard of marshalling displayed last night was fantastic and without the guys and girls that marshalled, these events could not take place.

Furthermore I would like to thank the rallying community at large for their help and insight, and finally thanks to Pete, for driving like a hero and keeping us safe.

If you have never navigated and fancy trying I would urge you to give it a go, it is a seriously demanding but highly rewarding challenge and it's such a shame to see lads with rally cars that cannot use them because of the shortage of navigators.

## So what did I learn that can be improved upon in future?

- 1. Be organised**, sounds really obvious but there is absolutely nothing worse than fumbling around trying to find maps and timecards whilst travelling at \*AHEM\* some speeds and the Potty repeatedly smashing you in the face as you get air over rough roads.
- 2. Plot in advance.** In addition to being organised, I learned last night that it is vital to get your head down and start plotting as soon as you receive your directions. Some of the experienced crews know this well and looked calm and relaxed at petrol having already plotted their entire route at the start of the night. Meanwhile Pete and I tried to suppress the urge to sleep whilst blearily trying to coordinate our brains to plot the second half of the rally.  
Ultimately we made it right to the end of the event before having to drop two sections because we hadn't plotted them in time, by that point I was too exhausted/ travel sick to even attempt to plot.
- 3. LEARN the Rules.** Road rallies and the nature of their technicalities can be difficult to understand, if you do not understand a technicality, ask, the road rally community are a friendly and helpful bunch, and will often go out of their way to help you succeed.  
Read the rules and regulations in advance, although you may not understand or remember all the rules on your first rally, pay close attention to where you are allowed to make time and where you are not. Pete and I made the mistake of arriving at some controls slightly early and ultimately those mistakes added up to 10 minutes worth of easily avoidable penalties.
- 4. Don't aim too high.** It might sound silly but do not expect to do particularly well on your first event, I felt that Pete drove the absolute wheels off the car and did not feel that as a navigator I had gone wrong too many times. Upon receiving the results at the end of the night I learned that after penalties etc. we finished 52 minutes slower than the leading car! Having watched Pete skilfully save some big moments, pushing the car to its absolute limit, the thought of just how committed and bonkers fast the top crews must have been going blows my mind!

**To summarise**, I had an absolutely fantastic night, although I might not have let on at the time! I realised that at 7am as Pete and I drove home, craving our beds, the sun had risen and people were beginning a new day, oblivious to the utter madness that had just taken place right on their doorsteps.

***This is Living! I can't wait to do it again!***



*Photo Courtesy of Chris Ellison*



Since the first days of motoring, cars and driving have always been a fascination for the young, from stories of Noddy in his little yellow car to the antics of the reckless Mr Toad. So many eagerly await their 17th birthday and their first chance to get behind the wheel and begin a lifetime of learning about driving which continues to grow with experience.

Building experience is exactly what learning to drive is as the driver learns to anticipate the actions and maybe errors of other drivers responding before an incident occurs.

Taking the wheel for the first time many new drivers are surprised at how much they have to learn. Coordinating clutch and accelerator and anticipating to brake, all of which are automatic reactions to the experienced driver. Insurance premiums reflect the amount of risk to the insurer and facts prove that young drivers are more likely to be involved in an accident due to them making an error or failing to allow for the mistakes of others.

What every new driver requires is practice and experience of different driving conditions from quiet rural roads to busy city traffic including driving at night, in heavy rain and in other conditions when driving is more difficult.

The Under 17 Motor Club North West are delighted to be able to offer young drivers the chance to start to learn to drive and to build experience from the age of 14. Obviously driving off road on a private track with a trained and experienced instructor young drivers can learn the basics of driving such as clutch control, judging speed and distance and the surprisingly difficult but essential skill of parallel parking. Young drivers are also taught to learn and most importantly to understand The Highway Code so they fully understand all road signs which exist to help drivers and make motoring as safe as possible.

Driving off road on a safe track young drivers can learn how easily a skid can occur in wet conditions if an inexperienced driver accelerates or brakes at the wrong time. This is something most new drivers never have the opportunity to experience in a controlled situation. Our trained instructors not only show the young driver how this can occur but also how to avoid and correct.

Young drivers are also taught how to correctly care for their vehicle with attention to things which improve safety such as correct tyre pressures and windscreen washers filled with anti-freeze solution in winter – a dirty windscreen with a low sun ahead is an experience a new driver has to experience to understand how important this is to avoid.

We also teach young drivers the importance of correct vehicle maintenance and how this reduces costs and improves safety. It is important that the young drivers appreciate that a badly maintained vehicle is more difficult and less enjoyable to drive and significantly increases the risk of an accident.

The Under 17 Motor Club North West also allows young drivers the opportunity to participate in motorsport events

Including both driving and the many other essential activities such as scrutineering and marshalling which is essential to a successful event.

Young Driver Training starts for drivers aged 14 at The Under 17 Motor Club North West – it's fun but serious and professional, educational and enjoyable and gives our young drivers the experience we believe every new driver should have before they take to the wheel for the first time on their 17th birthday.

Membership of the Under 17 Motor Club North West is not restricted to persons aged under 17 and anyone interested to involve is welcome.

**For information about how to participate and become an Accrington Young Driver email [steve.asmc@gmail.com](mailto:steve.asmc@gmail.com) or visit our website at [www.u17mc-northwest.org.uk](http://www.u17mc-northwest.org.uk)**

**Accrington Motorsport Club and U17MC NW work together to put driving events on at the M65 Junction 4 services four times a year. All are welcome to drive at these events in your own car.**

**For more information please visit [accrington-msc.org](http://accrington-msc.org)**

***Scott Dawson Advertising - Lifestyle magazine***





## Round 2 : Lydden Hill



Anyone who knows Tony will know that he isn't often lost for words - but the day at Lydden Hill has proven to be the exception.

Despite a huge effort from everyone involved with the team, the engine gremlins that caused the retirement at Croft have struck again at Lydden Hill Race Circuit - meaning a second straight DNF in the race for the British Rallycross Championship Supernational title.

Although an issue had prevented him starting heat one, Tony had been leading heat two when the failure occurred so it's clear to see there was good pace in the car and some decent points were there to be won.

Gutted doesn't even come close to describing race day and it's now time to head for home to regroup and focus on resolving the problem that has already hit our title defence.



# Oops !





# GEORGIA SHOWS HUGE POTENTIAL AT LYDDEN HILL

The LOCO Energy Drink driver narrowly missed the finals by one place at round two of the British Rallycross Championship on Monday. However, her potential shined through as she finished an impressive 3rd in Q3 with a 6th fastest lap time overall. Georgia fought her way from the back after starting on the outside of the grid and put up a battle against her competitors. The 21 year old mastered overtaking, undertaking and defending - all of which was alien to her just a few months ago.

Georgia: "The team and I are really happy with my progress so far. It's really positive to see such a huge improvement from round one. I battled for my place which has lit the fire in my belly. I want to win and I'm putting in all of the work to get there. Bring on round three!"

Shiels bounced back after her wheel fell off in Q1 and was sent flying over 200 feet, fortunately just after she crossed the finish line. The engineers quickly repaired the rear corner of the buggy and Georgia was out again for Q2.

Georgia showed a strong and consistent drive all day and put on a brilliant show for the thousands of spectators. It's clear that Shiels is a real force to be reckoned with.

## SHIELS BECOMES AMBASSADOR AT THE WORLD YOUTH ORGANISATION

Georgia shows her support to improving the lives of young people as an ambassador at the World Youth Organisation. The youngster is passionate about standing for gender equality, educating about mental health and equal opportunities for all.

"I'm really excited and honoured to be an ambassador for the World Youth Organisation. I met Kieran at the Jack Wills Young Brit semi-finals in 2015 and was instantly amazed by his big plans for WYO. I knew I had to be involved. I was lucky that I grew up with no barriers and began competing in a male-dominated sport at just 16 years old but I know most young people aren't as fortunate. I, along with other young female drivers, are still affected almost weekly by a clear gender divide in motorsport. We still have a long way to go to reach gender equality but WYO is bridging that gap and I'm looking forward to working with them in the process."

"The WYO Educate programme is something very close to my heart, having supported family members and friends who struggle with mental health. And they are not alone. I believe education in mental health is key for young people to allow them to live their desired lives as it has certainly allowed me to reach my goals in motorsport, in relationships and in life. It's 2017. It's time to shake up the world and offer young people the equal opportunities they need to build a bright future."

Georgia will be an ambassador at the World Youth Organisation alongside Gillian and Afton McKeith



Brenda O'Malley is home making dinner, as usual, when Tim Finnegan arrives at her door. "Brenda, may I come in?" he asks. "I've somethin' to tell ya". "Of course you can come in, you're always welcome, Tim. But where's my husband?" "That's what I'm here to be telling ya, Brenda." There was an accident down at the Guinness brewery..." "Oh, God no!" cries Brenda. "Please don't tell me." "I must, Brenda. Your husband Shamus is dead and gone. I'm sorry." Finally, she looked up at Tim. "How did it happen, Tim?" "It was terrible, Brenda. He fell into a vat of Guinness Stout and drowned." "Oh my dear Jesus! But you must tell me the truth, Tim. Did he at least go quickly?" "Well, Brenda... no. In fact, he got out three times to pee."



# ***NORTH WEST RACERS***

*With Dave Williams and Rachel Bourne*



*Two wins for Jaap Blijleven*

## **IS THIS JAAPS YEAR?**

The Avon Tyres Northern Formula Ford 1600 Championship began at Oulton Park in late March when Jaap Blijleven got his quest to win the Pre90 title underway in the best possible fashion while a month later, after the Easter holidays, the CNC Heads Sports/Saloon competitors enjoyed their second meeting of the season.

### **Avon Tyres Pre90 Northern Formula Ford 1600 Championship**

25<sup>th</sup> March, the day when the Northern Championship got under at Oulton Park, couldn't have been better for Jaap Blijleven as he set the fastest lap in the morning's qualifying session before going on to take victory in both races.

The KLM airline pilot, who flies in from Amsterdam to drive the UCLAN Racing Reynard FF88, has had aspirations to win the Northern title ever since he began competing in the series in 2013 but he's always faced stiff opposition from drivers of the calibre of Jamie Jardine and Matt Cowley.

Blijleven worked hard getting closer to their pace each year. Now, however, his benchmarks have moved on. Two other drivers who could have kept Blijleven on his toes are Nick Barnes and Calum McHale but the former stepped up to the Post89 Class behind the wheel of a Ray GR08 that he acquired over the Winter while McHale's Van Diemen RF89 was still a bare chassis a few days before the meeting was due to take place.

Therefore, the only thing that could have prevented Blijleven from taking a double victory was a lapse of concentration causing him to crash. This failed to occur although he alarmed the circuit commentator on a few occasions with lurid slides through Hislops.

While Jaap went home hoping for more competition later in the season, the battle for second reminded everyone how good Formula Ford 1600 racing could be. Chris Stones' Van Diemen RF88 and the year younger model of Nathan Parton were rarely more than a few feet apart – at one point they swapped places 3 times within a lap.

After Stones ran wide at Island, Parton finished ahead in the first encounter with the positions reversed at the end of race 2 after Parton made a similar error at the same corner.

***Continued on Page 46***



# ***NORTH WEST RACERS***

*With Dave Williams*

*Continued from Page 45*

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## **Avon Tyres Post89 Northern Formula Ford 1600 Championship**

If entries were a little thin on the ground in the Pre90 Class, there was an abundance of both quality and quantity with the Post89 cars as many drivers competing in the Britcover National Championship took advantage of this opportunity to get some racing miles under their belt ahead of the visit of the National series on 6<sup>th</sup> May.

Due to a vibration under braking during qualifying, Luke Williams decided that the safest option was to park his Firman RF16 at the Brittens chicane. He was happy nonetheless to have set the fourth fastest time having completed so few laps.

Ahead of him in the classification at the end of the session were three drivers from the North West. Cumbria's Josh Smith sat on pole for race 1 in the Myerscough College tended Firman RF16 with two Mancunian brothers – David and Tom McArthur – right on his tail in their B-M Racing Van Diemen JL13s which had been updated from LA10 specification over the Winter.

There were more woes for Luke Williams when the red lights went out to start the first race of the day when he accidentally switched off his ignition. By the time he restarted his engine, he was at the back of the 17 car field.

David McArthur didn't get the start he had wanted either and so it was his brother Tom who was the closest challenger to pole-man Smith but the failure of a minor component put him out of the race in the early stages.

During the rest of the 20 minutes, Smith had to hold off the Northern Formula Ford 1600 Champion from way back in 2006, Tom Bradshaw, who was having a one-off outing in the Oldfield Motorsport Van Diemen JL16. In a classic battle between youth versus experience, Bradshaw tried everything he knew to pass Smith but the 17 year old kept him at bay to take the victory as David McArthur put the frustrations of his slow start behind him to claim the final place on the podium.

For the start of race 2, the driver on pole, Josh Smith, had a clutch problem which meant he didn't use as many revs as he would have wished for fear of moving forwards before the red lights went out. This meant Tom Bradshaw was the first to reach Old Hall.

Once up to speed Smith was as fast as ever and was soon putting Bradshaw under intense pressure. The leaders were joined by Luke Williams who had started from fifth on the grid having worked his way through to finish in that position in the earlier race.

With this trio pulling away from the rest of the pack, Williams had no threat to his position and so he bided his time before nipping past Smith at Old Hall. Bradshaw then made a mistake into Hislops. This put him out of position all the way up Clay Hill as the second placed man moved alongside him. Williams was now in a position to make a "ballsy" pass around the outside at Druids with the move completed before Lodge.

*Continued on Page 47*



Off guard, Bradshaw lost out further as Smith pushed him down to third despite losing his nose cone a short while earlier when the dicing with Williams got a little too close. The missing bodywork upset the carefully manicured aerodynamics of the Firman and robbed him of straight-line speed allowing Williams to get away to take the win. Meanwhile, Bradshaw fell back into the clutches of Ross Martin (Ray RGS17) who overtook him on the grass at Knickerbrook with a lap remaining to claim the final place on the podium.



## CNC HEADS SPORTS/SALOON CHAMPIONSHIP

New for 2017 are Triple Headers when the CNC Heads Sports/Saloon series visits Anglesey and the first of these took place on 22<sup>nd</sup> and 23<sup>rd</sup> April. There was such a large entry – 46 cars took part in qualifying – the long International GP configuration had to be pressed into service even though all the other categories on the programme used the Coastal layout.

The long straights leading to and from The Hairpin really suited Paul Rose's Saker and he set the best time in qualifying, 2 and a half seconds faster than everyone else.

But then disaster struck at the start of the opening race of the weekend. Rose broke a driveshaft as he attempted to leave to grid and was collected by the unsighted Gary Wardle. The latter's Porsche 997 was launched into the air as both winners from the opening weekend at Oulton Park were put out of the contest before it had got underway.

Joe Spencer in his Stuart Taylor Locosaki was therefore able to take the win as a Safety Car made a lengthy appearance. Runner-up was Spencer's team mate, Dave Harvey, although he briefly lost that position at Rocket on the opening lap when Roddie Paterson made a do-or-die pass. Fortunately, that corner has plenty of run-off and Paterson was able to rejoin just ahead of Steve Harris' Saker, the pair making light contact at Peel before Paterson pulled away to take a safe third.

**Class winners:** Class A Harris, Class B Paterson, Class C Spencer, Class D Oliver Thomas (Subaru Impreza), Class E Piers Grange (Ford Escort Mk2), Class F Clive Dix (Ford Puma)

Fortunately, the grid for race 2 was also set by the qualifying session so Rose's early exit from race 1 didn't mean he had to start at the back of over 40 cars but, no doubt to protect his driveshaft, it took him a while to get up to speed and it was lap 5 before he caught up with the leader, Spencer, and moved ahead at Church.

He was unable to break away however and Spencer was briefly able to overtake as the duo negotiated traffic but he did not have the pace to prevent Rose from adding to his tally of wins.... Garry Watson would have taken third but he retired his Westfield in the pits when it became stuck in sixth gear therefore Paterson once again completed the podium.

**Class winners:** Class A Rose, Class B Paterson, Class C Spencer, Class D Mike Hurst (Seat Leon), Class E Piers Grange, Class F Ian Gorrie (Raw Striker)

For race 3, everyone lined up one row further back as the pole-sitter was having trouble identifying when the red lights had gone out due to the sun which there was plenty of this weekend.

Following another genteel start, Rose reeled in Spencer once more. The lead changed hands the ninth time they tackled Target. Spencer's Locosaki jumped out of gear at the crucial moment while Rose had more than one wheel on the grass ... exciting stuff!

Paterson made it a trio of thirds as Watson mysteriously ran out of fuel.

**Class winners:** Class A Rose, Class B Paterson, Class C Spencer, Class D Alistair Stenhouse (BMW E36 M3), Class E Piers Grange, Class F Dix

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

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# Liverpool Motor Club Spring Sprint Report Aintree

22nd April 2017

## Graham's Quick Spin

As I drove towards the Aintree track the sky was solid blue but as I alighted on Aintree's old Sefton Straight (now the competitors' paddock) the biting wind almost cut me in two. It was a beautifully sunny day, but in that wind, bitterly cold.

There was a full entry list of 149 drivers, however with withdrawals, non-starters and mechanical mayhem in practice, this reduced to 134 starters. There were some new cars, some old favourites and some changes to familiar cars, so the event looked tantalising.

After two largely uneventful practice runs we were soon into the first of the competitive runs amazingly, with such a large entry list, taking place before lunch.

Kicking off the timed runs was the single merged Standard class. Paul Gorge, who already held the class record, lowered his PB on each of his first three runs leaving the Class Record at 54.23 (which would have even seen him placed second had he been in Road-going class 1B) whilst his father Doug finished second and Colin Smith made it a Clio 1-2-3.

In the up to 2 litre merged 1A & 1B Road-going class the Thorntons with their Honda Integra were the ones to beat. Alex took the class win with his father Michael in third. Russell Thorpe, who was a tad late arriving due to problems with his car on the way to the venue, managed just one practice run and slipped through to snatch second in his now fixed Renault 5 GTt.

In the Road Going up to 2 litre Sports car class it was a Mazda MX5-fest. Ken Morris took the win with David Brown just two hundredths slower in second. In the Over 2 litre sports cars Gordon Peters again proved the one to beat and the vastly experienced multiple NSCC champion took a comfortable win in his Nissan 350Z. Philip Wood took a solo win in the Elise class before the Kit Cars came to the line. In class 2A Martin Walker's extravagant tyre-warming regime, which shrouded the Commentary Box in acrid tyre smoke, paid dividends as he took the ex-Martin Hepworth Westfield to the class win. Second Place went to Andrew McKay in his former Caterham Academy car. In 2B the Mugglestones ruled supreme with their Duratec powered RAW Fulcrum; Alan led throughout as son Nick rode shot-gun in second.

Into Mod Prod and in the merged Tin-top class Andy Larton (1600cc Peugeot 106) finished 0.68 ahead of Gavin Neate in his 1360cc version! In the Sportscar class Paul Trill, a transferee from Road-going (list 1B tyres!), took the win in the shrill Mazda RX7 with David Welton's TVR Tasmin second. In the merged Kit Car class John Loudon in the Puma powered Westfield cruised to the win with Chris Boyd in the Riot second. Next were Sports Libres running in a single merged class and it was David Large in the Radical PR6 that took the win from James Davies' re-engined Peugeot 205 Mi16.



*Continued on Page 49*



## Aintree Spring Sprint Continued From Page 48

In the Racing Car class, attrition during practice was also detrimental as Stuart Bickley took a solo win in the 1100 class in his Jedi. And all three of the runners in the 1600 class hit trouble however Steve Brown, who managed two runs, took the win in his 'new' JKS JR01, an ex Monoposto Championship winning car.

Gary Thomas and Nick Scott shared suspension components so that they could each do one run in their Force PC's and they finished second and third. The Formula Fords however were as reliable as usual. Geoff Ward continued his stranglehold on the class taking the win in his Swift with Graham Curwen second (Van Diemen) and Phil Perks in the elderly Royale third. Over the winter Windermere's John Graham had upgraded the engine in the Gould swapping his 2.8 unit for a 'full house' 3.5 litre Nicholson McLaren. Although his times were down on his previous best as he gained confidence with a smaller rear wing, no traction control and a huge chunk of extra torque, he finally took FTD, despite an unnerving spin in first practice.

Into the two Classic Classes and the nostalgia buffs were in seventh heaven. In the Road Car class Alan Wilson returned with his big Healey 3000 and despite lots of black smoke during practice he cruised to a comfortable win ahead of Paul Boscott's ex Tarmac Rallying Lotus Elan Plus 2 and the now fully refurbished NSU Prinz of David Smithies. In the Racing Car class the sight of two Elva Mk 7 Twin Cams was a delight but it was Malcolm Evans' rapid Mallock that took the class win with Les Procter and Rod Stansfield second and third in the Elvas.

Jeff Allan returned to Aintree with his new Electric car a Nissan Leaf and he reset his own class record on each run eventually chopping over 6 seconds off his previous best. The Aston Martin Owners Club boys were next and class record holder Tom Whittaker again proved unstoppable in his mighty 6 litre Aston Martin GT4 as he twice lowered his own record. Peter House in his 3.2 VW Beetle RSi, a sort of Herbie on steroids, was second with Tony Morgan's DB7 Vantage third. My personal favourite Aston Martin was a lovely DB2/4 in the hands of Iain Muir from Lockerbie which purred round looking and sounding great. It may have finished down the order but it was the one car I would have loved to have been driving back home.

For once the Reliant Sabre and Scimitar Owners Club only managed to muster two entries and the Oakes family Scimitar SS1 cruised home with double RSSOC Champion Joshua taking the win.

The final two classes were for the new intake of Caterham Academy drivers in their Ford Sigma powered pocket rockets having their first ever competitive event. In the 'Green Group', it was Daniel French who led throughout. Caterham CEO Graham McDonald fought through to take second whilst James Murphy was relegated to third on the third and decisive runs. In the 'White Group', there was a battle royal. On the third runs Daniel Halstead slipped through into the lead as he equalled the class record and then on the fourth run Andy Morgan regained his lead, breaking the class record and taking the win by six hundredths. Tom Gensinger held third throughout although he wasn't able to better his first run time.

After a superb day of sprinting CofC John Harden on his introduction to the prize giving announced that the LMC Start Line Crew had managed a staggering number of starts during the day – a total of 784. Once again, the club had run a super-efficient meeting and provided the competitors with incredible value for money motor sport. I am already looking forward to the 24<sup>th</sup> June event

Full detailed results are on the results page of the LMC Website at [www.liverpoolmotorclub.com](http://www.liverpoolmotorclub.com)

Lots of photos are already on the LMC Facebook Page, and a full gallery at White Dog Photography and iPhotix



**Report by Steve Wilkinson, Photos by Steve Wilkinson & Ric O'Reilly**



# Liverpool Motor Club Aintree Spring Sprint

A trio of SD34 Motorsport Group Sprint and Hillclimb Championship registered drivers competed in Liverpool Motor Club's Aintree Spring Sprint, in glorious sunshine, on Saturday 22nd April.

Competing in the hotly contested Class 1A & 1B merged for Road-going Production Saloon Cars were Nigel Trundle who clocked a best time of 56.30 in his VW Scirocco and David Goodland in his Peugeot 205GTi who claimed a best time of 60.56. In Class 2B for Road-going Kit, Replica & Spaceframed Cars over 1700cc Nigel Fox recorded a best time of 48.20 in his Caterham Superseven.



Photos Courtesy of Phil James

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## We predicted it would be a busy day, and it was.

Over 780 starts were handled by our brilliant start line team as they lined up the cars for 2 practice runs followed by 4 competitive runs - and we still finished by 16.40 !

At the awards presentation at the end of the day, there was unanimous praise from our drivers to our marshals, not just the start line team, but all the marshals who helped make it such a great day.

Thanks must go to the drivers too, who nearly all stayed on the track and helped keep delays to a minimum. Plenty of class records broken, but John Graham missed out on breaking the the sprint lap record by a fraction of a second, so says he'll be back on June 24th to have another try. Be there to find out if he does it!

*A drunk staggers into a Catholic Church, enters a confessional booth, sits down, but says nothing.. The Priest coughs a few times to get his attention but the drunk continues to sit there. Finally, the Priest pounds three times on the wall. The drunk mumbles, "ain't no use knockin, there's no paper on this side either!"*

*Mary Clancy goes up to Father O' Grady after his Sunday morning service, and she's in tears. He says, " So what's bothering you, Mary my dear?" She says, "Oh, Father, I've got terrible news . My husband passed away last night."*

*The priest says, "Oh, Mary, that's terrible. Tell me, Mary, did he have any last requests?"*

*She says, "That he did, Father."*

*The priest says, "What did he ask, Mary? "*

*She says, He said, 'Please Mary, put down that damn gun...'*



# ***Inside the Industry***

***with Paul Gilligan***

## **The Demonisation Of Diesel**

It's only a few short years ago that our lords and masters were encouraging car buyers to switch to diesel power because of the lower CO2 emissions of these engines. And of course the lower fuel consumption was a very welcome bonus for private drivers and fleet users alike. Now it's been discovered that Nitrogen Dioxide (Nox) emissions are far more harmful, and here diesels are much worse than petrol engines. This has resulted in a rapid and very significant move away from diesel, particularly in big cities.

Already there are plans in place to increase the London Congestion Charge for diesel cars. Paris has already banned diesel car registered before 1997, and intends to ban all diesels by 2025, as do Madrid, Athens, and Mexico City. Diesel fumes have now been reclassified as "a definite cause of cancer" with employers being warned that they are legally obliged to protect their staff from these fumes. If they don't legal actions can follow as employees seek compensation, aided no doubt by the army of lawyers who are looking for work now PPI claims are coming to an end. It's estimated over 500,000 UK workers are covered, including professional drivers, bus and rail station staff, garage mechanics, warehouse staff and so on.

There's no doubt customers are now moving away from diesel. In the first quarter of last year over 47% of new cars registered in the UK were diesel, this year it's below 44% and dropping month by month. This trend varies by region and is most prevalent in the London area. The largest Toyota dealer in the UK is Jemca, with 5 large sites in London. They now don't stock a single used diesel car. If a customer insists they will source one for him, but only after a £5000 non returnable deposit is paid. This week I spoke to a prestige used dealer in Kent. So far this month he's taken orders for 6 BMW X5s. Every one a hybrid!

There's much talk of a diesel scrappage scheme being introduced to get the older diesel cars off the roads as they are much more polluting than the more recent engines. This, like lots of other things, is now on hold until after the election. Part of the problem is that the older cars are privately owned and typically covering low annual mileages, while the more modern ones are often in company fleets and covering high mileages. So while the newer ones pollute less per mile, they may well pollute more in total.

The industry, leasing companies in particular, can only hope for reasoned actions by the Government so that diesel car values don't collapse overnight.

## **Record March Registrations**

As expected March saw a very high number of new car registrations, 562,000 in all, over 8% up on last year. Worst performers were Peugeot, Citroen and their new acquisition Vauxhall, so they have a few problems to fix to make the alliance work. Mercedes were top German prestige manufacturer for the month and the quarter, making good on the promises they made 2 or 3 years ago. BMW remain ahead of Audi, but to be fair both Audi and Mercedes do few pre registrations whereas with BMW these are massive. One quiet improver is Volvo, 18% up on last year for the quarter with some great new products coming.

Mercedes are now the world's biggest luxury car brand having overtaken BMW. Merc have particularly gained from younger buyers with sporting redesigns. And you'd have to say that Lewis Hamilton must have helped here?

March sales were of course boosted by customers bringing forward purchases to avoid road tax increases, and April is much quieter, except for the push to shift the March pre registration cars of course. Most observers think it will be September before the showrooms get really busy again.

## **"Easy" Car Finance Under Fire**

The increase in car sales in recent years has been driven by the availability of credit and the low monthly payments available via Contract Purchase and Contract Hire agreements. The amount of money borrowed to buy new cars has trebled over the last 8 years to more than £30 Billion. The Bank of England is now worried about this credit being too freely available and is considering introducing new rules which would bring in stringent affordability checks to ensure customers were not entering into commitments they can't afford.

***Continued on Page 52***



Currently lenders check that the customer is who they say they are and have no adverse information on their credit record, so no bankruptcy, no county court judgements, no failure to pay previous credit agreements properly. What they don't check is that the customer has sufficient disposable income to comfortably make the monthly payments they are committing to.

Car finance is relatively safe lending for the funders, particularly contract hire. This is why. On mass market cars the contract hire company will get a discount of 25-40% off retail price, so a £20000 car will cost them say £14000. Then they are entitled to reclaim the VAT so net cost comes down to around £11500. The customer will typically pay a deposit or advance rental of around £1000, so the finance company's investment in the £20000 car is in fact not much more than £10000!

Most customers who default will make at least a few monthly payments before they stop, so maybe another £2000 leaving the funder with a 6 month old car that owes them around £8000 (+ VAT). Provided they are able to re-possess the car, which they normally can, they can sell it and be left with a profit.

If new regulations tighten up the availability of credit significantly this could have a quite dramatic effect on new car sales, so not surprisingly senior industry figures have already moved to reassure everyone there isn't a problem here.

## **Renault And Fiat Now On The Rack**

For a change it's not VW who are getting the bad publicity. Which magazine has recently published results of tests they've carried out on a total of 278 diesel cars. Tests were carried out in a laboratory on a rolling road, but the test cycles were closer to reality than "official" tests with higher speeds and no tampering with the cars to reduce weight, over-inflate tyres and so on.

Renault came out worse with their latest models producing on average 9 TIMES the EU limit of Nox emissions. Of the 278 cars only 2 (both Minis) came in within the legal limit. French Fraud investigators had already accused Renault of cheating emission tests consistently for 25 years.

The manufacturer with the best average performance on these tests? Volkswagen Group!

Meanwhile Fiat have been criticised for the failure of its Doblo model to achieve more than 3 starts in Euro NCAP tests. Fiat Tipo and 500 models had the same poor result a few months ago. One senior official said that Fiat *"Are doing the absolute minimum from a safety perspective"* and that *"There are family cars out there that offer far greater levels of passenger protection"*.

## **Tesla Worth More Than Ford?**

Last year Tesla delivered 76000 cars whilst Ford managed 6,700,000, almost 90 times as many. Ford's total sales were valued at \$141 Billion, Tesla's at \$7 Billion. Tesla has lost money every since it was established in 2003, Ford made profits of \$10.4 Billion last year.

Yet the New York stock Exchange values Tesla at \$48.7 Billion and Ford at \$45.3 Billion! Investors are betting on Tesla's new "affordable" car which will sell at around £30,000 being a roaring success when it's launched in September, and also believing Tesla's claim that they have the ability to make 500,000 cars a year by 2020. Even then seems hard to make the numbers add up?

## **Brexit To Force New Car Prices Up?**

If the UK doesn't remain in the single market and cars imported from Europe are subject to World Trade Organisation rules that means a 10% tariff on every car imported from the EU. So probably £2500-£3000 on average. That is a lot of money and will have a dramatic effect in the marketplace. And of course cars manufactured in the UK and exported to Europe would have the same tariff applied, bad news for Honda, Jaguar Land Rover, Nissan, and Toyota.

Almost 70% of new cars sold in the UK are made in Europe, and more than half of UK cars exported currently go to Europe, so the consequences for the industry of losing single market access are extremely serious.



## New Vehicle Production Plant For The UK

One better bit of news was the recent announcement that Chinese car maker Geely has opened a new production facility near Coventry. Only hybrid and electric vehicles will be produced, the first model being the new TX5 London taxi which will have a 70 mile range on electric power. From January 1<sup>st</sup> 2018 all newly registered London taxis must at least partly run on zero emissions power.

Grants of £7500 will help keep the price close to that currently charged for the diesel version, and of course running costs will be a lot lower. £18 Million is being spent on more public charging points to cope with taxi demand.

Once the taxis are in full production Geely will begin producing electric vans with large delivery companies like UPS reported to already be very interested.

## Where's The Electricity Coming From?

An awful lot of what I've written about this month concerns electric vehicles in one way or another. Now concerns are being raised that the UK simply hasn't the capacity to supply the electricity needed to recharge the cars and vans that will be on the roads soon. Currently there are about 100,000 electric cars on UK roads. Forecasts suggest this will rise to 4.6M by 2025, some people say more and sooner. We simply don't have the infrastructure to cope with the demands forecast, so a vast amount of money will need to be spent quickly to solve this one.

## 7.22 AM

The answer to last month's puzzle is that 7.22 am was the start time allocated to Stirling Moss and Denis Jenkinson for the 1955 Mille Miglia, where of course they won averaging almost 100 mph in an epic drive rated as one of the best in history.

First anoraks home were Ron Palmer from JEC, Eddie Farrell from WMC, and **Colin Todhunter from SD34MSG**, well done to all.

*Paul Gilligan*

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# WANTED

## An MG J2 with cycle wings.

Preferably a car that needs quite a lot of work as it is wanted as a project rather than a car to drive immediately.

Purchaser can do mechanical work, ash framing and body work in fact anything will be considered from a bare chassis to a running car, but the idea is to have something to do in spare time for the next year or more.

If you have anything at all or know of anyone who has please get in touch.

Contact Howard at e mail address below  
**[ducksend@hotmail.com](mailto:ducksend@hotmail.com)**  
Or Tel. 07802 253615.





# ***'Dirty Finger Nails Club'***

## ***Does 'Drive It' Day***

### ***Sunday 23rd May***

Lots of the group went on the Drive it Day organised by Wigton motor club and it was great to see everyone basking in the sunshine and chatting to other car owners. Simon Riley was very interested as a Lotus Elite owner in the superb blue Elite of George Rice. What a cracking car with its Coventry Climax engine gleaming in the afternoon sun, this car had been subject to about 30 years restoration programme, what a beauty it was.

Loads of other cars of course were equally superbly restored but I just don't seem to have enough time to get around them all.

A big thank you to everyone involved with the organisation of the Drive it Day at Dalemain House, what a fantastic day it was with a massive amount of cars arriving at the wonderful venue near Ullswater on a glorious sunny day, the Lake District was at its stunning best.

A bigger or more widely diverse collection of cars could not have been assembled anywhere in the country and the impressive Dalemain house was at its very best in the spring sunshine, it is a very magical place indeed and a venue that needs revisiting in order to fully appreciate its true splendour.

Cars converged there from all over the country and it was great to meet so many interesting people with such a range of interesting cars, each one having a unique history. Events such as these in the past have generated so much interest that many cars have no doubt been saved from the scrap yard, this helps greatly to preserve our rich motoring history, long may it continue.

Most cars behaved themselves perfectly from what I saw although one car a lovely Bentley of Doug Trotters "failed to proceed" after a photo shoot with Malcolm Bobbitt.

It will be noted that Bentleys and Rolls Royces don't "break down" like the more common cars but merely "fail to proceed" as mentioned previously.

Luckily Bentley experts David Rushton and Charles Graves were on hand to investigate and it was discovered the ignition coil had failed on the 1937 car, so after 80 years I assume the part will be just out of warranty! Just as luckily the spare common or garden 12 volt coil as fitted to the Ford sidevalve engine in the Buckler MK5 nearby did the trick and with a few cable ties and a bit of insulation tape the Bentley was soon on its majestic way bowling along the picturesque roads in the style befitting such a lovely car. Thanks to David and Charles for taking the trouble to resolve the problem.

Once again a great day out and a wonderful way to start our motoring events for 2017.

Best wishes to Dick Smith, his three sons and his grandson as later this week they are all competing at the hill climb events in the Isle of Man which take place on Thursday, Friday and Saturday (not starting Wednesday as I wrote in my little note for the Wigton mag.) These three events use various sections of the TT course, Dick was telling me that last year his son Andrew was hitting almost 130 MPH in his racing car and Dick was doing over 105 MPH in his 1920s Frazer Nash so we wish them all the best and hope they have a very successful and safe event.

Thanks again to all those involved in organising Drive it Day and especially to Chris Spencer who did to lovely route for those of us starting at Mockerkinn layby in West Cumbria.

Once again our computer is giving me problems (I don't honestly think I am doing anything wrong for once) It is deleting at random names from various contact groups, one of them being the 2nd Wednesday group. It had reduced the total from about 70 e mail addresses to about 35 but we have managed to get about 50 names re-installed so please have a good look and see if any of your mates are missing and if so let me know. If you get this e mail directly from me you are definitely on the list my grey matter tells me !

**A number of people are entering VSCC Harewood hillclimb on 3rd June, entries close at the lower entry fee of £128 for entries received before 15th May (unless you are a member of BARC Yorkshire). After 15 May the fee goes up to £146. There are already about 100 cars entered so don't delay if you are intending going.**







# Classic Car and NGS Garden Open Day

Sunday June 11th from 1pm to 5pm

If you have a classic or vintage car and would like a nice informal afternoon out in north west Cumbria near the Solway coast where you can enjoy a wander around some lovely informal gardens, have tea and coffee, home made cakes and scones with fellow enthusiasts for a very modest outlay with all profits going to charity then read on because this event is for you.

Sunday June 11th from 1pm to 5pm is a date and time you definitely need in your diary as its the informal Classic Car and NGS garden open day at the home of Allannah and Kirk Rylands, Crookdake Farm, Aspatria, Wigton Cumbria CA7 3SH Map Reference NY85 194439.

This is an event not to be missed, not only will there be a great display of Vintage and Classic cars but the wonderful attractive informal gardens, pond, meadows with paths mown through them allow visitors to really appreciate the flowers and fauna of this lovely area of Cumbria. When you look around you will appreciate all the hard work that the family and friends have put in to make things so attractive to raise money for the National Gardens Scheme, who distribute money to the well know cancer charities that so need the money to carry on their great work.

The locals will have been working hard making home made cakes, scones and refreshments for your pleasure, Kirks vintage Bentley, E Type and XK Jag plus Allanah's 1950's MG TF will have been turfed out of their garages for the afternoon to keep the visiting cars company so you can partake of these refreshments whatever the weather, make sure you turn up they will be ready for you.

Situated between Aspatria and Mealsgate about one mile north of the B5299 road, Crookdake Farm will be signposted from the junction at Watchhill on the B5299 or just follow the cars, alternatively, listen out for the laughter and splendid sounds of the vehicles arriving at the farm.

Kirk, that well known vintage racer, enthusiast and raconteur extends a warm greeting and welcomes you to arrive in "your old car, tractor, steam engine or coach and horses" however don't worry if your horse is lame, the coach has lost a wheel, or the classic car wont start just get there by whatever means avail;able, pay the small admission fee of £3.50p, buy refreshments knowing that whatever you eat you are doing it for a good cause, you will you will enjoy an afternoon amongst like minded people be it petrol, gardens or food that you enjoy most.

**Keith Thomas**





# Back to back wins for Bilham in DMack ST Trophy



Sam Bilham made it two wins in two events as he finished first of the DMack ST Trophy crews on the Somerset Stages. Seven crews, looking resplendent in their new Zenith Racing championship overalls which were supplied by Vital Equipment.

It was Richard Wells and Calvin Houldsworth who set the pace early as they set two fastest times in the first three stages to hold a six second lead over Bilham and co-driver Cameron Fair, Wells benefiting from a test session held after he was frustrated to be down on speed at the Malcolm Wilson rally.

It all went wrong for Wells on stage four when he lost the brakes and then the car was stuck in gear, resulting in retirement. Bilham was promoted into the lead which he maintained to the end of the event.

"I've competed on the event twice before which gave me some very useful experience," said Bilham. "Other than tapping a bale we had no issues and it's great to get a second victory."

Alasdair Currie and Steven Brown had their long journey from the Isle of Mull rewarded with a second place finish. They had been joint leader going into first service but Currie's lack of experience of tarmac stages saw him lose 20 seconds to Bilham on the two Porlock stage. He set three fastest times on the gravel stages to finish a strong second.

In third place were Jon Ambler and Doug Chivers who were pleased to be quicker than they were on last year's event despite using very old tyres.

Mathew Davies and Mark Crisp were fourth of the Fiesta crews and they were setting good times all day with only one issue all day, a loose wheel on one stage. The crew were pleased to have a reliable run and to gain experience.

After their dramatic accident on the Malcolm Wilson rally Tom Eason and Abi Haycock were happy to get some points on the leaderboard with a fifth place finish in their repaired Fiesta.

Elsbeth Rodgers and Jordan Murphy finished sixth on their first DMack ST Trophy event and Rodgers' first gravel rally. Rodgers gained a lot of experience and started to find a good rhythm with the car which should stand her in good stead for the rest of the season

Martin Auskerin and Jon Ross did not finish after an accident on stage one. Fortunately both crew members were ok.

Next up for the DMack ST Trophy crews is the Plains rally on 13<sup>th</sup> May which promises to be an exciting event as the new crews get used to their cars and the competition gets tougher.

**Report & Photo courtesy Songasport**



Starting at Sayley Hall on Friday morning, the 111 competitors from as-far-afield as Ecuador, New York, Switzerland, Holland, Germany, Belgium & Spain set off for a route that took them through northern Cumbria (maybe too testing for one poor crew (car 22, a Bentley 4.4Ltr) who succumbed to wet and slippery conditions, their car attacking a substantial tree.

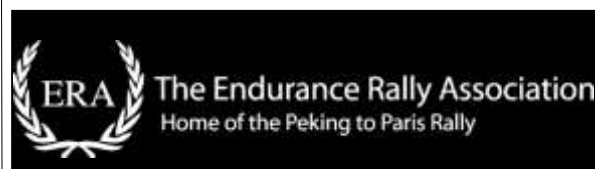
Thankfully the crew not too badly injured, however I bet their wallet will be in Intensive Care for some considerable time !!

Many of the crews were totally open to the elements - heavy showers making for uncomfortable rallying.....and soggy paperwork and maps.

Friday night was spent at the Marriott Dalmahoy Hotel, Kirknewton (Edinburgh) before Saturday's route ending at Aviemore.

The final sting in the tail took crews to the finish at Gleneagles.

**Report & Images : Dave Culley**





VINTAGE RELIABILITY TRIAL  
**FLYING SCOTSMAN**  
2017  
BRITAIN'S PREMIER VINTAGE RALLY



*Photos Courtesy of  
Tony North*



YORK MOTOR CLUB

# North Yorkshire Classic

Sunday 26th March 2017

CLUBMANS HAGERTY PREMIER

*Photos Courtesy of  
Tony North*





# 2017 Calendar of Events

# NESCRO

## 14<sup>th</sup> May

SOSCC

### SOSCC TARGA

*(TARGA Challenge)*

Tests & simple navigation

Contact : Ian Crosby

Tel : 07740 949240

iancrosbie@hotmail.com

[www.soscc.co.uk](http://www.soscc.co.uk)

## 4<sup>th</sup> June

Ilkley & DMC

### Ilkley TARGA

*(TARGA Challenge)*

Tests, Regularities & Navigation

Contact : Joe Mallinson

Tel : 07468 497306

joemallinson@ilkleymotorclub.org.uk

[www.jubilee-rally.org](http://www.jubilee-rally.org)

## 11<sup>th</sup> 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](http://www.wdmc.org.uk)

## 25<sup>th</sup> 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](http://www.wigtonmc.co.uk)

## 23<sup>rd</sup> 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](http://www.hexhammotorclub.co.uk)

## 5<sup>th</sup> August

Club Triumph

### Border Raiders

Simple Printed Navigation

Contact : Martin Randle

Tel : 07961 278265

raidertr7@gmail.com

[www.club.triumph.org.uk](http://www.club.triumph.org.uk)

## 13<sup>th</sup> 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](http://www.spadeadammotorclub.co.uk)

## 3<sup>rd</sup> September

Durham AC

### Wearside Classic

*(TARGA & Classic Challenge)*

Tests only

Contact : Gordon Dundee

Tel : 07799 140427

gordon@dundee.fsforld.co.uk

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

## 17<sup>th</sup> September

SOSCC

### Doonhamer

*(TARGA & Classic Challenge)*

Tests & navigational

Contact : Ian Crosby

Tel : 07740 949240

iancrosbie@hotmail.com

[www.soscc.co.uk](http://www.soscc.co.uk)

## 7<sup>th</sup> October

Kirkby Lonsdale MC

### Devils Own Clubmans

*(Classic Challenge)*

Tests, & Regularities

+ Evening Section

Contact : Martyn Taylor

Tel : 07973 197102

martyn@devilsownrally.co.uk

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

## 21<sup>st</sup> October

Stockton & DMC

### Stocktonian

*(TARGA & Classic Challenge)*

Tests only

Contact : Steve Waggett

Tel : 07725 201705

stevewag@hotmail.com

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

## 22<sup>nd</sup> 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](http://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](http://www.caledonianmsc.com)



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



# ILKLEY JUBILEE

## And Now For Something Completely Different!

If you read my article about our short lived assault on the Tour of Cheshire thanks to a duff diff in the PV544 you may remember that the plan was to compete in the 142GT on the Ilkley Jubilee. Well this time it was an incorrect newly supplied camshaft which proved to be the source of a poorly running engine and so, with just a week to go before the event and not enough time to sort the camshaft, Stuart took a rather drastic course of action. He sourced a 360GLS from the internet and drove over to Stourbridge to bring it back! In exceptionally good, original condition, 1983 model with just 61k on the clock, he had a few days to make sure it would get us round the Ilkley route. He worked all hours to fit essentials such as the Brantz (more anon), new pads, SORT oil – of course - a spare coil fitted next to the current one (remember the PV coil failure) and scrutineering necessities. Luxuries such as sump guard and new rear shockers to replace the 33 year old originals would have to wait!



We trailered it over to the Millstones start and set off to do the measured mile. It quickly became apparent that all was not well. The trip, which had looked fine the day before, refused to get even close with calibration. Suspect sensor fitting probably, but never mind, as you may remember that those red digits were a mystery to me anyway. Correct route and no mistakes on the tests was our aim.

The 360 caused a bit of interest (or should that be mirth?) in the scrutineering queue, mixing it with far more exotic machinery, but hey, it passed and we were good to go.

The Sunday weather was fantastic. 2 regularities had been plotted from the sign on materials, but our first hurdle was to get round the 4 tests in Hildebrand barracks. The 2 tests we completed before retiring had not been kind to me on the Tour of Cheshire, but these were a hoot, particularly as my view through the side windows alternated between tarmac and sky such was the body roll! All the advice I had been given regarding instruction delivery was put into practice and we managed to do all tests fault free – not the quickest, true, but great fun.

Regularity one was given at MTC1, but I managed to get it plotted on the transport sections either side of the tests (local knowledge meant I didn't have to refer to the map or the tulips for any transport sections) so we arrived at coffee in Sawley village hall with a full set of IRTC signatures and no wrong slots. But.... we had been guessing the average speeds and it turned out that we were a bit quick – no surprise there! We had started last at number 65 and that is where we were having gathered a couple of 1 minute maximums. I bit disappointing as the 'no route or test errors' theory did not seem to be working.

The preplotted regularity 2 followed. We had been given an average speed/time table in the road book and so we tried using this with the car trip to keep us on time. It was working a treat until.....Brimham Rocks. The nice weather had brought out an insane number of cars and the queues to get in the already full car park, blocking the road, meant that we lost 7 minutes....oh well only another 1minute down then! The rest of the regularity went well – a nice little trip down the Hartwith Mill section – and brought us to the end and the tests I dreaded the most in Coldstones Quarry.

I had marshalled there 2 years ago and was then very grateful to 'cone watch' from inside my heated motorhome as the rain and sleet blew horizontally across the landscape. What a contrast! We coped with the tarmac slaloms no problem (well, slowly compared to many I suppose!) and then it was down to the rough stuff. Dust or rain? As a marshal I'm not sure which I prefer having experienced thick dust in Lightwater Quarry last year. Either way, my sympathies and particular thanks to all marshals on duty in that cauldron! The 360 protested a bit. Stuart heaved the handbrake on at one 180 but the only effect was for the car to understeer straight on! My side window view this time as we rolled around was either stones or dust – different, but still great fun. All tests completed, again without fault, and the car had survived unscathed. We were even 36<sup>th</sup> on test 7! I gave the lumbar support on my armchair seat a tweak!

*Continued on page 61*



At MTC2, after lunch in Teacups in Pateley Bridge, we were given instructions for regularities 5 and 6 but these proved impossible to preplot as they both involved following instructions – good news I suppose.....?

On to regularity 3 and this was genuine plot and 'bash', with the handout given out by the start marshal. It proved easy to do as it was a series of spot heights followed by simple to follow instructions. We set off over the moors above Pateley Bridge, enjoying the sun and fantastic views, and coped well until we got to the by now infamous spotheight 114. This is located at 99/238694 and I reproduce it below:

I, and all but 8 other competitors, failed to spot the lack of a dot on the yellow, which should have been a clue I suppose, but equally, where is the dot? Possibly just off the yellow in the entrance to the white as shown on my enlargement taken from the OS online maps?

Well yes, since the route took you down the white so if you didn't go there you missed out. Let's just say it caused some discussion amongst the top crews.....On the plus side this was our best Regularity result coming in 41<sup>st</sup>! On one section we were just 4 seconds shy of the magic 0!

Regularity 4 was short, starting from Ripon and taking us over to Boroughbridge. A white challenged the 360. It survived a couple of loud bangs and lots of bouncy - bouncy, but there was no way we could get close to the required average speed on that section.

The apparent (to me!) mystery surrounding Regularity 5 became clear as it took us round some Allerton Park estate roads not on the map. This was fun but, again, the long off road section proved way too rough for our limousine so the 26mph average was a distant dream! A test round farm buildings followed. I think I heard tyre squeal at one point as the inside rear suddenly found itself spinning around on not much such was our angle of attack. I paused from laughing just long enough to give the instructions which were good enough for us to go error free on that one too. Thanks to Niall Frost for his video – were we really that slow...

Regularity 6 was a follow the instructions and, without an accurate trip, it seemed as though it was going to be hard to spot exactly what was intended. In fact we coped well although we had one piece of good luck. Having crossed Leathley Bridge at 231464 we were told 'Junction turn left with East Moor Lodge sign on your right' East Moor lodge is not marked on the map and the next left turn I could see took you into Otley so I was panicking. One of the Standards was in front of us and suddenly dived off left. Without looking at the map I told Stuart to turn round – as we pulled into an entrance on the left to do so, there was the sign for East Moor Lodge. The junction left was in fact onto a white which I had not noticed on the map and we were at it! Luck plays a part!

I had never been to Scargill reservoir before. A cold blast from the gale (sun had long since disappeared) greeted me as I got out to open the gate – still, could have been the horizontal rain from a couple of years ago..... Calming Stuart down as he realised this was the last challenge before the finish was not easy, but we coped well with the test until the hairpin at the top when once again we ploughed straight on with the handbrake failing to have any effect and a boot full merely shunting us into the gorse bush. Still test done – we'd made it – big high fives!

We had started last at car 65 and our aim was to finish without making any big mistakes. Well we made no mistakes on any tests I am aware of and our only navigational error (unless a strategically placed NO board by a triangle caught us) was that spotheight so job done. 54<sup>th</sup> overall and trophy for Best Beginners (only 2 entered mind you) was way beyond our expectations.

We both had a huge amount of fun and sincerely thank the organisers and all the marshals for all the time and effort they put in to create a great event. We know what it's like.....!

With Stuart busy on scrutineering duties we won't be able to do any events in the near future but we will use the experience gained to help improve the White Rose Classic in July. A great route with some excellent test venues (no, not THAT quarry) and rest breaks will be on offer. See you then!





# ILKLEY JUBILEE



*Photos Courtesy of  
Tony North*



# ILKLEY JUBILEE

After two years graft and spending much more than was sensible (don't you always!) rebuilding my 1969 Austin Healey Sprite it finally got its first competition outing on the Ilkley jubilee Run. The car first hit the road after a rebuild over a year ago but first impressions were not very favourable mostly based around its size. (Should have been obvious, right!) If you've never sat in one there isn't room to swing a mouse let alone a cat! After putting some miles on it I initially decided I could never like it and it would have to go but after all the hard work decided to stick to plan A and finish prepping it for classic comps. Ploughing more time and money into it to see if I really didn't like it seemed like the way forward! Will I never learn?



And so after fitting an LSD, sump guard, trip and rally timer, carrying out some suspension mods, sorting out a brake issue, and a host of other things it finally got its first outing on the recent Ilkley Jubilee.

Starting from the Millstones inn on the way to Harrogate the Jubilee Rally is a round of the HRCR road rally championship with challenging navigation in parts but for those that don't want this aspect there is the Jubilee Run that has the route in tulip form open to twenty or so cars and tags on at the end of the Rally.

The day duly arrived and after passing noise check and scrutineering without any problems, a relief for the first time, we signed on and grabbed a very welcome brew and sausage butty. At events like this it's great to browse around the lovely cars that assemble so after applying the numbers and rally plates that's what we did and waited for our turn. As the car behind us hadn't turned up it demoted us to the last on the road.

The first four tests were actually two tests repeated, on dry tarmac a short run towards Harrogate at Hildebrand Barracks. Not having had the chance to drive Spritely in anger before test 1 I had no idea what to expect. First bend, a 90 left following the road then 270 round a cone from the left and on to similar elements in a carpark area with more cones.

The first 90 left was fine but turning in to circle the first cone produced loads of understeer! I gassed it in the hope the LSD would do its job and bring the back round (perhaps a bit optimistic when the power to do this was coming from a 1275 A series!) but this made it worse! The only solution was to back off to regain some front grip until we straightened out. On faster more flowing turns such as slaloms the handling was fine, in fact it felt very good. The minuscule dimensions then making sense.

It was a similar story on the next three test but we were quite tidy and didn't make any mistakes. The main thing with the tests is always to avoid getting a maximum for a doing them wrong. A far bigger penalty than taking it steady and getting them right. But who wants to take it steady! Dave does a top job of keeping track of where we're supposed to be going and shouting at me when I want to do my own thing.

A short transport section took us to the start of regularity 1, fourteen miles in five timed sections taking us through Scotton and north of Ripley to finish at Sawley (the one near Fountains Abbey). Morning halt in the village hall allowed us to hand in time cards, have a brew and compare notes with our fellow crews and try to gauge how well/bad we were doing. After listening to a couple of tales of woe I felt much better. Perhaps we were doing better than I thought!

Regularity 2 was almost immediately on leaving Sawley and was 20 miles or so split into 7 sections heading around the Brimham area and on towards Birstwith. Holdups of any kind on regularities aren't welcome as it can be difficult getting back on the correct pace so when we were sat in a traffic jam for about 5 minutes at Brimham Rocks we were a bit frantic (or I was). As we could see several fellow competitors we just hoped that section would be scrubbed.

Only a couple of miles from the end of regularity 2 were tests 5, 6, 7 and 8 at Coldstones quarry, a little way from Pateley Bridge. I was looking forward to these as two were on gravel and I thought I could make better use of my new LSD.

Test 5 and 8 where the same and consisted of a blast on the tarmac access road. Flat out gentle downhill with a slalom through four cones, then a flat 3<sup>rd</sup> gear, gently rising right, short straight into a similar slalom, flat left 4<sup>th</sup> gear over a brow into a final slalom and into finish. Length about ¾ mile. As previously mentioned the small size of Spritely came in to its own as it slipped through the slaloms with no signs of any handling issues.

*Continued on page 64*



In fact when comparing final result times on the Run we were joint 4<sup>th</sup> quickest on test 5 and 3<sup>rd</sup> on test 8. In fact our times were quicker than all the 60 odd cars on the Rally part of the event too so we were well chuffed. Seems strange but the numbers don't lie. Tests 6 and 7 were on gravel and didn't go quite as well. The hoped for advantage from the diff was wasted by too much application, over rotating to the point of having to reverse in the middle of test 7! Going in the opposite direction is never good when you're against the clock. It was fun though and that's what counts. Or so I keep trying to tell myself! Leaving the windows open on dusty tests isn't a good idea either. I think we left with a sack full of quarry inside the car as well as outside!

A couple of miles took us to the lunch halt at Teacups Café, Pateley Bridge and a chance to refuel both ourselves and the car and a welcome chance to stretch our elbows! A lunch of sandwiches, cakes, hopefully the food of champions and another brew were enjoyed outside on what was the warmest weekend of the year so far.

Regularities 3 and 4 followed lunch. The first heading North from Pateley Bridge and over to Ripon and a short five mile one to the west. The first of these was both good and bad for us. Half the Run crews and almost all of the Rally crews got a large penalty for "not complying with the rout card" at the second timing point but luckily we weren't one of them. (Not really luck it was good navigation!). Unfortunately a wrong slot at two very similar junctions almost in sight of each other cost us around a minute. Oh heck I said!!! No such dramas on number 4.

The next Regularity, 5 held on private land at Allerton not far from Knaresborough was a cracker. It was a little over a mile long and was a mixture of concrete road and loose gravel track. Although the average was 25 miles an hour, with two intermediate time controls and a passage check it made for some fun driving. Too much fun produced many banging and crashing noises from underneath and saw us early at the final control but only by a few seconds! Smiley face!

Almost straight into test 9 and a mixture of quick and slow around farm buildings and cones. Slippery enough to be able to make use of the diff more effectively in places (Grin!) but still tight also and slowed by understeer. Still, no mistakes and not a bad time.

A nine mile transit section took us south of Harrogate to start the 6<sup>th</sup> and final Regularity. 15 miles or so in the Hubby area and north of Otley split into four timed sections. By this time we had it quite well sorted and got a couple of single figure penalties and a zero! A good number to end on.

And so on to the final test at Scargill Reservoir. Mostly tarmac and about a mile long with the last couple of hundred yards on gravel again. Quite a large part this test is downhill and I have to say that accelerating downhill isn't something I look forward to! Trying to make allowances for gravity and getting it wrong can be messy! To add to it half the test is lined with trees which as we all know make roads slippery when wet (Great Album) but today was lovely and dry thankfully.

And off we go. A fast run of about two hundred yards gently downhill into a fast left, short straight, slalom through two cones then twice, anti-clockwise, around a lawned area in front of a couple of buildings. Nice and tidy up to now. Second time round exit via a 90 right into the tree lined steeper section. 200 hundred yards, fast right into a slalom through three quite open cones, over a cattle grid with metal railings at the sides, another 200 or so fast right yards through another three cone slalom and over another cattle grid. Now onto the final and level gravel section. More crunching and banging but never mind that now! (Tank guard? Mmmm). The very last few yards are a hairpin right into an uphill finish. I hadn't tried the handbrake all day as it's rubbish but tried to pull it out the floor for the last turn and it worked a treat!

I hardy handshake between Dave and myself for a job well done and all that was left was a short run back to the finish for the very nice carvery evening meal. One of the advantages of running at the back, as Dave pointed out after I moaned about it is that you don't have as long to wait for the results. We put in a query when we got back regarding the delay at Brimham Rocks and for an intermediate time we'd been given that was clearly wrong on one of the regularities, and once altered we moved from third on the provisional results to second and first in class on the finals!

Very pleasing as before the event I had no real idea how Spritely would perform or whether after spending all day cramped up in it we'd hate it. As it turned out I quite enjoyed the experience and look forward to the next time after addressing a few issues.

I would like to add our thanks to all involved in organising, running and marshalling what is a great event and I would recommend it to anyone wondering if they should give it a go.

Until next time!



# MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

## Closed Roads Motorsport

In one of the biggest developments in the history of UK motorsport, the Motor Sports Association's long campaign to bring closed-road events to mainland Britain has been successful, with the enabling legislation commencing on Monday (10 April).

Since 2010 the MSA has called for a change in the law to allow local authorities to suspend the Road Traffic Act for authorised motorsport events, without requiring individual Acts of Parliament. Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University showed that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motorsport events.

Primary legislation providing the framework for closed-road motorsport was passed in the 2015 Deregulation Act. The MSA has since worked closely with the Department for Transport (DfT) on the secondary legislation required to make this framework available to event organisers. This comprises an impact assessment with the commencement order.

The commencement order names the MSA and its sister governing body for two-wheel UK motorsport, the Auto-Cycle Union (ACU), as the two authorising bodies for closed-road motorsport events from 10 April onward.

Rob Jones, MSA Chief Executive, said: "This is a seismic shift for UK motorsport, and one that the MSA and the wider motorsport community have pursued determinedly for many years. We can now take motorsport to the people, and in turn those local hosting communities have the opportunity to benefit from the economic boost that these events may provide.

"Many people have contributed to this long campaign and we must first give special mention to my predecessor as MSA Chief Executive, Colin Hilton, for starting down this road seven years ago. Thanks also to our former Director of Communications, Ben Taylor, for his relentless lobbying, and to our Rallies Executive, Ian Davis, for his invaluable contribution to the required legislation. We owe a further debt of gratitude to Ken Clarke MP and Ben Wallace MP and for their tireless support in Westminster."

Andrew Jones MP, Transport Minister, said: "Britain is a world leader in the motorsport industry and this will further cement our position. There are already races of this kind in some areas of the British Isles which are incredibly popular, attracting thousands of spectators. New road races will boost local economies through increased tourism and hospitality, and offer community opportunities such as volunteering."

Among those welcoming the news was the all-electric FIA Formula E Championship, which stages events in capital cities across the globe. It said: "The FIA Formula E Championship warmly welcomes the news that the UK's Road Traffic Act has been amended, permitting the closure of roads and allowing for the possibility of regulated motor racing on closed highways.

"We recognise the key role that the MSA, and its Chief Executive Rob Jones, have played in making this happen. This move considerably helps the prospect of the London ePrix returning to the streets of the British capital."



***Continued on page 59***



## **Closed Road Motorsport**

### **Continued from page 58**

Nigel Mansell CBE, 1992 F1 world champion, was equally enthusiastic. He said: "I have seen first-hand the very significant impact of motor sport on the economy of the Isle of Man and Jersey, so this is a great move forward for the sport and will bring visitors and pride to parts of the country that wish to stage such events. I am delighted that this government is embracing motorsport, which will assist the UK's world-leading position and improve the sport's ability to help provide opportunities and focus for young people."

Meanwhile Tendring District Council (TDC) has been in discussions about the possibility of bringing an event to the District. Tanya Ferguson, TDC's Cabinet Member for Tourism and Culture, said: "There is no doubt at all that hosting such an exciting event would be a massive draw and bring people into our area to boost the economy. Our talks are at a very early stage but we are very interested in the prospect and hope that the idea can be developed with Tendring." (*Tendring is a local government district in north east Essex. It extends from the River Stour in the north, to the coast and the River Colne in the south, with the coast to the East and the town of Colchester to the west*)

### **What has changed?**

Existing statutory provisions to close roads have simply removed the rights of the public to access the road. All other statutory requirements, including vehicles' compliance with the Road Traffic Act, have remained in place during closures.

Therefore previously, any event seeking to use a closed public road for a regulated motorsport event has had to obtain an event-specific Act of Parliament to suspend the Road Traffic Act, which can be both costly and time consuming.

Highway Authorities will now have the legal provision to close roads for such an event without requiring an Act of Parliament, providing that the event has been approved by the MSA or ACU, as appropriate.

### **Why is this so significant for UK motorsport?**

UK motorsport comprises around 5,000 MSA-permitted four-wheel motorsport events per year. However most take place away from conurbations and require the public to travel in order to spectate.

This new legislation allows event organisers to take the sport to the people and host events much closer to population centres. It also brings the UK into line with many countries in mainland Europe, where successful closed-road motorsport events are relatively commonplace.



### **Which types of motorsport are most likely to make use of this new legislation and why?**

The cost of satisfying all organisational requirements, including those of the Closure Orders, will mean that medium- to large-scale events will be best placed to realise the opportunities that this new legislation provides.

The legislation offers particular scope for hill climbs, which are currently restricted to private estate roads and therefore limited in length compared to similar events on the continent, where courses are typically measured in kilometres rather than yards.

Stage Rallies are also likely to benefit; this could mean incorporating an urban stage into an existing forest-based event, or joining existing stages currently interrupted by lengths of highway, or even introducing full closed-road rallies.

Finally there will be opportunities for regulated circuit racing on closed public roads, not seen since the Birmingham SuperPrix in the 1980s.

### **When are we likely to see the first events and how many events can we expect to see per year?**

Currently the MSA is aware of – and working with – a small number of event organisers who are well advanced with plans to use this new legislation. The MSA is not yet in a position to say which event will be the first to benefit but it is likely to be a stage rally.

### **What will the basic process be for organisers?**

Rigorous. Before an event organising club can apply to the local highway authority for a road closure, giving the minimum of six months' notice, they must first have attained permission from the MSA (or ACU in the case of a motorcycle event). The MSA will not be in a position to give that permission until it has vetted the route and the draft safety plan, and has liaised with the other authorities stated in the legislation. Realistically, a club will typically need to allow 12 months to go through this approval process, assuming that everything runs smoothly throughout. The MSA will publish more detailed information on this process in due course.



## GO MOTORSPORT REGIONAL DEVELOPMENT OFFICERS (RDOS)

**We are currently seeking motivated individuals for the positions of Go Motorsport Regional Development Officers. This is an opportunity to be part of a dynamic team helping to grow motor sport from the grassroots on behalf of the Motor Sports Association (MSA), the national governing body of four wheeled motor sport in the UK.**

The ideal candidate will be confident and articulate as the role will involve working with local motor clubs, regional associations and other organisations. The work will include supporting motor clubs, regional associations, other organisations, education establishments and encouraging new people into motor sport.

It is essential that the candidate is a motivated self-starter, can demonstrate an ability to work independently and is prepared to work evenings/weekends as required, presenting the best image of club motor sport.

A strong understanding of domestic motor sport is essential and the ideal candidate will have significant knowledge and experience of club motor sport, and especially of motor sport in their region and the people involved. It is expected that the candidate is resident in the area for which they are applying.

### **Positions are available in:**

- **South East**
- **East**
- **East Midlands**

For a full description of the roles and how to apply, please visit our website at <https://www.msauk.org/Go-Motorsport-Regional-Development-Officers-2>

Interested applicants should send a brief CV and letter of introduction detailing motorsport experience, current employment status, why you consider you are an appropriate candidate and the region you are applying for to

**[suze.endean@msauk.org](mailto:suze.endean@msauk.org).**

**Applications must be received  
by 5pm on Friday 28 April.**

## Motor Sports Association

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



## MSA LAUNCHES REBRANDED DEVELOPMENT FUND

The MSA Club Development Fund has been re-branded as the MSA Motor Sport Development Fund, with clearer guidance and support for those looking to make applications.

The Fund supports MSA-affiliated clubs and organisations with grant-aid to help grow motorsport and improve the quality of delivery and experiences for new and existing participants.

An application form and accompanying guidance document are available online. Go Motorsport Regional Development Officers (RDOs) will be able to help clubs complete their applications and answer any associated queries.

Suze Endean, MSA Development Manager, said: "The MSA Motor Sport Development Fund has been designed to make it easier and clearer for clubs to be able to apply for funding, and gives clearer guidance on where support can be obtained if required. The requirement for match funding remains."

All the necessary documents can be found in the Resource Centre of the MSA website under 'Clubs and Organisers'. To head straight there, please visit

**[www.msauk.org/Search-Results?](http://www.msauk.org/Search-Results?strSearch-Term=development+fund&btnSearch.x=0&btnSearch.y=0)**

**[strSearch-](http://www.msauk.org/Search-Results?strSearch-Term=development+fund&btnSearch.x=0&btnSearch.y=0)**

**[Term=development+fund&btnSearch.x=0&btnSearch.y=0](http://www.msauk.org/Search-Results?strSearch-Term=development+fund&btnSearch.x=0&btnSearch.y=0)**



## INGRAM ACCOMPLISHES IN THE AZORES

Team UK's Chris Ingram, and co-driver Elliott Edmondson, took victory at the first round of the FIA European Rally Championship U27 Junior championship at the Azores Rally (1 April).

The Young Brits won their class by over 14 minutes and finished 11th overall amongst 18 four-wheel drive R5 category finishers.

The 22-year-old Opel works driver took maximum points in the ERC Under 27 championship, putting Opel in the lead of the overall ERC Team's championship.



# Technical

Updates, clarification & advice

## FEV EXTINGUISHER RECALL

Please be aware that the FIA have issued an urgent informative note concerning a recall on FEV FX G-TEC3300R fire extinguishers (FIA Standard 8865-2015) with homologation number EX.008.16. This note is available on the MSA website here. As explained in the document, FEV have discovered a manufacturing error in the size of the cylinder on some systems, resulting in them no longer complying with their homologation. The homologation for those cylinders affected (as shown in the list in Appendix I of the document) is immediately withdrawn.

## SINGLE SEATER ROPS

Competitors are advised that the Single Seater ROPS guidelines are due to be updated. Look out for the updated version on the MSA website in the coming days.

## BATTERIES

After recent changes to J5.14.1, competitors are advised of the updated definition of a wet battery. A wet cell battery has a liquid electrolyte. A dry cell uses a paste electrolyte, with only enough moisture to allow current to flow. Unlike a wet cell, a dry cell can operate in any orientation without spilling, as it contains no free liquid. So, we can confirm that a gel battery would not be considered a wet battery.

We would also like to reaffirm that the change to J5.14.1 regarding batteries being located rearwards of the seats where a co-driver or passenger is present applies to all batteries, not just wet batteries.

## IAME X30 MINI X FICHE

Please note that the relevant technical details for new IAME X30 Mini X class are now available on the MSA website as appendices to the main IAME X30 fiche. The full fiche, including the relevant appendix 11 (exhaust bend/restrictor) and appendix 12 (carburettor) can be downloaded from the MSA website at: <https://www.msauk.org/Resource-Centre/Technical-Kart>

As a reminder, the class regulations can also be downloaded from the same page.

## WHEEL STUDS



The image above shows a wheel fixing failure at a recent race event. Please note that these are not considered extended wheel studs per J5.8.2 as they are single piece replacement longer studs, not multi piece extensions.

Competitors are advised that if longer wheel studs are required, then the type that are fitted from the rear of the hub, as shown below, would be a more suitable part to use.



## MSA UPDATES STAGE RALLY SAFETY REQUIREMENTS

The MSA has published the latest edition of its Stage Rally Safety Requirements (SRSRs), the template for the organisation of all UK stage rallies.

This latest revision comes into effect from 1 July 2017 and includes a complete renumbering of the requirements in a style similar to the MSA Blue Book. There are also new annexes including: Predicted Marshal Strength; Competitor Briefing; Splits and Merges; Risk Assessment Templates; and First-on-Scene. There are also revisions to existing annexes covering the media, service areas and refuelling.

The update is available in two formats. First there is a straightforward updated version of the main document. Secondly and alternatively, the updates will be available as a supplementary sheet to the existing main document.

## Regulations for consultation

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

[www.msauk.org/regulations](http://www.msauk.org/regulations)



# RULE CHANGES

Decisions taken at the Motor Sports Council meeting of 14 March 2017 that affect regulations in the *MSA Yearbook*

## Consultation and ratification

The Motor Sports Council must consider all new regulations proposed by the Specialist Committees. The regulations are first published on the MSA website so that comments may be received before they are presented to the Motor Sports Council for approval, incorporating any modifications that result from the consultation process (which may have included review by another Specialist Committee or Advisory Panel). Approved rule changes will be published here and will be incorporated into the next edition of the relevant MSA Yearbook(s).

## Explanation of format

Regulation changes are shown as **red** additions or struck through deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons.

The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

### (D) Organisers

**Date of implementation: 1 January 2017**

**26.3.** These Results become Final when **any** Protest **or** Appeal time has expired and all official enquiries by the Clerk of the course and/or Race Director, all technical matters, all Anti-Doping matters and all outstanding Protests **or** Appeals have been settled.

**Reason:** To clarify that there are differences between Protests and Appeals.

**Date of implementation: 1 January 2018**

**31.1.6.** Except where provided for in 31.1.2 and 31.1.5 the limits of spectator access may be defined by the display of Warning Notice D.



**Reason:** Resultant from the RallyFuture programme has been the requirement for an additional Warning Notice. At present Warning Notice B is often used but if one prohibits an area then one also needs to define that area whereas there will be many occasions where the reverse applies such as the limits and boundaries of a defined spectator area. This proposed new Warning Notice addresses that situation. Of further note is that it is not Stage Rally specific and may be of assistance and value to a number of other disciplines.

### (F) Emergency and Medical Services

**Date of implementation: 1 January 2018**

**1.1.** All emergency vehicles are licensed based on their suitability for the particular tasks required of them and the equipment carried being as detailed in the appropriate section of the tables on pages 100 to 103. All units and equipment are at all times to be of appropriate specification and kept serviceable, clean, tidy and in a hygienic condition. Where appropriate, test certificates and time expired consumables are to be 'in date', with good quality copies of current certificates carried on-board the vehicle.

**Reason:** To ensure that copies of required test certificates are available on-board the unit for Steward checks.



# TRAINING

**Marshal Introduction  
+  
Stage Timing**

**Sat 15<sup>th</sup> 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 2<sup>nd</sup> December**

Darwen Services J4 M65

tracey.amsc@hotmail.com



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



[www.volunteersinmotorsport.co.uk](http://www.volunteersinmotorsport.co.uk)

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# 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 prepared 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**



# 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](http://www.wiganmotorclub.org.uk)**

## MARSHALS WANTED

**Contact Tony Jones (Chief Marshal)**

**Tel. 07770 210 881**

**Email : [tij909@gmail.com](mailto:tij909@gmail.com)**





# 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 1<sup>st</sup> 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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Rhyl & District Motor Club

**Frank Williams**

**Memorial Stages**

Sponsored by GRH Food Company

**Sunday 18 June 2017**

Ranges Motorsport Centre - Trawsfynydd

Rhyl & District Motor Club is returning to the Ranges after many years to run a single venue National 'B' Stage Rally.

The event will provide 12 tarmac stages in three loops of 4 stages for an entry fee of £155

We are indebted to GRH Food Company, Pwllheli for sponsoring the event

The event will form part of the :

- ANWCC Stage Rally Championship
- ANWCC North Wales Stage Rally Championship
- ANWCC All-rounders Championship
- ANWCC Ladies Championship

As ever the event needs many MSA accredited marshals and non-accredited marshals who will be buddied with experienced marshals.

If you are interested the club would be grateful to hear from you.

Please contact either of our Chief Marshals -

- Jamie Wallis 07565 507495  
[jamiwallis372@gmail.com](mailto:jamiwallis372@gmail.com)
- Al Hayward 07786 254974  
[al-hayward@hotmail.co.uk](mailto:al-hayward@hotmail.co.uk)

REGS :

<http://rhyldmc.co.uk/ranges.html>

**Duncan Littler**

*SpeedSports (Wales) Photography*

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

**Tel:01248 430015,  
Mob:07740 179619**

**e-mail: [dunclitz@hotmail.com](mailto:dunclitz@hotmail.com)**





## ALTRATECH 061 Road Rally

20/21<sup>st</sup> May

The event is open to all members of the organising Club and members of the individual clubs within the ANWCC, ANCC, AWMCC & EMAMC

The event is a qualifying round of the following championships: Association of North Western Car Clubs Road Rally Championship Association of West Midlands Motor Clubs Road Rally Championship AB Motorsport East Midlands Association of Motor Clubs Road Rally Championship SD34 MSG Road Rally Championship

Route instructions shall be issued at the first control, and several points along the route. The finish will be at Fickle Mermaid, Chapel-en-le-Frith (GR 110/062 815) Total mileage will be approximately 113 (approx. 8 miles on un-surfaced roads). The organisers will provide all the necessary maps within the entry fee, but, for those who are interested the route traverses maps 110, 118 and 119. The map book will be issued at the start, and along the route.

### Entries Secretary :

**Mark Wilkinson, 74 Haslington Road,  
Ashway Park, Manchester, M22 5HU**  
0161 437 6425 or 07879 657 580,  
entries@061roadrally.co.uk

### MARSHALS

Marshals are an essential component of the event. With no marshals we have no rally. We continue to be reluctant to go the route of requiring competitors to sign on marshals before they can compete and continue to trust the competitors to do the right thing. If you are competing, please make every effort to ensure a friend/colleague volunteers. No experience is required, just interest and enthusiasm. Marshals will receive excellent goody bags, and spectator information (which will not be otherwise available), and for those marshalling crews who cover later controls there will be a free breakfast at the finish.

**Contact Martin Payne**

**07774 629 334**

or marshals@061roadrally.co.uk

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 Andy De-Bruin Bernard

### 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 rescue

**ENTRY  
FEE**

**£520.00 or  
£890.00**  
inc travel\*

Enter via: [www.manxautosport.org](http://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@isolevents.com](mailto:info@isolevents.com) quoting 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 Andy De-Bruin Bernard

### 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 Event Services on +44 (0)1624 664460 or email: [info@isolevents.com](mailto:info@isolevents.com) Quoting "Manx National Volunteer"

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](http://www.manxautosport.org/manx-national-rally/manx-national-rally-pre-registration) or contact the organising committee by email at [info@manxautosport.org](mailto:info@manxautosport.org)





**Clitheroe  
& District  
Motor Club**



**Myerscough  
College**

Providing opportunities for all

**Sunday 11<sup>th</sup> June**

**Myerscough College  
Open Day AutoSolo & PCA**



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.**

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

Other clubs members more than welcome to come  
and join us , either as a competitor as a club (Room  
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- 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](mailto:sd34news@gmail.com)**

## **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**



**North Humberside Motor Club**

## **Warcop Stages Rally 28<sup>th</sup> May**

**This year the rally is a round of :**

- North of England Tarmacadam Championship
- Chonka MOT ANCC Stage Rally Championship & Legend Fires Ladies Cup
- ANWCC Stage Rally Championship
- HRCR Motoscope Northern Historic Asphalt Rally Championship.

We are publishing Regulations on the web and not printing paper copies of Regulations this year (though if you cannot get Regulations from the Internet, please contact us and we shall print a set especially for you). We should like to minimise paperwork through the post to competitors, so if you possibly can, please give email addresses where requested on the on-line entries system.

The entry fee includes RalliTrak.

Subjective route notes will be available from Patterson Agencies.

Competitors should deal directly with Patterson Agencies for subjective route notes.

**Regs**

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



# Acknowledgements

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

Steve Butler	Road Rally
Ian Bruce	Stage Rally
Les Fragle	League
Alan Shaw	Marshals & U18
Steve Price	Sprint & Hillclimb
Les Fragle	Individual
Tracy Smith	None Race / None Rally

(not an easy job keeping track of all those events and competitors from so many different clubs)

A Special mention of gratitude to  
**ALL THOSE CLUBS AND PEOPLE  
WHO DO SEND IN REPORTS,**

Jokes, Photographs, Information, reports etc

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

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

Dave Williams & Rachel Bourne (NW Racers)

Bill Wilmer & The Gemini Communications Team

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

Phil Andrews

Lucy Owen-Moczadlo (Jucy Photography)

Andrew Shepherd [www.rally-images.co.uk](http://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  
17<sup>th</sup> May**

**8-00pm,**

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

# ANCC



**Monday 26<sup>th</sup> June**

**Cleckheaton Sports Club,  
BB19 3UD**

Just off Chain Bar Roundabout  
Junc 26 of the M62

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



# ANWCC

Association of North Western Car Clubs

**Monday  
May 8<sup>th</sup>**

**8.00pm**

**Tofts Cricket Club,  
Booths Hall, Chelford Rd.,  
Knutsford,  
Cheshire, WA16 8OP  
**[www.anwcc.org](http://www.anwcc.org)****

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

**Deadline for copy  
for the June edition is  
Monday the 29<sup>th</sup> of May  
which is due out on  
Wednesday 31<sup>st</sup> of May**

PLEASE Email Reports etc. to  
Maurice Ellison at :

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

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