

# June spotlight

2017



*Photo Courtesy of George Jennings*



**Warrington & DMC + Wallasey MC**

**Wern - Ddu PCA**



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

**Volume 8 : Issue 6 : June 2017 : Maurice Ellison**

# Chairman's Chat

Events for me have been few and far between recently due to missing rallies due to holidays and a cancelled rally but things are much busier for our championship contenders of which we now have over 100 registered. The first gravel PCA near Ruthin was a great success, certainly far different from the usual cone dodging on a car park. There has been concern over the future of the 3 Sisters venue but events are still being run so let's hope it continues.

There is a proposal to change the Blue Book with regards to the type of tyres that will be allowed on road rally vehicles which seems unjustified, why can't any road legal tyre be used? Please make your views known by responding to the consultation.

The F1 season continues to be much more exciting than in several previous years but I don't think it's right that a GP victory should be due to a Safety Car. It would be much fairer if when there's a Safety Car teams can't bring cars into the pits. *(Les is off on his Hols and this was written before the Monaco GP)*

Having just watched the highlights of the Portugal Rally it certainly appears that Kris Meeke is emulating his mentor, Colin McRae, by crashing more times than he finishes!

Best regards,

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

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We were joined at this meeting by **Suze Endean (MSA Development Manager)** who has previously been a Regional Development Officer, and is now in charge of the 11 RDOs, also looking after volunteer recruitment/retention.

- There are shortly to be new dates announced for more safety car team training courses, after this event safety officer training will be run.
- New safeguarding template issued, for clubs to adopt or produce their own.
- Tracking system in stage rallies is still progressing behind the scenes and is 99% there and back in testing mode, however won't come in until 01/01/18 at the earliest; and then only 2 events can use the system at once.
- Go Motorsport website has been updated with revised routes in to motorsport pages.
- Looking at SRSRs for road rallying.
- Competitor briefings are now mandatory at single venue rallies - one way to ensure attendance is to retain time cards and only provide after the briefing.
- Splits / Merges & Multi-loops for single venues and closed roads all being looked at.
- Targa - J5.20.6 - looking at relaxing to allow car derived vans, and agreed for road rallies without special tests.

### Monthly marshal draw:

- January - Robbie O'Brien
- February - Stephen Smith
- March - Ieuan Roberts
- April - Chris Jarvis

### Training:

- **27th May**  
Stage Commander Training Day 1
- **16th June**  
Hands on Marshal training at autosolo
- **19th August**  
Fire Theory / Practical
- **4th December**  
First Marshal on Scene

## Meeting Highlights Wednesday 17th May

- All clubs have now paid their 2017 subscriptions.
- With over 100 championship registrations the bank account is now significantly up on previous years.
- The planned non race/rally events run by BleMCC on 2<sup>nd</sup> July have had to be cancelled due to the loss of the venue.
- The Morecambe Rally planned for 29<sup>th</sup>/30<sup>th</sup> July has been cancelled.
- The latest championship positions were read out and are included within.
- The first gravel PCA in a quarry near Ruthin was a great success.
- At the latest ANCC meeting the issue of tyres for road rally vehicles was raised. People should respond to the consultation and express their concerns. The next meeting will be on 26<sup>th</sup> June.
- Items at the latest ANWCC meeting were; the new tracking system for rally cars will not be available until January 2018 at the earliest. The Stage Rally Safety Requirements manual has been updated. There was concern that some crews have been ignoring yellow flags and not slowing down. Clubs need to check that they are operating the MSA Safe Guarding policy. It is possible that a track licence will be required for closed road events. The next meeting will be on 14<sup>th</sup> August.
- People are being encouraged to take up higher level roles on the WRGB to ensure the level of support to the event.
- There is a proposal that radio crews on non-mandatory locations may be asked to be supplementary marshals where practical, to ensure there are enough marshals to allow a stage to run.
- There will be four Safety Car crew training sessions this year.
- Training for event Safety Officers will begin next year.
- Marshals were requested for the Memorial Rally on the 17<sup>th</sup>/18<sup>th</sup> June.
- Heidi Woodcock is the new RDO for Yorkshire.
- The next bi-monthly meeting will be on 19<sup>th</sup> July 2017 at a venue to be announced. Following refurbishment at the Hartwood Hotel, Chorley, the room hire has been increased, they don't sell 'proper' beer and the cost of food as increased so as a result a new venue is being sought.



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## Accrington MSC

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## Comprising the following 10 Clubs



**Blackpool South Shore Motor Club**  
www.bssmc.com



**Chester Motor Club**  
www.chestermotorclub.co.uk



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



**High Moor Motor Club**  
www.hmmc.co.uk



**Fylde Motor Sport Club**  
www.fyldemotorsportclub.co.uk



**Stockport 061 Motor Club**  
www.stockport061.co.uk



**Warrington & District Motor Club**  
www.warringtondmc.org



**Wallasey Motor Club**  
www.wallaseymc.com



**Preston Motorsport Club**  
www.facebook.com/prestonmotorsportclub



**Garstang & Preston MC**  
www.gpmc.co.uk

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

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#### Steve Johnson

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News, Views, Reviews, Club Profiles, Events,  
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Send to : **Maurice Ellison**  
[sd34news@gmail.com](mailto:sd34news@gmail.com) 07788-723721

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

## 2017 SD34MSG Inter-Club

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	458	1	1
Garstang & Preston MC	398	2	2
U17MC-NW	360	3	3
Bolton-le-Moors CC	229	4	6
Preston MC	199	5	7
Blackpool South Shore MC	164	6	10
Stockport061 MC	154	7	11
Liverpool MC	153	8	12
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	256	1	4
Airedale & Pennine MCC	244	2	5
Matlock MC	181	3	8
Wigan & DMC	176	4	9
Accrington MSC	135	5	13
Manx AS	106	6	14
Wallasey MC	103	7	15
Pendle & DMC	73	8	16
Division C		Position	
Club	Points	Div	O/A
Hexham & DMC	56	1	17
Knowl Dale CC	54	2	18
CSMA (NW)	12	3	19
Mull CC	10	4	20
Lightning MSC	10	4	20
High Moor MC	2	6	22
Lancashire A.C.	0	7	23
2300	0	7	23
Motor Sport North West	0	7	23

Last Updated 29<sup>th</sup> May 2017

## MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
= 1	Robert O'Brien	67	WaDMC	Y
= 1	William O'Brien	67	WaDMC	Y
3	Maurice Ellison	60	CDMC	Y
4	Tracy Smith	57	AMSC	Y
5	Alan Shaw	54	PDMC	Y
6	Jez Turner	50	CDMC	Y
7	Amanda Baron	47	AMSC	Y
8	Steve Lewis	44	CDMC	Y
= 9	Steve Price	40	CDMC	Y
= 9	Dave Barratt	40	AMSC	Y
= 11	Alexander Baron	37	AMSC	Y
= 11	Steve Smith	37	AMSC	Y
= 11	Barry Wilkinson	37	PDMC	Y
= 11	Peter Schofield	37	PDMC	Y
= 11	Peter Wright	37	PDMC	Y
= 16	Andy Fell	34	LivMC	Y
= 16	John Harden	34	LivMC	Y
= 18	Les Fragle	30	G&PMC	Y
= 18	Andy Dewhurst	30	GPMC	Y
= 18	Jason Bleakley	30	GPMC	Y
= 18	Anthony Brindle	30	GPMC	Y
= 18	Gavin Irvine	30	GPMC	Y
= 18	David Nolan	30	GPMC	Y
= 18	David Hunt	30	LivMC	Y
= 25	Bill Gray	27	LivMC	Y
= 25	Kevin Jessop	27	LivMC	Y
= 25	Geoff Main	27	LivMC	Y
= 25	Sean Robertson	27	LivMC	Y
= 25	Phil Howarth	27	LivMC	Y
= 30	Les Eltringham	20	PDMC	Y
= 30	Toby Fisher	20	PDMC	Y
= 30	Peter Wilkinson	20	PDMC	Y
= 30	Alex Brown	20	PMSC	Y
= 30	Robert Grimshaw	20	PMSC	Y

Only Showing those Marshals that have Qualified

34 have Qualified

129 Marshals in total have scored points

## Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Colin Smith	30.53	1	LivMC
2	Dave Goodlad	28.72	1	BLMCC
3	Andy Larton	20.65	3	LivMC
4	Nigel Trundle	19.94	1	GPMC
5	Russell Thorpe	19.89	1	LivMC
6	Dave Welton	19.81	3	LivMC
7	John Early	19.59	1	LivMC
8	Mick Tomlinson	19.81	5	PDMC
9	Nigel Fox	19.59	2	CDMC
10	William Champion	19.30	1	LivMC
11	Colin Duncalf	19.08	1	LivMC
12	Roger Mitchell	17.24		PDMC
13	Duncan Woodcock	10.11	1	LivMC
14	Dave Smithies	10.00	1	LivMC
15	Rob Holt	9.43	3	LivMC

## U18 Championship

O/A		pts	Club
= 1	Luke Girvin	20	U17MC
= 1	James Robinson	20	U17MC
3	Amy Toft	19	A&P
4	Matthew Nicholls	18	BLMCC
5	Robert Cotton	10	CDMC



## Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Stan Featherstone	E	36	CDMC	3
2	Paul Buckel	E	33	CDMC	4
3	Richard Hunter	E	32	MMC	4
= 4	Matt Flynn	E	31	CDMC	3
= 4	Myles Gleave	E	31	G&PMC	3
6	Mark Standen	E	27	G&PMC	3
7	Jon Bossen	E	25	MMC	2
8	Dan Sedgwick	S	20	CDMC	3
= 9	Alan Young	N	17	MMC	2
= 9	Pete Jagger	E	17	CDMC	3
= 9	Jem Dale	E	17	G&PMC	2
10	Tony Harrison	E	15	CDMC	2
11	Louis Baines	E	13	PMC	1
12	Ian Swallow	N	10	PMC	2
= 13	James Taylor	E	9	CDMC	2
= 13	Simon Boardman	E	9	CDMC	1
= 13	Steve Greenbach	N	9	MMC	1
= 13	Dominic McTear	S	9	CDMC	1
17	Steve Cotton	E	8	CDMC	1
18	Peter Sharples	N	7	PMC	2
19	Craig Shooter	N	6	PMC	1
20	Andy Williams	N	4	U17MC	1

O/A	Navigator	Class	Pts	Club	Rds
1	James Chaplin	E	38	G&PMC	4
2	Sam Spencer	E	37	CDMC	4
= 3	Steve Butler	E	32	CDMC	4
= 3	Gary Evans	E	32	MMC	4
5	Rob Jones	E	30	CDMC	3
6	Ashley Young	S	24	MMC	3
7	Sam Ambler	S	19	CDMC	3
8	Maurice Ellison	E	14	CDMC	2
9	Sasha Herriot	E	10	MMC	1
10	Ian Graham	E	11	CDMC	2
= 11	Matt Broadbent	E	9	CDMC	1
= 11	Tony Vart	S	9	CDMC	1
= 13	Kris Coombes	E	8	PMC	1
= 13	James Swallow	N	8	PMC	2
= 13	Sam Coombes	N	8	PMC	2
16	Steve Frost	E	7	G&PMC	1
17	Simon Frost	S	6	CDMC	1
18	Lauren Cook	N	4	U17MC	1

Results following R6 : Altrach061 Rally

## Non Race/Rally Championship

O/A	Driver	Class	Score	Club
1	Gary Ross	A	47.40	A&PMMC
2	Steve Johnson	A/F	40.92	U17MC
3	Andy Williams	A	40.43	U17MC
4	Lauren Cook	A	38.67	U17MC
5	Chris Livesey	A	27.95	U17MC
6	Steve Price	A	20.49	CDMC
7	Chris MacMahon	A	19.63	U17MC
8	Phil Clegg	D/E	19.24	AMSC
9	James Williams	A	18.96	U17MC
10	Steve Kennel	B	10.30	CDMC
11	Steve Lewis	C	10.16	CDMC
12	Jamie Foster	B/F	10.01	U17MC
13	David Goodlad	A	10.00	BLMCC
14	Maurice Ellison	A	9.15	CDMC
15	Warren Nichols	B	8.75	BLMCC
16	Hazel Johnson	A/F	8.42	U17MC

Last updated : May 15th (Lymm)

## Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	133	CDMC	
2	Peter Jackson	D	113	G&PMC	
3	Mark Kelly	C	57	G&PMC	
4	Duncan Taylor	D	56	BSSMC	
5	John Darlington	D	55	Wigan	
= 6	Phil Jennings	D	54	Warrington	
= 6	Mike English	C	54	Wigan	
= 8	Ric Wood		53	GPMC	
= 8	Dave Riley	C/D	53	BSSMC	
= 8	James Massey	D	53	CDMC	
= 8	Mark Knight		53	G&PMC	
= 8	James Swallow		53	PMC	
13	Steve Johnson	A	52	U17MC	
= 14	Ian Bruce	C	27	S061MC	
= 14	Simon Bowen	D	27	BSSMC	
= 14	Peter Sharples		27	PMC	
= 17	Adrian Lloyd	D	26	Warrington	
= 17	Gary Jakeman	B	26	High Moor	

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	134	CDMC	
2	Darren Taylor		109	GPMC	
= 3	Stephen Grayson	D	56	BSSMC	
= 3	Andy Baker	C	56	G&PMC	
5	Richard Robinson	D	55	BSSMC	
= 6	George Jennings	D	54	Warrington	
= 6	Garry Dillon	C/D	54	BSSMC	
= 8	Matt Broadbent	D	53	CDMC	
= 8	Louis Baines		53	PMC	
= 10	Steve Butler	A	52	CDMC	
= 10	Liam Whiteley		52	PMC	
11	Chris Sharpe-Simkiss	D	28	BSSMC	
= 12	John Darlington	C	27	Wigan	
= 12	Adrian Lloyd	D	27	Warrington	
= 12	Garry Hughes		27	BSSMC	
= 12	Tony Vart	C	27	CDMC	
= 12	Sasha Herriott		27	Matlock MC	
= 17	James Swallow		26	PMC	
= 17	Matthew Jakeman	B	26	HMMC	

Last Updated Following Cetus Stages

## Individual Championship

O/A	Competitor	pts	Q	Club
1	Steve Johnsoin	50	Y	U17MC
= 2	Steve Butler	44	Y	CDMC
= 2	Andy Williams	44	Y	U17MC
4	Rob Jones	32	Y	CDMC
5	Lauren Cook	31	Y	U17MC
6	Louis Baines	28	Y	PMC
7	George Jennings	26	Y	WaDMC
8	Steve Price	20	Y	CDMC
9	Steve Lewis	19	Y	CDMC
10	Maurice Ellison	18	Y	CDMC
11	Kris Coombes	16	Y	PMC
12	Ian Swallow	13	Y	PMC
= 13	Sam Coombes	12	Y	PMC
= 13	Craig Shooter	12	Y	PMC
15	Peter Sharples	11	Y	PMC
16	David Goodlad	10	Y	BLMCC

Only Showing Those that have Qualified (16)

103 Competitors have scored points

Last Updated 29th May

# 2017 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

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

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

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

### Scoring

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

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

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

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

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

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

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



# 2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

SIGNATURE .....

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

## CLASSES

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

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

### Non Race /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>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	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
30-Jul	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
<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

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

Date	Type	League	Club	Title	Venue - Notes
<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,

<b>Road Rally</b>	<b>Stage Rally</b>	<b>Sprint/Hill Climb</b>	<b>A/T, PCA, A/S &amp; Trials</b>	<b>Training Dates</b>
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## 2017 Championship Rounds by Discipline at a Glance

<b>SD34MSG Road Rally Championship 2017</b>		
Date	Event	Organising Club
17/18 Jun	Memorial Road Rally	G&PMC
22/23-Jul	Beaver Rally	Beverley & DMC
9/10 –Sep	Colman Tyres	Ilkley& DMC
23/24-Sep	Taybridge Clitheronian	Clitheroe & DMC
04/05 Nov	Dansport Road Rally	Matlock MC

<b>SD34MSG Sprint &amp; Hillclimb C/ship 2017</b>		
Date	Event	Organising Club
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

<b>Training Dates 2017</b>		
Date	Event	Venue
15-Jul	Timing Training	Darwen Services
19-Aug	Fire Training	Darwen Services
2-Dec	1st on Scene Training	Darwen Services

<b>SD34MSG Stage Rally Championship 2017</b>		
Date	Event	Organising Club
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 to15 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

<b>SD34MSG None Race/Rally Championship</b>		
Date	Event	Organising Club
18-Jun	Autosolo/PCA/AutoTest	CSMA
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



# Lancashire Automobile Club



The club is very grateful to all those who fired up their cars and brought them out for the first road events of the year; namely the St George's Day Run and the Fellsman. Both events proved popular and have resulted in many favourable comments for which we are very grateful. Our next event is the 55th Manchester to Blackpool Rally which closes for entries on 23rd May owing to the need to provide Fulwood Barracks with car registrations in advance. You'll have to be quick if you want to enter (regulations and entry forms are attached).

You'll remember that one of our patrons, Brian Redman, was a nominee for the Motor Sport Hall of Fame. Well, the club is delighted to report that Brian is in the final three and will be attending the RAC Country Club on 7th June when the winner will be announced. We'll be rooting for you Brian and wish you all the very best.

The eagle-eyed will have noticed the Facebook link at the top of the newsletter. Whilst we have had a Facebook presence for some time we want to use social media to help promote the club to a wider audience. As such, why not take a look, like us and become followers!

As ever, if you have any comments, suggestions or feedback, on any aspect of the club, please get in touch.

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

## Richard Wilkinson

It is with sadness that the club has to report the sudden death of club member Richard Wilkinson. Richard was an LAC regular and graced events in his beautiful BMW Fraser Nash 328. He died on Monday April 24th having taken part in the St George's Day Rally the previous day.

We send our sincere condolences to his brother Tim and daughters Jane and Katie at this difficult time.

## Navigational School

We've had a good response to our navigation school initiative with a number of members expressing a wish to attend—thanks to you all. The committee has discussed the most appropriate time to deliver this event and is looking to do so around October / November time (this is because of the ongoing work with the current event calendar and the fact the Fellsman event has now been completed for this year).

It's not too late to put your name forward so, if you've always fancied taking part in rallies where map reading and plotting is necessary this could be just the job! Interested? If so get in touch via [www.lancsautoclub.com/contact](http://www.lancsautoclub.com/contact)

The school would likely be run on either a Saturday or Sunday along the lines of classroom tuition and desktop exercises followed by a light buffet, then a road exercise using the skills learnt, and finally a de-brief back in the classroom.

There are some useful resources on the club website including a navigator's guide together with some table-top rally exercises which can be undertaken in the comfort of your own home. The information can be found half way down the page at **[www.lancsautoclub.com/content/fellsman-classic-tour](http://www.lancsautoclub.com/content/fellsman-classic-tour)**

## Coast-to-Coast Classic Tour - Saturday 15th July

If you haven't already done so, there is still time to get your entries in for the 25th running of this annual and eagerly anticipated event. Once gain, the event will start at the Midland Hotel, Morecambe, before wending its way through approximately 170 miles of beautiful scenery before concluding at the new finish venue, Dunsley Hall Hotel. Regulations are attached and the organising team are looking forward to seeing you in mid July.

If you know someone who would enjoy taking part in this event, please feel free to pass this on to them. And remember, you don't need to have a classic or vintage car - your cherished vehicle is all you'll need to enjoy this event.

## The Royal Lancashire Show - Ribchester August 11th - 13th

The Royal Lancashire Show has a new team driving the event and as stated in the last e-newsletter, the LAC has been asked to provide a showcase stand for the event. Planning is underway and the club is keen to ensure that it contributes to what will be a great three days.

So far, we have not had any expressions of interest relating to members wishing to exhibit their cars and whilst we are still some three months away from the actual event it would help if those who feel that they want to bring along cars would give an indication here.

It's anticipated that a pass would be issued so as to enable a fast entry to the showground for those bring-ing cars. The event will enable the club to promote its calendar of events, enable current members to show their cars and socialise, and hopefully attract new members!

## Club Regalia

The club has various regalia items for sale including stickers, badges and keyrings but is now about to offer members the chance to purchase items of clothing in the form of sweatshirts, Gillet's, and jackets.

All items will be monogrammed with the LAC insignia and will be available to purchase soon.

## Lancashire Automobile Club 2017 Calendar of Events



### 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

### **St. Georges Day Run Collection**

23rd May

A collection was made for the young Formula 4 driver who was seriously injured at Donington Park recently and the entrants gave generously. The Club will top up the collection to a nice round figure - many thanks to all who contributed

## 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

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

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

They all count for SD34 Championship points.  
(other than the Track Days)

## 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.

- 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.

# 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

### June

**Tuesday 6<sup>th</sup> June**

**Technical Night & BBQ**

**'Car Preparation'**

Winstanley Garage, Revidge Road,  
Blackburn BB1 8 DJ

8:30pm

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

8:00am

**Myerscough College**

**Open Day & Autotest**

See page 15

**Tuesday 13<sup>th</sup> June**

**Committee Night**

*Club Members are more than welcome to attend*

**Tuesday 20<sup>th</sup> June**

**Memorial Rally Forum**

G&PMCs Memorial Rally (17/18 June)

Competing or Marshalling

**Come & tell us how it was for you**

**Tuesday 27<sup>th</sup> June**

**Navigation Training**

*Bit of theory followed by a run out to put the  
Theory into Practice : Map 103 required*

*7:30 start of Theory session*

**Sign on for the Run out at 8pm**

*Then up to 2 hours of finding your way around Map 103*

**1st Car 8:15pm. Waddington Club**

## April Clubnights

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

**Inter-Club Quiz**

**Organised by Pendle & DMC**



9 Teams lined up for the Quiz organised by Pendle & DMC. Each Team consisted of four members. Unfortunately there were only 2 members there from Clitheroe & DMC so had to join forces with 2 of Preston Motorsport Club. Still managed to come home Joint 2nd O/A

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

**Autotest / PCA**



Despite the weather being a little damp nearly all day, it cleared up and we had sunshine for the evening Autotest / PCA

### Results

#### Autotest

1	Jack Hartley	Mini	395.7
2	Ayrton Harrison	Micra	407.7
3	Tony Harrison	Proton	417.6
4	Steve Price	Micra	431.4
5	Andy Lodge	Peug	437.2

#### PCA

1	Steve Cotton	Micra	373.1
2	Dan Fox	Clio	399.9
3	Robert Cotton	Micra	428.1

Andy Lodge broke his Gearbox. Good to see Simon Frost who had brought his re-furbed Clan Crusader. Should be out soon on HRCR Rounds





# Clitheroe & District Motor Club



**Tuesday 23<sup>rd</sup> May**  
**David Wright**  
 BTRDA Gold Star Winner



Very good evening indeed with Dave Wright in the speakers chair...from his karting background racing against the likes of Ant Davidson on to his early FWD rallying days in Nova/Astra/Corsa's up to the the 4WD Scooby/Evo BTRDA campaigns and current steed...the ex Sainz early Focus WRC...it is fair to say he likes this car! Even so, his future plans may include a R5 based car but the next outing in the Focus is the Festival of Speed where he has beaten many a top liner in previous outings. Good luck from all at CDMC for the rest of the season Dave!



## ANCC

**New RDO Appointed For Yorkshire**  
**Heidi Woodcock**



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

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

<https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRqs4XZbPzZss9x4Osrozl>

**Sunday 28<sup>th</sup> May**  
**Pendle Powefest**



Up until the Bank Holiday began we had glorious weather. Saturday and the heavens opened. The forecast for Sunday (the day of Pendle Powerfest) was not great, however, the rain held off and it was warm and eventually the sun came out. A great turnout by CDMC members with 11 cars on display and well in excess of 25 members (coming & going throughout the day) to chat to the viewing public.

To quote Simon Boardman "Well done Gareth. A good day and very positive outcome for CDMC putting out the image of a friendly and locally active club"

Nearly ran out of Membership forms and Clitheroe & DMC stickers. Next up Myerscough on the 11th of June

**Tuesday 30<sup>th</sup> May**  
**Indoor Autotest**  
 With Radio Controlled Cars





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

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

**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)



**Warrington & DMC**

**Will be showing Lots & Lots  
of Competition Cars at**

**The Tatton Park**

**Classic Car**

**Spectacular with**

**Giant Cheshire**

**Autojumble**

**3/4th June**

**WERN-DDU PCA**

**6th of August**

**RAFFLE**

**For a Free Entry  
& Free use of the Club**

**Micra for the event**

**£2 per Ticket**

Email : [rallyescort@hotmail.co.uk](mailto:rallyescort@hotmail.co.uk)

**For your tickets**



# Garstang & Preston Motor Club



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

Meet every Tuesday at  
The Lonsdale Club  
Fulwood Hall Ln, Fulwood,  
Preston PR2 8DB  
From 8:30

## GPMC

have just secured

**Prestons College**  
to run

**3 AutoSOLOs and PCA's**  
this year.

They are : 9th July,  
15th October  
26th November

# Memorial Rally 17/18th June MARSHALS

Lots of Marshals required as always,  
slight change this year Andy Jones will be taking on the  
task of chief marshal with assistance from myself, you  
can contact us by phone

**(Andy) 07740-169045**

or **(Ian) 07866-950693**

alternatively you can reach us via the club web site

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

*Regards Ian Farnworth*

This year we are running a 95% tarmac, all map reference event on maps 97,98, 102 and 103. The event will again be a fast flowing challenge to both driver and navigator following the same format that has seen the event grow over the past few years.

Sump guards are recommended for the more competitive driver but all roads used have been traversed using a standard road going vehicle. All competitors are welcome, and we are pleased to continue our association with SD34, ANWCC, and ANCC Championship.

The Memorial Road Rally is dedicated to the memory of Gordon Musgrave, Peter Duckworth and Paul Coombes who have been instrumental in the development of this popular Northern Road Rally aimed at giving competitors a no nonsense entertaining nights sport and the current organisers are pleased and proud to carry on with the tradition.

# Hexham & DMC

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



## QUIZ & CURRY EVENING

The Quiz & Curry Evening, held at the Dr. Syntax on May 3<sup>rd</sup> was a hugely successful event with the upstairs room filled to capacity.

It was good to welcome guests from several other motor clubs, some of whom fielded more than one team for the quiz which was won by **Whickham A with Whickham B 2<sup>nd</sup> and Durham Wasps 3<sup>rd</sup>.**

We had a bit of a scare when the caterers realised they hadn't prepared enough curry and had to send out for reinforcements but, in the end, everyone got fed.

A big THANK YOOOU goes to **Alan Bennison and Simon Jennings** for donating raffle prizes and to everyone who bought tickets, hope you won something.

## THE BERWICK CLASSIC

Congratulations to **Luke Tait and Josh Davison** who finished a fine 3<sup>rd</sup> on the Berwick Classic event and to **Sally-Ann Hewitt and Mark Lewis** who were an excellent 13<sup>th</sup>, good going amongst a very high class field.

**Geoff Fletcher** was also out, navigating for for Harwood but had some trouble navigating them round a wind farm.....Whoops !!.

**The Elands, George and Ian** were also out in the Alfa but I haven't heard how they fared.

## THE NORTHERN DALES 23rd of July

The regulations for this event will be published very shortly. Using the same venue as last year but moving the date from November to July 23<sup>rd</sup>

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

We hope,

- to have some better weather and
- that the longer hours of daylight will enable us to run a few extra tests.

**Naturally we will be looking for a boat load of marshals so, if you aren't competing, please volunteer your services, they will, I assure you, be desperately required.**

## SITUATION VACANT

Simon Jennings is looking for a Navigator for several events, mainly Targa type, if anyone can help Simon out do please get in touch.

While creating husbands, God promised women that good and ideal husbands would be found in all corners of the world.....then He made the earth round, and laughed and laughed and laughed.



## A View from The Shore

Blackpool South Shore Motor Club members picked up awards on two types of rallies in recent weeks showing they're nothing if not versatile!

Father and son team John and Alex Stone were on familiar territory contesting the Cetus Stages at the Three Sisters Race Circuit in their Legend Fires Ford Fiesta S2500. They finished the day as convincing winners to record their third stage rally victory at the Wigan venue in as many outings.

Their day didn't go without incident however as the on-board fire extinguisher burst into life midway through a stage taking the crew completely by surprise. Fortunately, the distraction cost them little more than a couple of seconds as they went on to win by almost a minute.

Blackpool's 'Battling Benson Brothers', Dave and Steve made their first appearance of the year on the Warcop Stages and came home with the awards for finishing second in Class 2. The Honda Civic crew were in a close contest for top spot with the Vauxhall Nova of Stevie Irwin and Ian Middleton throughout the day and had started the last stage leading by a solitary second. Irwin and Middleton then stopped the final stage clocks three seconds up on the Bensons to robbing the Blackpool crew of victory. Had they not had a SS4 problem with fuel surge and a close encounter with an Impreza in a ditch on SS6 the outcome may have been different!

Chris Sharpe-Simkiss was another South Shore member in the stage rally prizes after co-driving Toyota Yaris pilot Ed Fossey to the runners-up spot in Class 1400S on the Plains Rally. That completed a hat-trick of recent prize-winning outings for Sharpe-Simkiss who had shared success with BMW M3 driver Chris Ransley on the Corinium Stages and Horiba D'Isis Stages.

On the Targa front Quentin James and Tom Howe were back in pursuit of NESCR Challenge points, the series they won last year, as they headed north to Dumfries to contest the William Paterson Memorial Targa Rally. Problems with the handbrake on their Citroen C2 GT hampered their progress through the afternoon leg and they ended the rally third in class, fifteenth overall. They'd hoped for better but it was a finish, more than they'd achieved two weeks previously on the two-day Berwick Classic & Targa Rally. On that occasion, they were forced to retire at the end of Saturday's leg with driveshaft failure.

**Phil James**



## HIGH MOOR MC



Very many thanks to Jack Butterworth (and other older HMMC members and ex-members) for organising the inaugural reunion Noggin N Natter @ Horton Arms, Streetbridge, Chadder-ton on Wednesday evening (10 May 2017).

It proved to be a great turnout with almost 20 people present : MALC WIMPENNY ; LES HAMER ; ALAN WHITEHEAD ; STEVE WHITEHEAD ; KEITH WILSON ; JACK BUTTERWORTH ; MIKE BUTTERWORTH ; FRANK MURPHY ; TONY TOMLINSON ; IAN LAYCOCK ; IAN WOLSTENCROFT ; JOHN CLEARY ; JOHN M. LEES ; ANDREW TAYLOR ; PETER BRYANT ; MIKE and CATH ELLIOTT ; GARY HESLOP.

It is hoped to have another meet-up @ Horton Arms in early July 2017, this time on a Monday evening.

Please watch the club's Facebook Page "High Moor Motor Club" for more details and updated information.

The older HMMC Life Members, members, and ex-members brought lots of interesting pictures and motor memorabilia and HMMC Torque/articles to the Horton Arms.

At the next meeting, we would hope to see more yesteryear and recent HMMC members alike, so that more stories/memories can be told and recalled. It was really great to see so many people interested in attending a HMMC reunion.

Please get involved ! Why not make a comment on the club's Facebook page.

**LET'S ALL SEE HIGH MOOR MOTOR CLUB THRIVING ONCE AGAIN!!**



# WALLASEY MC

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

## **The WMC Committee met on 15th May 2017**

Main summary points are as follows:

### **Competitions -**

The revised Club Championship Results are now complete and as part of the discussions it was agreed that any results for 2017 to date must be submitted to the Competitions Committee by the end of June 2017.

Thereafter results must be submitted by the end of the month following the event.

The exception to this would be results for December when results would have to be submitted by the end of month.

Please take the time to read the new rules so that there are no disappointments!

### **Events recent -**

WMC marshals have recently assisted on the Agbo and the Plains Rally with a good turnout of about 8 WMC members on each event.

Thanks go to Bill Turner for the recent well supported Plains event.

### **Upcoming events**

Recent requests for marshal assistance from WMC include:

**Enville Stages – 2 July**

**Nicky Grist – 9 July**

**Greystoke – 9 July**

GM will manage the WMC marshal team for the Enville Stages and will contact Warrington to agree the location. Anyone interested in marshalling on the Enville should contact Gary. (Please note that Warrington provide us with marshals / timing crews for the Prom Rally and so it is important to reciprocate and give them our support)

### **Wern Ddu**

The first event ran on 30th April.

Entries were low prior to the event but nearly doubled on the day to 32. This change impacted planned timescales. The number of tests was less than anticipated and the event was all over by 14.15 – pleasing some competitors and disappointing others.

Alan was disappointed in lack of support on the organising team from WMC. Jon and Ben had competed on the event and they had a brilliant day of motorsport for £30 and for a first event by a new organising team, they felt that the event was a great success.

**The next Wern Ddu event is to be held on  
Sunday - 21 May**

## **Promenade Stages**

There has been significant progress since the last meeting in that Gary Marriott finally managed to get the Council to waive the proposed new charges. This is great news for the event but finances will still be tight with new safety demands each year and the team still needs as much help as possible.

The next rally meeting is this Sunday (21 May, 8pm at the Lyceum Club).

Anyone interested in helping in any way please come along.

## **Social Jackets**

A 3rd order for jackets will be placed bringing the total quantity up to 40.

The Committee commented that it is good to see so many members buying the jackets and so promoting the club. If anyone else wants a jacket then contact Steve T.

## **Summer Barbecue**

Steve T has agreed to organise the summer barbecue at Ty Croes the evening before the Enville Stages. This was a brilliant get together last year and then a good day marshalling on the Sunday.

Those interested in marshalling to contact Gary M and if coming the night before let Steve T know.

## **Summer Bike Ride**

Neil Evans is organising a summer bike ride (with refreshment stops).

The event will be held on 22 July and the route will start at the Hooton Arms and then go to Woodside, New Brighton, Hoylake, West Kirby, Heswall, Neston, Willaston and return to Hooton.

Anyone interested to contact Neil.

## **Web Site**

The web site had been updated with details of the social calendar.

## **Other**

For information the club was given a lot of motoring books by the brother-in-law of a local motorsport enthusiast who had passed away. The £105 proceeds from the sale of the books are being donated to North West Air Ambulance.

## **Tony King has club stickers for WMC members.**

### **Changes to Rally Marshaling**

As part of the Rally Future campaign to further enhance safety on UK stage rallies everyone who marshals on a rally will now require accreditation. This is to ensure that all Rally marshals have a common understanding of their roles and responsibilities, the management of spectators and how to handle an incident.

The online training takes less than an hour to complete, and has been designed as a supplement to – not a replacement for – the high quality face-to-face training sessions currently being delivered across the UK.

***More WMC News on Page 20***





# WALLASEY MC

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



## **Wigan MC Cetus Stages 14th May**

So after a disappointing dnf at the agbo stages due to car trouble, we got the car back got it fixed and put a late entry in the the cetus stages.

We got seeded car 19 out of 40 entries.

Stages 1-4 was wet and very slippery (using slicks) and this seen us climb to 15th overall, we continued to push harder and harder all day but as the track dried out and heated up on the following stages, we think the others cars high spec setups come into their own and mine had reached its limit, regardless we pushed on and finished a respectable 19th overall, and 6th in class.

Was a great event, thanks to Wigan Motorclub and all the marshal's and time keepers on the day we appreciate everything you all do.

***Jackson Willett & Robert Burgess***



## **Wern Ddu – PCA**

I arrived at Wern Ddu after getting lost in the area, luckily my guesses were correct that a Mazda MX5 with two spare wheels strapped to the back of it was also heading to the quarry, so I followed him to the event!

Thanks hugely to Jon Chamberlain for letting me loose in his 205 Gti, also thanks to Neil Philpotts and Andy Davies for offering me to join there crew with the Mazda MX5, talk about being spoilt for choice!

I have only attended several track days so this really was my first proper completeive event, John shown me the ropes we started by walking the track, how the hell was I going to remember all this, we walked the rest of the tests

The cars started the runs, I was first sitting in with John, my navigation skills didn't start to well! After trying to send John the wrong way on the first bend, he seemed to know what he was doing so I held onto my seat and enjoyed the ride, trying to speak but generally being struck with fear, I had played video games like this! Only a few minutes ago I had put a harness on for the first time ever!

Throughout the day I built up speed and confidence, I was surprised to just how much quicker everyone else was! It really shows the talent of some of these guys in attendance.

I think the highlight of my day came in test two, when I could feel my confidence building but I didn't want to damage the car, clearly John could tell this telling me "Don't worry about the car its not yours" I didn't quite know how to take this advice!

We departed at the end of the day, I could feel my arms burning and there was dust falling off me all the way home! The next day wasn't pleasant, talk about using muscles you didn't know you had!

**Thanks again to all involved in organising the event, we all had a fantastic day, I am still talking about it to this day!**

***Ben Donaldson***





# Matlock MC

## Meetings

### every 2nd Thursday

from around 8.30pm  
at the Black Swan,  
Ashover  
MR 119/350 633



## ODDs & ENDS

**Trip to Prodrive** facility at Banbury, 30th September.

This will be on a Saturday at 11am and lasts about 2 hours.

Group size min 15, max 35. Costs is £20/head for the tour (does not include travel!). (Also a provisional additional date of 24th June should there be enough interested for that date.)

Please let Frances know if you are interested - all welcome, kids, friends, family, etc.

Payment in advance please to secure your place.

Contact frannybee66@yahoo.com or 07973 689971.

**Well done** to Richard Hunter/Gary Evans and Alan Young/Rich Cheetham who got first and second overall on the second ACF event this year, S&H's Scatter.

**Seb Perez** moved up to the "big" Ginetta GTs this year. After two rounds at Brands and Donington he is currently lying in 8th place in the Championship. Excellent! The next round is at Oulton Park on 21st May.

**Make a note** of our "Interesting" Car Show on 13th July at The Highwayman, Eastmoor. As long as your car is interesting just bring it along - rally car, classic car, historic car, auto-solo car, go-faster car etc etc

**Marshals are required** to assist Bucca-neer MSC who are running the Ash Park stage on this year's D Mack Carlisle Stages Rally on Saturday 10th June. The event is a round of the BTRDA Forest Rally Championship and numerous other regional championships so a large quality entry list is expected. The Ash Park stage is the only one to run twice.

Contact Trevor Leathley on 01482 862377 (home) or 07980 476122 (mob).

**Marshals required** for S & H MC's Jackson Trophy on 17th June. They help us, so please help them.

Contact Craig Hardman on 07445 890821.

**The 1000 mile trial** is coming again to the Darley Moor Raceway near Ashbourne on 11th July. We have been invited to marshal the venue once again. Further details later.

Due to the current economic crisis, Greece is cancelling all production of hummus and taramasalata. It's a double dip recession.

## Bath Festival Rally

### 25-26 February

Late last year I had a message from fellow nav Daniel Pidgeon asking if I fancied navigating on the Bath Festival. He promised a run with a quick driver, albeit new to road rallying from stage rallying, and a superb nights sport. As I was only just working out my 2017 events, the dates worked so I decided to give it a go despite a 370 mile round trip from Eastmoor.

The event advertised a 135 mile route with 20 miles of private roads with a 3 mile forest test to start.

Arriving at the White Horse Country Park mid-afternoon, I parked up and managed to get a kip in the car before meeting my driver (Brendan Wellman). We got signed on in a marquee and by 6.30pm I was dealing with a pile of documentation. There were 5 time cards, 5 PC Cards, 8 A3 forest diagrams, 4 pages of NAM triangles and several detailed pages of map ref's.

With plenty to do, I got busy with the plotting and by the time I had cleared up a couple of queries, sorted time cards and some amendments we were nearly at 9pm. I noticed what looked like a tricky slot left at a junction which was masked by the boundary of maps 183 and 184. I measured the distance to this junction from the previous junction and made a note of this on my map. This proved to be a good move later in the rally as the junction came up fast and the slot left was almost invisible, but we had it measured on our trip and got it right first time.

It was a very strong entry and reflecting our lack of previous experience on this event, we were running car 17. At 22:47 we set off for the first test in a private forest and set a respectable time here. Unfortunately, we saw a few crews off and later heard that Steve Brew also went off in there damaging his Puma against a tree due to lack of grip! We then headed to Longleat Center Parks village for the first of the regularity forest sections using one of 8 detailed diagrams (see below). This was ROUGH! The car took a pounding but survived and we continued onto 3 more forest regularities then into some tricky road sections with plenty of whites, grass triangles and PC's - it was intense stuff. Unfortunately, we dropped 2 minutes slotting left off a white into a field which looked right and there were other car tracks to follow, when we eventually gave up and got back to the white we saw only 50yds further up a bridleway sign pointing the right way....doh!

At petrol we were buzzing and comparing times with a few other crews we knew we were on the pace. Here we caught up with Carl Hawkins and Danny Stone who were not having a good night with a misfire. Carl had a drinking straw in his mouth and was sucking up a piece of something from somewhere near the cylinder head!

We had to leave before our time cards made the results print out and set off into the 2nd half with more of the same on road sections, including that tricky bit across the joint of the maps. More forest regularities - running the same route but opposite direction and then some diabolical NAM junctions, layby's with connecting roads and you had to enter at the middle one etc. Somehow, we got everything right first time and the car kept taking a beating on those rough whites without issue. A long neutral back to the finish at Westbury and we enjoyed breakfast back in that marquee.

It was a while before the results went up and to our amazement, we saw ourselves in 4th overall behind "locals" Jamie Turner/Bob Blows and Gav Rogers/Georgina Clark and a very quick crew from Wales who were also competing on this event for the first time....fair play to them!

Next came our only mishap of the rally, we got the van and trailer stuck in the field and missed the awards presentation getting it out! As Steve Brew's car needed recovery, I gave him a lift home and was good company on that long drive back. This rally was superbly organised, excellent quality documentation and the toughest pre-plot event I've ever done.

Thoroughly recommended - go and try it next year.

**Gary Evans** (more Rally reports on Page 22)

# Matlock MC

Meetings every 2nd Thursday  
from around 8.30pm  
at the Black Swan,  
Ashover MR 119/350 633



## Primrose Trophy

22-23 April

The Primrose Trophy was my first ever Lancashire rally when it last ran in 2015 and it was a tough call deciding between this event and the Border 100 running in Wales on the same night. In the end, the attraction of championship points tipped in favour of the Primrose. We started (and finished) at services on the M65 near Blackburn and after the fastest ever noise/scrutineering and signing on we were soon parked up a few miles north plotting the whole route. What a route it turned out to be, covering 175 miles on the adjacent quadrants of maps 102, 103, 97 & 98. Not the usual roads though, missing was Haylott's Fell, Lythe Fell and Gisburn Forest which are amazing but possibly overused moorland sections. Instead we had a perfect mixture of tight, twisty, not as map roads, hard to find slots as well as the mighty Trough of Bowland (West to East) uninterrupted for maximum pleasure by not having to find the usual half dozen code boards in layby's. We were looking forward to this! This was a navigational rally and used regularity sections with multiple secret intermediate TC's. It took a while to get used to the control procedure – wait until 59 secs before your time before entering controls timed to the minute whilst sections to the second were timed when you passed the board. Problem was, not all the sections to the second were droppers, so you had to wait at the board to avoid booking in early. The first half seemed to be a whole rally long and worked its way up to the services near Lancaster, having taken in the treacherous not as map roads through Crag Hall where we went off on last year's Memorial Rally.....we tiptoed round that bit to make sure. At petrol we were 4th, a missed left slot after Kit Brow white on the last section costing us at least 30 secs and 2 places. The second half started with an intensive first few sections including another NAM junction which cost us dearly as we missed a slot (if you intend to rally on map 97 you need to know about this one – ask me). At this point we were experiencing crunching noises at gear changes, slowly getting worse with each section. Next was a section using Beacon Fell, apparently not rallied for 40+ years, which contained 6 code boards at 3 NAM's in the space of 300 yds, we lost time here too after I guided us into the wrong car park at first. Next was a short run north before the superb Trough of Bowland section and it was here we called it a night, unable to change gear with 40ish miles to go. On any other rally with the usual 120-140 miles we would have finished before it became terminal - but that's rallying! We limped due south to the finish venue to book in and get a finish and enjoyed our breakfast. We finished 24th out of 25 finishers, but more importantly had a great night's sport on many new lanes and learnt some new NAM junctions. Well done to new CoC Matt Broadbent, able assistant Maurice Ellison and the ever resourceful Clitheroe & DMC team. An event not to miss next year

**Gary Evans**

# Tour of Anglesey

4-5 March

After all the feedback of an amazing rally in 2016 which was also televised, Myself (navigator) an Matt Carr (driver) ventured down to Wales for a crack at the Tour of Anglesey. As the ever growing professional outfit that we are it was decided we would travel down on the Friday before the event and stay in the premier inn in Bangor (highly recommend, decent pint of Stella too). After a very decent breakfast the next morning and a chill out in the hotel we decided to venture out and have a look at some lanes we may be taking overnight. It appeared that the Focus St suspension, low sump guard and hefty navigator was going to prove a problem in bottoming out on the lanes so back to the truck to swap to some chunkier tyres and some lightening for the car and crew. After scrutineering (once it had been pushed back a little for our two wheeled friends on the track) and a nice catch up with some familiar faces in Rich, Gary, Mark, Don, Fran and Lorraine, it was time to sign on and colour in some test diagrams. Driver briefing was pretty straightforward with only one major rule being enforced which was STAY OFF THE GRASS!!!!!! We had a quick walk around the start of the first test and decided we didn't need to see any of the rest as we are professionals and obviously can't go wrong going around cones in the dark. As we set off in to the first test failing to attack the first tight hairpin right we decided the handbrake was about as useless as I was going to be at navigating through the rest of the test. So as the test went on it got worse and worse with wrong directions and breaking the golden rule more than once (matt almost got a job as chief lawn cutter). After an hours break between tests, we were mentally preparing for two more and then out on to the lanes. In the second lot of tests we started to get the idea of going around the cones in the correct direction and even managed to do one test without any penalties, we headed straight out from the final test on to the road rally. We currently sat in 34th (second from last), with Rich and Gary at the other end of the spectrum sat in 2nd overall. Back into familiar territory on plot and bash, we decided it was time to stop messing about and enjoy the lanes. From the off Matt drove like a demon and the car handled like it was on rails. The lanes are more than worth the journey down from the north with a mixture of tight to flowing roads. The navigation of the event was no nonsense and straight to the point. As the night went on we seemed to get quicker and the navigation seemed to throw itself on to the map while we cleaned sections. As we drew towards the end of the rally we started to go past crews who were sat plotting, one escort tried to tag on follow us through the lanes but Matt managed to put the locals to bed and held them off with pure determination putting a good 15 seconds between us at the end of the section while also cleaning it. If it was just a road rally the result would have been amazing but unfortunately the sloppy start caused too much damage. As come backs go though, we managed to come from 34th overall after the tests to 13th overall after the road rally. Just goes to show that as frustrating as plot and bash rallying can be, it is a dark art that some do struggle with and I am nowhere near perfect. It was good to see Rich and Gary at the finish who finished in very close 2nd overall. To summarise will definitely be back next year in some way shape or form. Cracking event run by Caernarvonshire + Anglesey Motor Club.

**Ashley Young**



## CETUS STAGES

As the main event sponsor it always feels strange to be doing what is 'my own event' as I feel as though I letting the Team at Wigan DMC down by not helping on the day, a strange feeling. As always, these events take a great deal of planning and preparation and the dual back to back stages of the Cetus Stages Rally is always greatly received by all competitors.

Looking at the weather forecast, was it to be dry, was it going to be wet... The usual which we all get wrong! So I loaded all kinds of rubber into the bus before we set off. I actually prefer rallying in the wet, me and the car have an understanding and work well together in the wet!

My regular Co-Pilot Andy Robinson had chosen the option of being a best man and no doubt getting up to all sorts of nonsense involving strip clubs, beer and headaches! So fellow Rallyist Jeff Simm took the saddle for the first time real wheel drive and in an Escort. Whilst a good driver himself, a somewhat rusty old nail in the co-pilots seat (sorry Jeff!!) but in my office (the Escort) his seat is where the Boss sits and I do as I'm told!

We set off in usual fashion, as quick as I dare to take 2nd o/a after the first two, then a last minute decision to drop intermediate tyres on the car after the rain we had, secured 2nd after four stages. One more stage of the glory of 2nd place was all we could manage. This is a common thing with me, starting like a bullet out of a gun, and then the bigger/faster cars settle in and start getting quicker... Hanging on to 2nd o/a was always going to be a challenge.

Sure enough we slip to third, then fourth. A couple of excursions on the grass didn't help losing valuable seconds to our frenemies (friendly enemies!). Here we settled and all we could rely on was mistakes or issues with the top three.

Not to be, so Fourth overall and the Class win, well, we can't argue with that I guess!!

Oh and the best bit, the car needs a slight wash and is ready to go again, no issues at all.

3-Blisters as I affectionately name it is a strange yet challenging place. One can never anticipate the grip you will get, it's as though it makes its own mind up on the day! We struggled with under steer around Lunar, yet as did many of my frenemies too. All in all a cracking day out, a very well run event by the Team at Wigan DMC

Let's see where the future lies with the circuit and forthcoming events, it's a great, cost effective, local and easy to do event for everyone.

Here's to the future of 3-Sisters!

**Mike English : Wigan MC**

**Car 5 Escort Mk2 2Ltr (the Turquoise one!)**

**Mike English / Jeff Simm**

## Church Bulletins!

Thank God for the church ladies with typewriters.

These sentences actually appeared in church bulletins or were announced at church services:

Scouts are saving aluminum cans, bottles and other items to be recycled. Proceeds will be used to cripple children.

Ladies, don't forget the rummage sale. It's a chance to get rid of those things not worth keeping around the house. Bring your husbands.

At the evening service tonight, the sermon topic will be 'What Is Hell?' Come early and listen to our choir practice.

The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

Next Thursday there will be try-outs for the choir. They need all the help they can get.

Irving Benson and Jessie Carter were married on October 24 in the church. So ends a friendship that began in their school days.

The Associate Minister unveiled the church's new campaign slogan last Sunday: 'I Upped My Pledge - Up Yours.'





## Wigan MC **Cetus Stages** 14th May Three Sisters

Well another great day out with changeable weather and track conditions .1st stage nice and dry off we went flat out ish  
2nd stage dry to start then rain so back to service and put some old wets on the back yes it's still raining.

So 6 cars away from the start line and a miracle the sun came out and dried the track in record time

Stages 3 and 4 went like this SIDEWAYS lost over 30secs just another lesson in my bid to get in to a top ten . But the rest of the day was great loads of action great stages and the guys on the finish timing line where fantastic .

Would like to thank all the marshals and timing crews great job thank you .

And a Wigan Motor club for another great event see you all next time.

**Steve Ellison and Mark Carter Car No. 13  
Warrington & DMC**



# RIP

## Rev. Barry Whitehead

Monday 22nd May 2017



Sadly, the Reverend Barry Whitehead died on Monday 22nd May 2017 aged 86, from prostate cancer.

Barry - self-taught - was inspired to build his own "RBS" (Rev. Barry Special) single-seater race cars by reading the books of Allan Stanforth. His cars, RBS1 to RBS8, primarily competed in the 1100cc racing car class, and for the last 18 years he shared them with his daughter, Eve, until ill-health forced him to retire from driving two seasons ago. Eve continued to drive and despite declining health Barry assumed the role of "RBS Mechanic" - working in the garage, preparing and maintaining the car for her. He enjoyed the engineering as much as, if not more than, the driving. Eve continues to compete the RBS8 around the north west of England.

Barry was a much-liked and respected engineer and competitor. With his booming voice and laugh (and insults), he was a major presence in the paddock and he will be very sadly missed by a huge number of competitors across the north of England. He competed for over 45 years, never missing a season, which is an amazing record

***Raising donations in memory  
of the "Racing Rev."  
for Wigan and Leigh Hospice because  
the staff were wonderful to Barry.***

***In memory of: Rev. Barry Whitehead  
[www.justgiving.com/fundraising/  
racingrev](http://www.justgiving.com/fundraising/racingrev)***

***Longton & DMC***



# Pirelli

## International Rally

Garry Pearson turned quite a few heads with his performance on the Pirelli International Rally, the second round of the Prestone MSA British Rally Championship last.

The Duns driver was competing for the first time in this year's BRC in the RSC prepared Fiesta R5, and was co-driven for the first time by Paula Swinscoe from Withnell.

The Pirelli International Rally is based in Carlisle, and uses the forest roads of Kielder Forest for competitive stages. It took place over Saturday 29th and Sunday 30th April 2017, with the route consisting of 4 stages on Saturday which were repeated on Sunday, and totalling almost 100 miles of competitive driving.

The first stage, Whitesike, saw the newly formed crew achieve a time that was 8th quickest overall, a great start considering that the majority of the 48 other crews had already competed in the Border Counties Rally in March. The pair continued to improve with a 6th quickest time on stage 2, Black Fell, and a 4th quickest time on stage 3, Clintburn. Stage 4, Claver Hill, saw some time lost when the car slid into a ditch on the exit of a very slippery chicane, but some superb driving from Garry got them back on track, with another 4th quickest stage time.

On returning to Carlisle, the crew were delighted to find that they were lying in 4th place overall at the end of the first Leg, and with a mere 4.9 seconds separating them from 3rd place.

Leg 2 of the rally started early on Sunday morning with a repeat visit to the Whitesike stage, with the crew starting 4th on the road. However, a half spin on the entry to a chicane at 6.7 miles into the 10.5 mile stage left the Fiesta's rear wheels in mid-air over a deep ditch and balanced on its sumpguard. Along with some marshals the crew struggled for 40 minutes to try to move it, but eventually had to admit defeat. Garry said 'It was great to be back in the car; we had a good run all things considered and managed to set some respectable times despite being a bit rusty'.

Thanks, as always, to all our kind sponsors.

*Gary Pearson / Paula Swinscoe (Clitheroe & DMC)*

## PIRELLI POWER STAGES HAVE AHLIN SEEING DOUBLE

Two days of high speed motoring over the country's fastest gravel stages, made even more so by the long spell of dry weather, saw Swedish crew Fredrik Ahlin/ Torstein Ericson clinch their second successive victory on the Pirelli International and their second win in the 2017 Prestone MSA British Rally Championship, setting them up nicely for the rest of the season. Ahlin's win was no easy victory, he was initially headed over the opening stages by the new Hyundai of Tom Cave before mechanical problems put a stop to their challenge while day two saw Ahlin come under a sustained attack from Osian Pryce/ Dale Furniss who got to within 4 seconds of claiming the lead before being slowed by handbrake problems while the drive of the day came from David Bogie/ Kevin Rae who were quickest on all of the second day's stages and must have been rueing the brake problems that had plagued them on the opening loop on day one.



*Continued on Page 26*



The Pirelli International rally had attracted a quality, if not quantity, entry and there was a good sprinkling of R5 cars amongst the field that assembled in Carlisle with the prospect of 100 stage miles in the huge Kielder Forest complex to come. After a ceremonial start from Pirelli's manufacturing plant in Carlisle a run out led to the opening stage, a dry and dusty 9 miler which saw Cave immediately set the pace, just shading Ahlin with Osian Pryce, Keith Cronin and Desi Henry all in a bunch a few seconds behind. The expected challenge from Norwegian WRC driver, Eyvind Brynildsen never materialised as he was hampered by brake and transmission problems and was well off the pace

Stage two, Black Fell, was another long 14 mile affair and Cave again set the pace to open up a 7 second advantage with Martin McCormack setting a good time to move up into 4<sup>th</sup> place. A quick tyre change and a re-group in Bellingham preceded Stage 3, the incredibly fast Clintburn where Cave's good run ended when the rear suspension broke, a sad end to a promising debut for the Hyundai. Desi Henry also went out here when he found one of Kielder's many deep ditches as . Cronin was quickest over this one but Ahlin but Ahlin was close behind to assume the lead from Pryce and McCormack. Ahlin set his first fastest time on the day's final stage, Claver Hill, 8 seconds ahead of Cronin, and assumed the lead ahead of Pryce, Cronin with Gary Pearson up to 4<sup>th</sup> ahead of Cronin, McCormack and Jonny Greer

Day Two of the Pirelli International Rally and the opening stage saw the leaderboard change dramatically and although Ahlin maintained his lead he was only 5<sup>th</sup> quickest, with Bogie starting a charge, quickest from Pryce, Brynildsen and McCormack. Cronin went off , permanently, Garry Pearson found himself well stuck in a Kielder ditch, indeed this stage saw numerous crews end up off the road including the Mitsubishi Evo 9 of Class 6 leaders, Donny McDonald/ Andrew Falconer. The leader board continued to change even further with Greer/Riddick pulling out before the start of Stage 6 with mechanical woes, Bogie was again quickest on this one, Black Fell 2, heading Pryce, McCormack and Ahlin. This stage saw the demise of BRC Junior front runners, Josh McErlean/ Damian Duffin ( Citroen C2R2 ) and Fergus Barlow/ Alex Freeman ( Fiesta ) who went ditch visiting as did the Fiesta of David & Matthew White.

Clintburn 2 saw Bogie take 10 seconds out of Ahlin as he continued to set the pace while Pryce could only manage 5<sup>th</sup> quickest as an inoperative handbrake slowed him through the stages several chicanes. Brynildsen retired after this stage, his rally long brake problems proving insurmountable. The final stage was again claimed by Bogie, who must have been wondering what might have been if he hadn't had his first day problems. McCormack was the best of the rest to move up into a fine 3<sup>rd</sup> place, Bogie's class drive saw him finish 4<sup>th</sup> with Matt Edwards and Rhys Yates next up.

The rally finish in Brampton had a real party atmosphere with the town's main street closed off and street barbecues in full swing while a massive crowd, thronging the pavements and enjoying the Pirelli simulator and the bags of free give aways, cheered themselves hoarse as Ahlin/ Erikson crossed the finish line, to take their 2<sup>nd</sup> BRC victory of the season. The Pirelli International Rally had again proved to be a slick, well organised event which drew much praise from the competitors and British Rally Championship organisers, now in its 43<sup>rd</sup> year, it looks set to be a favourite for a good few years to come.

## Results

1. Frerik Ahlin/ Torstein Eriksen	Skoda Fabia R5	1:29:28.6
2. Osian Pryce / Dale Furniss	Ford Fiesta R5	1:30:07.4
3. Martin McCormack/ David Moynihan	Skoda Fabia R5	1:30:17.5
4. David Bogie / Kevin Rae	Skoda Fabia R5	1:30:34.8
5. Matt Edwards / Darren Garrod	Ford Fiesta	1:31:18.6
6. Rhys Yates / Carl Williamson	Ford Fiesta	1:31:47.8
7. Peter Stephenson / Ian Windress	Ford Focus WRC	1:35:43.8
8. Tom Preston / Andrew Roughhead	Skoda Fabia R5	1:35:58.5
9. Jamie Anderson / Ross Whittock	Ford Fiesta R5	1:37:03.4
10. Alex Laffey / Stuart Loudon	Ford Fiesta	1:38:10.3



**Report : Ed Graham : Hexham & DMC**

**Photos Courtesy of  
John Gorton**



# PIRELLI PROVES POPULAR FOR ELLIOTT

The Historic Section of the Pirelli International Rally saw Nick Elliott/ Dave Price (Ford Escort ) scrape home to a narrow win, Elliott's third success on the Carlisle based event and continue their dominance of the Mintex MSA British Historic Rally Championship although they were unable to repeat their feat of the previous round when they had been fastest on every stage as Jason Pritchard/ Phil Clarke (Escort ) narrowly headed them on the final stage to narrow Elliott's winning margin to just 6 seconds. The rally was a bit of a benefit for Ford Escorts with Steve Bannister/ Callum Atkinson taking the final podium position ahead of Simon Webster/ Jez Rogers, Steve Bennett/ Osian Owen, who drove the final stage with an inoperative clutch and Ben Friend / Cliffy Simmons, indeed, the highest placed non-Ford was the Class C1/2 winning Hillman Avenger of Elliott Retallick down in 13<sup>th</sup> place.

The fast, flowing stages of the rally, all located in the vast Kielder Forest complex, were extremely dry and dusty, Kielder hadn't seen rain for weeks, making the stage surfaces extremely slippery, especially for the front runners who had to "Sweep" the road for the crews coming behind . There was an abundance of loose gravel which made things hazardous, as if the many blind brows and deep ditches which abound in Kielder weren't enough of a challenge. The opening, 10.5 mile White Sike stage saw Elliott set the pace ahead of Orr, Pritchard and Lancaster, Simon Pickering was the event's first retirement when he rolled his Escort while Matt Robinson pulled out at the end of the stage with the Fiat suffering gearbox problems.

Stage Two, Black Fell, was a massive 15 miler and again Elliott was quickest , marginally ahead of Pritchard with Lancaster and Webster the best of the rest. Orr's challenge ended when a slight off damaged the steering, David Hayton/ Helen Brown also went off on this stage while Rex Ireland retired at the stop line with engine failure. Service was taken at a newly created venue above Kielder Water which will be an extremely useful venue for future events and with Elliott a mere 10 seconds up on Pritchard and Lancaster close behind, everything was still to play for.

The next, Clintburn, stage was another long 14.6 mile affair, again very fast and open and again, an Elliott master class, although Pritchard was keeping him honest, a mere 1.5 seconds down and Steve Bannister the best of the rest. Rudi Lancaster's challenge ended in one of Kielder's ever awaiting ditches , a similar fate ending Andrew Stokes rally for the day while Tim Freeman went out with clutch trouble. So to the final stage, the 9 miler through Claver Hill where Elliott made his only mistake of the day, nudging up a firebreak and dropping 6 seconds to Pritchard, it wasn't enough to depose him from the top of the leaderboard however and Elliott headed back to Carlisle with the win in the bag, albeit by a very slender 6 seconds.

Amongst the various classes, Retallick took C1 ahead of Stuart & Linda Cariss and Aziz Tejpar, despite being slowed by a puncture on the final stage. Josh Carr inherited Class C3 when Terry Cree's BMW snapped a driveshaft in Clintburn, then rolled on the following stage. Phil Jobson took Class C4 by a wide margin, aided by Bob Bean having an 8 minute "Off" in Clintburn, Ben Friend took D3 by a similarly wide margin and Phil Harris was the only finisher in Class B1.

While Elliott had been dominant throughout the event, Pritchard's consistently quick times had left him no margin for error and if the rest of the Mintex series events are similarly close, it's going to be a very interesting series indeed. The Pirelli was, as usual, a quick, slick and well organised event which ran like clockwork without any delays and with the stages so closely grouped, the leading runners were back in Carlisle by lunchtime with results ready and waiting when they arrived making for a prompt awards ceremony and an early journey home.

## RESULTS.

1. Nick Elliott/ Dave Price	Ford Escort	47:16.4
2. Jason Pritchard/ Phil Clarke	Ford Escort	47:22.9
3. Steve Bannister / Callum Atkinson	Ford Escort	48:09.6
4. Simon Webster / Jez Rogers	Ford Escort	48:26.2
5. Steve Bennett / Osian Owen	Ford Escort	49:26.3
6. Ben Friend / Cliffy Simmons	Ford Escort	49:29.6
7. Barry Stevenson-Wheeler / John Pickavance	Ford Escort	49:30.8
8. Phil Jobson / Arwel Jenkins	Ford Escort	49:48.3
9. James Potter / Bob Duck	Ford Escort	49:49.3
10. Tom Hewick / Mick Johnson	Ford Escort	49:51.5



**Report : Ed Graham : Hexham & DMC**

**Photos Courtesy of  
John Gorton**

## **ALTRATECH 061 Road Rally** **20/21<sup>st</sup> May**

The 6<sup>th</sup> round of the ANCC road rally championship started under dark skies and following a week of rain, but that didn't spoil a good night of motorsport. Hemingway/Collis returned following the latter recovering his ability to speak. Championship leader Waller was seeded at 13<sup>th</sup> showing the depth of quality fields in Derbyshire always generates, the potential winners could have come from the top 20 cars.

As is traditional the event started with 2 tests round Flowflex, run the opposite way round to 2016 but still slippery with little to gain from being "the more flamboyant driver" as the regulations always suggest. With no breakdown of results available we can't speculate but with a quick shunt at the hairpin Hemingway and Collis got off to a shaky start. A large degree of misfortune befell Featherstone and Spencer with a broken shaft off the line and they had an early bath and significant set back to their championship ambitions.

The plotting took us to familiar opening ground, Goyt Valley but using the NAM car park from South to North and then into the forest. Briant/Evans were flying here but misjudged the L9 into the control and slid wide, costing them nearly 30mins in penalties, with a similar issue ending Hawkins charge in the quick Proton.

The plotting at this stage was taking the format for the rest of the evening with the majority being delivered either plot and bash or with 1 section in advance to get it down, it was still tricky though. The route went down past Jenkin Chapel, which is a fantastic piece of road and then into Macc Forest. We then took in a rough white towards Roach end with a somewhat confusing junction at the end of it. Some of the lower cars like the MX5 took this section a bit more gingerly but it wasn't as rough as what was to come!

Using roads to the east of Dove Head saw us transfer east across the map. Most of the time to the minute sections were cleanable which provided a bit of respite before the IRTC's where you had to be on it, as much as the whites would allow. Our final dropper of the first half came to the North of Chelmerston which was a very rough white with NAM bends requiring caution. Results at halfway showed Robinson/Bryn Jones leading from Heminway/Collis, Green/Gibbins and Blacker/Frost with only 30s or so covering them. Bossen/Vokes suffering with fuel pump maladies and Standen/Taylor with power steering pump failure slowing their charge which was to come in the 2<sup>nd</sup> half.

The 2<sup>nd</sup> half started to the North of Buxton and when a Police car rolled down past the start there were a few worried drivers, but with the route using some tricky whites straight away there was no issue, a useful NO board blocking the farmyard and helping crews. A further tricky to find slot towards Wheston saw a few crews returning for second bite only to be delayed by a suspected drunk driver driving the opposite way down the road and making a mess of reversing.

*Photos Courtesy of Jez Turner*



**Continued on page 29**



## **Altratech 061 Rally** **Continued From Page 28**

Longstone Moor was to follow although the double no entry signs with no arrow caught a few crews out, the correct route progressing straight past them with no indication in the handout. A blast down the white to the first of two droppers in the 2<sup>nd</sup> half saw most drop a minute with Hemingway/Collis just over 20s.

Starting again from Foolow we took in the whites near Bradwell which were cleanable as the route progressed to the final dropper round the Donkey Sanctuary to the east of Chapel en le Frith which was in great condition, smooth and with crests to challenge the drivers since navigators had nothing on the map to assist.

Results showed 2 exclusions which were not anticipated which shook the results up a bit, Robinson and Storer for seemingly not SGW in a neutral, one set of several DSO groups recording the incident. Hemingway/Collis once again took the top spot with good results for ANCC contenders Blacker Frost 2<sup>nd</sup>, Green/Gibbins 4<sup>th</sup>, Jagger/Carr in 14<sup>th</sup>. Newby/Waller fell foul of unlucky 13 with crank sensor issues, persevering with a bodged loom to get them some useful points in 21<sup>st</sup> although losing ground in the championship.

Next rounds at the GP Memorial and the Jackson Trophy on 17<sup>th</sup>/18<sup>th</sup> June, the events clashing but not expected to reduce entry numbers on either.

**Niall Frost**

## **Stockport 061MC** **ALTRATECH 061 RALLY**

After a closely fought battle and narrow victory on the **brilliant CDMC Primrose Trophy Rally** with Stan Featherstone and Sam Spencer, I was fired up for some more excitement on the lanes. The win was my first Road Rally win ever – it's taken some 10years to come but was worth the wait as all the award winners on the rally got a great goody bag of kit from YB Racing, the 1<sup>st</sup> place Pirelli Cap was worn for a few days following until I felt everyone had seen it! I knew that Myles wasn't up for the 9+ miles of harsh Derbyshire whites the Altratech 061 offers, so in the early hours of Sunday morning after a couple of coffee's, I agreed with my good friend Mr Jeremy Dale we would enter the 061 together. Having spent the last 5 seasons with Jem, I was excited to get back in the Alfa. Plus knowing what was on offer in a few weeks' time, I was glad in a way it still sported the armchair like standard front seats and on the whole generally isn't quite as rigid as the 205GTI which I recently have been calling home

After a spanner check and fitting of a part worn set of Yoko nobblies to the front by the team at Newton Motorsport we were ready. Saturday afternoon soon arrived, we got the car loaded on the trailer and within a few meters of setting off I had clipped a parked fiesta with the back end of the trailer as we avoided some other parked cars, in the process ripping the back bumper off it. Just what we needed – we both thought if this is how it starts, it would be a long night!! It thankfully was Jem's neighbours car and after some quick apologies and a promise to sort it out, we made our excuses and set off, albeit a little more cautiously this time.

Arriving at Flowflex, Buxton there was already a good line of cars ready for scrutineering. We passed through with no issues, other than some confusement over why some people's tyres were being marked; where others weren't... we never got to the bottom of it. To signing on, and looking through the rally pack, I was surprised to find 5 individual maps printed on A4 paper rather than the usual hand-out for me to plot Quiets and Blackspots.

*Photos Coutesy of Jez Turner*



**Continued on Page 30**



## **Altratech 061 Rally**

### **Continued From Page 29**

Spotting Gary Evans who was sat in an unfamiliar Blue Mk2 Escort, I took the opportunity to say hi and ask what the score was. I noticed he was cutting the edges off it and sticking the maps together to make 1 cut & shut OS size map, but with nearly 100 yellow numbered blobs on it. I started to notice a few other people doing this too, so Jem and I set off in search of scissors and tape. Thankfully, we stumbled across a local Tesco corner shop not half a mile from MTC1 where for £1 you got 2 pairs of them... dubiously I paid the man, thinking they would be made of cheese but was pleasantly surprised when they cut my new map's beautifully.

So the night starts with what I believe is a regular twice round the Flowflex site as a special stage. This consisted of some tight hairpins round cones and quick sprint to the line. We achieved 30 & 32 sec's respectively – not the fastest times set, but we got round safely; there is some heavy gauge metal work in the yard which would have definitely ended our night should we have clipped anything. Now, I haven't really done that much plot and bash – so going into the 1<sup>st</sup> section, I was apprehensive over what would be coming through the window. Consulting my timecard we were straight into a timed to the second (TTTS) section with IRC Control at the end which added to the pressure. Because of the unfamiliar P&B style hand-out and map setup I had, I didn't register we were using NAM 4 despite it being clearly written on the instructions, so when we arrived at some Rally arrows pointing left we were a little confused as I thought we were turning right. Anyway, following the rally arrows we picked up the CB and continued to find a slot right onto a straight onto fast but bumpy white... Finally arriving at IRC3, already well over our due minute - 2.23 dropped! This is going to be hard I thought!

The next few sections went ok, cleaning the standard road sections and getting to grips with the also new to me sequenced and randomly ordered Tulips we headed south on the East side of Macclesfield for 20miles or so. A relatively simple herringbone was the next hand-out again with another white to contend with, but all in all the lanes were superb. Quite a lot of it was not exactly as map so was difficult to read but we managed to keep pace only dropping 17secs on the next TTTS section. Over the next couple of sections a few more errors occurred, we overshot a junction and wrong slotted at a crossroads on a white, paying the price heavily by having to drive to the end and turn round to go back up it. In the preliminary instructions it said the TTTS sections were going to be the challenging ones and that was also where they would give new route hand outs. What I didn't factor in in my prep was that within a short distance of receiving these new instructions we would be on one of those famous bumpy whites and by this point I was maybe was at most maybe half way through trying to plot the route, amidst getting signatures from manned PCs. It was demanding to say the least, not only for me but on the car! I am sure we were airborne over a few of the of the jumps on the white and repeatedly needing to go half on track/half on the verge just to get down them. We almost lost it whilst sliding sideways a couple of times and at 1 point was sure we were going to roll it but somehow Jem kept it going – credit to the boys at the top who dropped nearly no time on these. I thought we were going fast but somehow I think a few people cleaned these sections?

By petrol we had dropped just over 10mins so a win was off the cards, so a finish was the aim now. Knowing a few of the top seeds had dropped out for various reasons, we hoped to claw back a respectful placing. After petrol, it went really well – it seemed to click a little more and the times improved but we were still not quite on pace. We made a couple of errors – one noticeable one was in the quarry where the white carried on straight across, and we forked slightly right back onto the main quarry road being distracted by the No-Entry sign in front of us. Small errors but was all time down. Local knowledge round these places is paramount as was the case with some of the Whites / NAMs which were used. The last TTTS section of the rally was a fabulous, fast, totally not as map white, with multiple 90 L, 90 R corners, fenced on both sides, on smooth gravel. It seemed to last for ages, and as I couldn't read anything on the map, I resulted to calling it where possible by tracking the fencing down both sides – I could tell Jem was enjoying it too, the ATB and nobbies working on the limits to get the most grip on the slippery stuff. We finished just south of Chapel-en-le-Frith and with a short drive to MTC4, we were glad to find the Alfa with only a small battle wound from reversing into something doing a multiple point U turn somewhere earlier on but was nothing significant.

All in all the 061 is a great event, but you have to be fully committed to get a result. Not as harsh as some, but for sure it punishes the car. For me, it was another great learning experience and I managed to get a good bag of points for the SD34 Championship - upon review of the latest issuing of the standings the 9points gained pushes me to the top of the Nav's leader board for the moment despite the 15 O/A finishing position. On the way back Jem and I collectively agreed there was roughly 6-7mins worth of errors which could have been avoided, some comms / mishearing but it was more my plotting on this one which let us down a bit... Each time I do a P&B event, I feel myself gaining loads of experience. The ability to digest and process all the new info in the first 10-30secs from receipt of the new hand-out is improving. Getting this first bit right is vital, and taking extra time to really read every bit is key to success, but that's the nature of this game...

Next – on to the GPMC Memorial Rally and back in the 205 again, hoping for success on more familiar, closer to home lanes.

**James Chaplin – Alfa 145 - Car 7 : Garstang & Preston MC**

# Forresters Car Club BG Landrover Dixies Challenge Rally 3rd April

After a few months break overhauling the transmission ready for the forth coming season, it was off to Epynt for the Dixies rally for Team Adgespeed, in there RED Industries, ABR Engineering backed Subaru Impreza S11 WRC car of Adrian Spencer and Mark Hewitt. After a problem on the last rally a few weeks earlier when the bonnet flew up damaging the screen and roof, the team were looking for a good clean run.

Seeded car 1 as they won the the rally in 2016 it was going to be a tough battle as multiple tarmac champion Damian Cole had entered in his Ford Fiesta WRC and they were seeded car 2.

With the weather being dry, tyre choice was easy for the 1st loop of 2 stages and Adrian and Mark led the cars away. A good clean but slow run saw them finish the loop in 2nd place with Damian Cole immediately setting some very quick times to take the lead by 24 seconds. With no recce for this event Adrian was feeling a rusty as it was nearly a year since being on Epynt and nearly 6 months since driving the car in anger on the Neil Howard Memorial rally at Oulton Park in early November 2016 where they finished 5th O/A. Stages 3/4 were repeats of stages 1/2 and with Adrian getting back into the swing, Damian Cole only improved by a further 7 seconds on stage 3 and then only 2 seconds on stage 4. Adrian and Mark cemented their 2nd overall by increasing their lead over 3rd place Richard Merriman in his Darrian to 23 seconds.

Stage 5 and 6 were stages 1 and 2 run in the opposite direction and Adrian and Mark lost a bit more time on stage 5 as they had to back off on a flat in 6th gear part of the stage due to sheep wandering across the stage and they didn't want a repeat of the incident on the Harry Flatters rally the previous June. However they still managed 2nd quickest time. With no sheep on stage 6 Damian only managed to be another 2 seconds quicker and now increased his lead to 43 seconds. Adrian and Mark also increased their lead over 3rd placed Richard Merriman to 29 seconds to remain in 2nd O/A.

Stage 7 and 8 were repeats of 5 and 6 and with the weather changing from dry to damp as it started to rain a change of tyres was needed and as catching Damian Cole was looking very unlikely unless he had a problem, it was a steady run to maintain 2nd O/A, however with the damp conditions the 4 wheel drive of the Subaru Impreza meant they increased their advantage over Richard Merriman to 46 seconds in 3rd place.

Having gained some confidence in the damp, Adrian decided to push a little over stages 9 and 10 and with Damian Cole also pushing hard, Adrian only lost 2 seconds on each stage, but increased his lead over Richard Merriman to 63 seconds

For the final stage 11 and with Adrian feeling more confident with the car, Adrian and Mark took the stage win and beat Damian Cole by 3 seconds. A good end to the days rallying finishing 2nd O/A.

In the end it was the early stages which hurt the challenge to Damian Cole, but once back in the groove the pace was there. So it was time to congratulate Damian on his win and look forward to the next rally in a few weeks time.

**Adrian Spencer : Wigan MC**





# Chris Kelly Memorial Rally

## Steve Johnson/Steve Butler – Car 91

2014 was the last time we'd been in the Isle of Man and also the last time we'd competed using pace notes, so it was safe to say I might be a bit rusty. The few days before was therefore spent sat in front of the computer with the Pattersons DVD on 2x speed shouting instructions at the screen. It seemed to blow the cobwebs off.

Logistically, everything went to plan. Steve and I flew over on the Wednesday and picked up the recce/hire car that evening. Our service crew (MJ, Dave B and Mick Conboy) joined us on Thursday evening, having brought the car over on the ferry.

Thursday and Friday were spent reccyng and we managed to get all the stages done at least twice, Steve doing his best to commit some of the trickier bits to memory. It helped that some of the stages were a repeat of what we did three years ago. All in all, an entirely uneventful couple of days trundling around the island in a Ford Fiesta.

Friday scrutineering went without a hitch, although we did consider sticking the numbers on the 1.2 Fiesta because it definitely seemed quicker than the Micra. Being at the tail end we had the long, tedious wait until we could actually get going. My least favourite part of any rally (really must get a ride in the top 10 – any offers?).

Finally we were off to Stage 1, only to face a hold up due to an incident involving one of the early cars. No problem, it's all part of rallying, except that when your car 91 is a bloody long walk to the front of the queue to get your time! Still, unusually for the Isle of Man, it was a lovely evening for a walk.

Stage 1 was meant to be Keristal, starting at the beginning of Marine Drive. However, the MSA safety delegate deemed the course unsafe and so Stages 1 and 2 reverted to starting a mile or so into the Marine Drive stage. In the end I don't think we lost any stage miles, so well done to the organisers for sorting that one out.

All went reasonably well on the first stage. I only lost my place in the notes once and soon picked them back up. Towards the end of the second stage Steve seemed to be struggling to find gears. This was a problem that was to get worse and plague us for the rest of the event.

As Stages 3 & 4 progressed (Balladhoole 1 & 2) the gear selection problem worsened and it was a bit of distraction watching Steve stirring the gearstick around like he was mixing porridge. The horrible grinding noises sounded like he was trying to play a tune on the damn thing until there was nothing left but a casing full of swarf.

We managed to get it to management service at Freeport where the service crew successfully adjusted the clutch until we could get gears again and hopefully that would fix the problem. It did, but only temporarily. By the end of Stage 5 (Cringle 1) the problem re-surfaced and Stage 6 (St Marks 1) was another 16 miles of frenzied porridge stirring and a game of name that tune.

Back at the grandstand at the end of leg 1, another attempt was made at a more permanent adjustment to the clutch and hopefully that would see us through to the end of the rally. Without the time or resources to pull the gearbox apart and fully investigate the issue, that would have to do.

*Continued on Page 33*





Back to the hotel for a glass of wine to soak up some of the adrenaline. Perhaps going to bed at 2.00am and getting less than 5 hours sleep wasn't the best preparation for the next 6 stages.

Waking up to another uncommonly sunny day in the island, the run out to Stage 7 (Knocksharry 1) was uneventful, meaning that the clutch/gearbox fix had worked. Another incident with an early runner meant a hold up and ultimately the stage was cancelled and the remaining cars were run through in convoy directly to Stage 8 (Baldwins 1). Starting at the northern end of Druidale and finishing just outside Douglas, this is one of the most challenging stages and certainly my favourite of the few I've done on the Isle of Man. The Druidale section is a superb mix of long fast straights with crests and dips and tricky twistier sections that will punish any errors. The second half of the stage, after Brandywell, changes from open moorland road to steep downhill bends and then a long, fast flowing section through overhanging trees which is simply exhilarating, even in a 1300 Micra. Mindful that Steve is always telling me that whatever I call, that's where we were going, I had to be spot in with the notes or we were in trouble. That would always be the case, but somehow this particular series of fast open bends through Baldwins seems more challenging. Probably more so since the gearbox issue had re-emerged and to avoid having to change gear, we were staying in a higher gear than would have been ideal.

Struggling to engage a gear to leave the finish control, Steve managed to get us back to service for more adjustment.

Stages 9 and 10 passed without incident (Cringle and St Marks), but the gear selection problems still persisted the further we got into the stages and my note calling was occasionally interrupted by Steve gleefully announcing that he'd managed to find the gear he wanted.

More adjustment back at service and just two more stage to go. 11 and 12, Knocksharry and the infamous Baldwins to round off the event. By the end of the last stage the gearbox was ready to throw the towel in. It was becoming virtually impossible to find a gear and it was only Steve's careful management of the problem by only changing when it was impossible not to that kept us going. For the last few stages, and more so at the end of the final stage, he had to turn off the engine, select a gear and then re-start it in gear. We just about managed to make it back to the grandstand and get the car on the trailer before the thing expired completely. To the right of this report is a photo of the clutch plate that came out of the Micra after the event. Now I'm no mechanic, but there's definitely something wrong with that picture.

In the end, we finished 50<sup>th</sup> overall and 4<sup>th</sup> in class. Nothing to write home about, but with a clutch that was dismantling itself, a finish is a finish.

Much beer was consumed on Saturday night and Sunday was spent sightseeing round the island whilst waiting for the transport home, including one last run through Baldwins with five up in the hire Fiesta. No notes this time round, but I did offer.

A big thank to our service crew Mark Johnson, Dave Barratt and Mick Conboy for keeping us going and thanks to the organisers and marshals for another first class Manx National/Chris Kelly Memorial rally. I'm sure we'll be back soon.

**Steve Butler : Clitheroe & DMC : from the left hand seat of the mighty Micra.**

## **Primrose Trophy**

### **Navigational Rally**

### **Paul Buckel/Steve Butler – Car 5**

After finishing 4<sup>th</sup> the last time we did this event together and then a 3<sup>rd</sup> on last year's GPMC Memorial, being seeded 5<sup>th</sup> for the Primrose didn't seem too flattering, given these recent results on local roads. However, a harsh reality was to unfold, which is why Paul is currently in the process of shaving loads of weight off the car and has sourced a bigger engine. Sadly, the 1800 that saw us to the 3<sup>rd</sup> place chucked its hand in two events later and we've been back to the 1600 ever since.

After turning up slightly later than ideal at scrutineering and having a long wait in the queue, I was left with not a massive amount of time to get all the pre-plot information down and just about finished when the drivers briefing was called. Essentially, we were given all the blackspots, some rejoin points and all the quiet sections – not just areas, but the part of the route, which was really helpful. Nice idea and one I don't recall seeing before. However, the time pressure didn't help, which was entirely our fault. The night's one and only cock-up, but it was a beauty



**Continued on Page 35**

***'What the Butler Saw'***  
***Chris Kelly Rally***  
***Continued from Page 34***

It seemed like we were determined to put ourselves under pressure from the word go, with only just making it to MTC 1 on time and then diverting to the petrol station straight after to top the car up with water. Helpfully, we were handed the first lot of plotting at MTC 1, so at least I could crack on with that on the way to the re-group at MTC 2, where we had an hour to plot. As we arrived, the route information for the second half was given to us and I managed to get most of the route down before leaving for the first control. Local knowledge meant I could just tell Paul where we were going and leave him to it, so the rest of the plotting was finished on the way to STC 1.



***Photo Courtesy of Chris Ellison***

The first couple of sections were cleanable, which took us over Kemple End, up through Cow Ark and Easington to Toss Side. Most crews hadn't dropped any time to that point. The first real droppers took us from Tosside up through Sheep Wash and Wham, around Black Bank and over to Mewith. A total of 2:17 dropped to that point, which wasn't good enough to keep us in the top flight. Then came t. The next section started at the top of Lythe Fell, just after Mewith crossroad and placing a little too much reliance on Paul's knowledge of the Fell and the roads off it, rather than actually navigate him I simply said "we're taking the second slot down past Ringstones".

Big mistake. Instead of taking the 2<sup>nd</sup>, we took the first. The conversation went:

Me: "Was that the second slot?" . . . . . Paul: "yes, I think so, to Ringstones".

"you sure?" . . . . . "erm, I think so"

"It doesn't look right to me. No this is wrong" . . . . . "Sh!t".

That easily cost us 2 or 3 minutes and any chance of a decent result. Anyway, plod on. I think from that point on the fight had gone out of us and we were just along for the ride. 11<sup>th</sup> slowest on the next dropper left us in a disappointing 14<sup>th</sup> at petrol.

The second half felt better, but in reality we were just off the pace of those around us. 8<sup>th</sup> quickest through the first dropper down the Eastern side of the M6, past the top of Dandy Birks and through the twisty section in Brookmills. 10<sup>th</sup> quickest on the next section around Beacon Fell, not helped by overshooting the first of three NAMs in the car parks and then missing the second board in the final NAM and getting held up by the following car who spotted it before us. Most disappointing of all was 10<sup>th</sup> quickest down the Trough. We were slightly distracted by what looked like a car in the ditch to the left and then facing Jon Bossen coming towards us looking for somewhere to turn around after a spin. And he was still 3 seconds quicker!

A clean run to the finish ended what was a disappointing night for us. We thought we might have pulled something back in the second half, but it was not to be, despite no errors coming from either side of the car.

After a hearty breakfast and a look at the provisional results it was time to make a discreet exit. We hadn't realised that we had actually won a pot for 1<sup>st</sup> Master. Perhaps it's as well we didn't stay. It might have felt slightly embarrassing to collect an award after finishing 10<sup>th</sup> and really only because only three Masters finished and of the other two, one won the event and the other just managed to limp home to the finish.

Personal disappointments aside, we did actually thoroughly enjoy the event and all credit to our friends and colleagues at CDMC, especially Matt and Maurice, for giving us a first class night's sport. The event was absolutely spot on and gives this year's Clitheronian something to live up to. No pressure, Paul!

As always, thanks to all the marshals who were superb all night and especially well done to the girls marshalling at Oakencrough who had to deal with an inebriated and somewhat aggressive resident who should be ashamed of himself. Thanks must go to Sam Spencer for calming the situation down and moving the guy along.

Now looking forward to the GPMC Memorial to see if we can't fare a little better.

A leaner, meaner Proton will be ready to do battle!

***Steve Butler : Clitheroe & DMC***  
***Relying on the driver's local knowledge.***





After a much quieter start to the year than I'm used to the second weekend in May saw myself head to Welshpool for the Plains rally on what would be a rally of first. Not only was it the first rally sat alongside Dave Perkins it was also my first full loose and therefore forest rally with the added bonus of first time in left hand drive car (although easier to get to grips with in nav's seat). Oh and first event for Dave's new sponsors Jewsons builders merchants and Parkside Veterinary clinic on-board which meant we would need to make a good impression, no pressure then.....

The event started well with us quickly gelling on the stages and finding a good rhythm despite struggling to make the climb up some of the steep Gartheniog stage uphill sections which was to be expected with a bog standard 1300cc Micra. Unfortunately stage 2 was cancelled due to an incident involving a higher seeded car, both crew unhurt, which meant it was straight from stage 1 to 3.

Over stages 3 and 4 we continued the good rhythm fairing better due to the more level stages allowing us to build up some speed. This meant going into the mid day service we lay 95<sup>th</sup> overall and 8<sup>th</sup> rally first 16 places higher than our seeding.

Over the next loop the decision was taken to have a bit of a push to see if we could climb any places and perhaps catch a few cars in class. Due to the nature of forest events we would have no way of actually gauging our afternoon pace due to lack of signal but we still set off at a controlled pace to try anyway. Over 5 and 6 we climbed 2 places overall but unfortunately none in class.

The final loop of the event saw the rerun of the Dyfi stages in which had suited us better in the morning so confidence was higher heading into this loop. And sure enough we climbed a further 8 places up the leader board managing to take a little time but unfortunately no positions in class. This meant we finished 85<sup>th</sup> overall and 8<sup>th</sup> rally first car.

With a strong result under our belts and solid championship points gained towards the BTRDA rally first championship we now set our sights on the Carlisle stages next month in "Killer Kielder" forest. It may be a tall order for myself to gain a decent result in the championship due to missing the first 2 scoring rounds but dropped scores and with Dave currently 5<sup>th</sup> in the championship and myself 7<sup>th</sup> a strong result is not out the question yet.....



*Photos curtesy of Hairpin motorsport media*

# **AutoSOLO, Autotest and PCA**

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

**boundless**  
CSMA

On 14<sup>th</sup> May the NW AutoSOLO circus rolled in Lymm Services for the first of the Boundless by CSMA events this year.

This is the tenth year in succession our events have been held here and many of the same regular faces showed up again, including John North, still competing in the same car as the first event!!

Under the new name of 'Boundless by CSMA' the organizing team are the same old faces ( or should I say, same faces but older!!).

As usual the event catered for all tastes and abilities with Nat AutoSOLO, PCA, Nat B Autotest and Clubmans AutoSOLO.. We attracted entries from most of the leading contenders in SD34 and ANWCC championships including quite a few past class, event and championship winners.

Two tests were laid out, for the morning, to be run 5 times each .

The first runs at test 1 & 2 gave a foretaste of just how close the competition was going to be.

Neil Jones from Ruthin in his MX5 was on his first visit to Lymm and gave early warning of his pace pulling 0.7 sec away from Nick Darkin in his trusty & quick Nova. The next 5 cars were all within 2 ½ seconds and would have included Steve Mather but for a rare penalty.

After 1 run of both tests just 5 seconds covered the top 6 cars. The chasing pack included cars from 4 different classes. Clearly neither car size, engine size nor driver age were relevant to good times!!

Neil continued this pace all morning with clean consistent runs. His 5 runs on test 1 were all within a half second band!!

At the break Andy Williams in his 1.0 Micra was 20 seconds behind Neil, fighting back from a 5 sec penalty followed closely by Steve Kennell in his Scimitar just 1.6 seconds behind, again with 1 penalty. Another 0.7 sec behind was Nick Darkin who would have been closer but for 2 penalties, closely followed by Steve Mather another 1.6 sec behind also after a penalty. All this activity within 5 seconds of Andy!

Dan Darkin was in 6<sup>th</sup> and still getting to grips with the MX5, followed by John North in the big Passat. On John's tail was nineteen year old Scott MacMahon holding a creditable 8<sup>th</sup>!

For the afternoon the two tests morphed into one and four runs were in prospect.

Over the afternoon tests Neil was 4 seconds quicker than Steve Mather, now nearer to his usual form but outpaced today, with Nick another 5 seconds in arrears. Just 2 seconds covered next two places.

At the end, Neil Jones took a deserved victory by over 29 seconds from Steve Mather with Andy Williams just 0.9 second behind. Nick Darkin was 4<sup>th</sup> another 2 seconds behind but at least he beat son Dan for a change!

Just 30 seconds covered 2<sup>nd</sup> to 10<sup>th</sup> places after 14 tests.

Our highest place Junior was Scott MacMahon finishing 9<sup>th</sup> overall in a very competitive field.

Eight drivers out of the top ten will compete again both individually and in teams at our next event. I'm sure there won't be any hard feelings or scores to settle in what is likely to be even more competitive than this event..... !!

The PCA had 4 entries. Dominic Sedgewick took the win followed by James Robinson. 14 year old James follows a Robinson family tradition in a Rover Mini and shows great promise., winning his class. Translating his times to the AutoSOLO he would have been 7<sup>th</sup> in the Clubmans event and 18<sup>th</sup> in the Nat B, just behind 16 year old Luke Girvin who has already got a season behind him. Watch this space for these Juniors in the future!

The Clubmans AutoSOLO had 9 finishers, the top three separated by just 5 seconds! The winner Howard Morris would have been 9<sup>th</sup> had he been in the Nat B!! So much for a low key fun event?

The Autotest attracted 3 entries, entertaining the rest of the event with their handbrake and reversing skills. Colin Moreton took the win in his Westfield.

All in all a very competitive days sport.

**Our next event is on Sunday 18<sup>th</sup> June when we will host the MSA Inter Association AutoSOLO on behalf of the ANCC.**

**This is also a round of the BTRDA Championship.**



**Graham Maxwell Clerk of the Course**



# Gemini Communications Motor Sport Team

Would you like to get involved either as a Radio Marshal  
or just to come along and see what Radio Crews do?  
Newcomers Always Welcome.

Give Bill Wilmer a Call

07973-830705

w.wilmer@btinternet.com

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MSA Approved Regional Radio Co-ordinator:  
For North Wales, Cheshire, Greater Manchester,  
Lancashire, Merseyside & Salop:  
Serving Motorsport for 52 Years

## 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



**GEMINI**  
MOTORSPORT  
COMMUNICATIONS

Visit the ALL NEW  
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Website

[www.geminicommunications.org](http://www.geminicommunications.org)

## Golden Microphone Trophy 2017

G 23	IAN DAVIES	60	points
G 25	CHRIS WOODCOCK	40	points
G 04	IAN WINTERBURN	30	points
G 17	ROBIN MORTIBOYS	30	points
G 21	DEREK BEDSON	30	points
G 55	STEVE & MATT BROADBENT	30	points
G 01	BILL WILMER	20	points
G 02	GRAHAM COOKSON	20	points
G 11	MARK WILKINSON	20	points
G 13	STUART DICKENSON	20	points
G 27	ROGER SCHOFEILD	20	points
G 31	DUNCAN STOCK	20	points
G 37	LEE SKILLING	20	points
G 50	DAVID PEAKER	20	points
G 57	JAMES ATKINSON	20	points
G 65	BRIAN EATON	20	points
G 56	TONY JONES	15	points
G 03	LES FRAGLE	10	points
G 09	KEITH LAMB	10	points
G 12	CHRIS JARVIS	10	points
G 14	ADIAN LLOYD	10	points
G 28	ANDREW TAYLOR	10	points
G 32	BRYAN FLINT	10	points
G 33	JOHN ELLIS	10	points
G 48	PETER LANGTREE	10	points
G 51	GERRY MORRIS	10	points
G 58	GEOFF INGRAM	10	points
G 59	MAURICE ELLISON	10	points
G 62	COLIN EVANS	10	points
G 24	PAUL HENRY	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

## Frank Williams Memorial Stages

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

Rhyl & DMC

Trawsfynydd Ranges

## Enville 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.

### Manchester 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 Pirelli International Rally

Too late to include in last month's mutterings, at the end of April I headed north for the latest round of the British Rally Championship. I personally haven't been up to this event for many years and a revisit was on my rallying bucket list.

An ungodly 4am start beckoned as for Stage 1 Whitesike signing on was an eye wateringly early "by 07:03am". Somewhat bleary eyed and with my brother Simon in tow we headed up the M6 towards Carlisle and then due east towards the stage one start. The drive north was uneventful and we arrived at the start to be surprised by being welcomed by John in Gemini Recovery, apparently the scheduled recovery at the start Crossrigg Recovery 1 had some "issues", so John stepped in with one of the Crossrigg crew onboard. Signing on was painless and the excellent goody bag and safety manual were much appreciated. Once into the stage the fast gravel stage opened out in front of me and we soon found ourselves safely parked off road at Junction 4, along with a couple of marshals.

Like many multi venue events now we then had the long wait for anything to happen and the cavalcade of various safety cars started at 08:11 and we duly displayed the yellow flags to the spec safety car and MSA delegate (for both the historic and BRC runs). Car 1 of the historic field then started on their due time of 09:03 and the cars flew past in clouds of thick choking dust. After about twenty cars Staffs Rescue called up from the start to report that they had a doctor with them at the start (earlier having confirmed that their paramedic was onboard), a mystery was solved when Brian Avery in Control confirmed that this was in fact the 'missing' doctor for stage two, everyone had been looking for !. A plan was eventually hatched for the doctor to follow the course closer car after the historics and drive through the stage and onto his correct stage two location. Apart from Car 28 going off around junction 11, this was the extent of the excitement for this run of cars and a total of 41 historics made it to the finish.

Unfortunately we then had another very long wait of nearly three hours before the BRC cars started at 12:55, on schedule as you would expect for stage one of this international event. Whilst certainly much, much quicker than the historics, kicking up enormous clouds of dust, the very poor number of only 38 starters flew by in the blink of an eye and we were done and dusted (sorry for the pun) in less than 50 minutes. It was then time to drive through the stage and catch up with Stuart, Gemini 13 at the stop line, before the long drive home.



As I said at the start this event was on my bucket list and I've reflected on the experience and also some of the discussion with marshals on the day. I am also aware that the event was looking for both marshals and radio crews in the days before the event. As a volunteer I drove for nearly three hours, to sit waiting for cars for two hours to have only 56 minutes of actual competition, to then wait another three hours for only a further 50 minutes of action before another three hour drive home. However you assess this it wasn't what you would call 'value for money' and I know talking to some of the marshals they were also frustrated by the event timings and small entry, with those also volunteering on the Sunday fearful of how many cars would be left for them to oversee. I appreciate that all organisers face a battle of organising events of this scale and complexity and my three hours each way journey may not be typical, but unless things change in the future and particularly BRC entries dramatically improve I can see many other volunteers thinking twice about the 'value for money' of supporting such events in the future.

# Plains Rally

**Saturday 13<sup>th</sup> May 2017:**

It's a very early start for me for the drive down into mid Wales and my destination Rally Control in the cottage at the Penrhos Arms Hotel, Cemmaes, Machynlleth. I arrive around 7am to find Bill and Ian Winterburn setting up control in the cottage, shortly to be joined by the Clerk of Course Les Sharp, the event Steward and later Deputy CoC Phil Mostyn.

The plan from the pre-event briefing was for Bill to look after one pair of stages on MSA Channel 1, the second pair I would control on Channel 3 leaving the other Ian to look after the event management frequency and the safety cars etc. This all sounded sensible and workable in a complex event with multiple stages running simultaneously. Unfortunately we immediately hit a major snag as Marches Control suddenly appeared on air who were running the British Cross Country Championship event in Radnor and "demanded" that we switch the whole Plains event to the single MSA Channel 3!. There followed a series of tense discussions over the air with an eventual compromise reluctantly reached, as we were already up and running setting up Stage 1 on Channel 1, meaning the BCCC event would switch to Channel 3. This meant that I then had to switch all of the radios I was looking after across Dyfi East and Dyfi West from Channel 3 over to a now somewhat congested Channel 1. This situation was less than ideal when an event was becoming 'live' and somewhere some very crossed wires and pre event communications seems to have occurred, something for people higher than me in the food chain to resolve after the event. For now we had a multi venue stage rally to run on one MSA radio channel.

Professionals that we are, the team settled down to the new comms structure for the event and with all 81 traffic on the single channel the messages come thick and fast, although there were still a few stragglers on Channel 3 that we needed to find and get them to switch over channels. Despite all of the last minute distractions the event started pretty much on schedule with the challenging run through the nearly nine miles of SS1 Gartheinog.

With stage 1 live and the others stages needing radio checks and set up etc, the radio traffic was quite intense, alongside the need to keep an accurate communications log of key decisions, incidents and actions. As I assisted Bill across the 81 channel, Ian had his work cut out on the management frequency. It wasn't long before the first stage began to take a toll on the competitors, although car 14 only got as far as arrival before retiring I believe with reported clutch problems. About 10:15 a major problem began to emerge on SS1 as Gemini 9 called in a 'safety' as Car 43 was stopped at Junction 4 partially blocking the stage and in a dangerous position. Despite the efforts of marshals the car couldn't be moved and Les the CoC was reluctantly, but correctly forced to call a halt to the stage and send in Zodiac Recovery to try and move the car to a safe location. Zodiac did a first class job and the stage restarted after not much more than fifteen minutes.



**The Team Gemini 'Professionals'**





## **Radio Mutterings**

### **Plaines Rally**

#### **Continued From Page 40**

However our relief was shortlived as another incident occurs on the short Stage 2 Cwmcelli which forces Les to halt the stage and send in Bulldog Recovery to try and move Car 31 with a ripped front suspension. As the minutes tick by the almost inevitable happens and Les is forced to cancel the run through SS2 and re-route the remaining cars from the stop at SS1 through to the Start of SS3 Dyfi East. Such decisions are never made lightly but with the delays from the two incidents happening so early on in the rally it was essential that the event timing schedule was recovered.

As we sort out the re-route and Les works Ian hard shuffling safety cars and instructions, we have another 'safety' shout on SS1 as Car 90 rolls at Junction 6b and although the crew are reported out and OK, Les and the Chief MO as per new MSA guidance instruct the Rescue Unit to check the crew over as they run through the stage which is close to ending. Minutes later another one Car 93 decides to test the laws of physics and rolls, although they make it safely to the end of the stage and we arrange for the Rescue Unit at the start of the next stage to check the crew over. In the end a fine 119 cars start the first stage, although only 110 make it to the end, leaving the recovery crews with lots of work for later in the day.

As Bill enjoys a late cooked breakfast Ian and I continue to look after Control as the event continues to challenge crews in all sorts of ways, with various reports of blown engines, beached cars, broken wheels and broken cars. Bill is soon refuelled and the Gemini team are back up to full strength. With all of this happening across one single MSA Channel, having two of us in control to look after the MSA safety channel radio traffic and at the same time keep an accurate log and interact with Les and Philip as decisions are made and instructions are passed worked well. Ian was then free to look after the management frequency an equally demanding role and task, particularly liaising with the MSA Safety Delegate and other safety cars.

Time flies by and the curse of the course car then strikes again, as Car 0 is forced to pull off and join Gemini 9 on SS5. 00 is soon promoted and the event continues with eventually a tired and in some cases battered 95 cars making it to the end of SS8. As in any similar event the role of Radio Control doesn't end with the last car finishing the final stage and we then have the complex task of sorting out recovery for the numerous cars spread across the four sites and eight stages, organising the Recovery Units and their corresponding shadows the Rescue Units to make sure everyone is recovered safe and sound. With double figure cars needing recovery from SS1/5 we have to shuffle some of the recovery resources to provide both mutual aid for the 'big' recoveries but also to make sure everyone including the Stage Commander on SS2/6 is recovered and transported safely clear of the stages. We eventually stand down the principal rally control a little after 16:30.

As I am on the path towards a Controllers Licence I've reflected on the Plains experience and make some observations on the event. These might sound like teaching granny to suck eggs but it is essential that radio cars and other key official's monitor their radios at all times and crucially listen carefully to the instructions you are given. There were several occasions where we struggled to make contact or when we did people seemed to either ignore or misinterpret the instructions given. If you are ever in any doubt on what you are being directed to do come back to Control and ask for the message to be repeated or clarified, don't press on regardless. Similarly listen to what is happening on your stage, if we are looking for a missing car and you have key information don't wait to be the fifth or sixth radio to be called, make a 'relevant' call and we will come to you straight away, saving valuable time in a safety situation. These common sense approaches can make all the difference, particularly when we found ourselves with such congested and constrained air time.

Leaving Wales behind I head north to find a bed for the night.....

## **The John Overend Memorial Stage Rally**

### **Sunday 14<sup>th</sup> May 2017.**

After a good night's sleep in one of Sir Lenny's finest inns, I make my way the short distance to a rather wet York Drag Racing site, aka the former Melbourne Airfield. Today I switch from a multi venue radio control to a single venue control and join Chris and Heidi. The event is organised by North Humberside Motor Club and once signed on (thanks for the goody bag) Chris and I park alongside each other and organise ourselves to run both 81 and a management channel using the national 'Green' frequency. We don't have the luxury of a cottage here or even access to one of the cabins on site, but make do the old fashioned way and run the radio control out of the two cars. Chris graciously lets me run 81, with his supervision whilst he and Heidi look after the management channel and direct contact with the CoC etc.



**Continued on page 42**

**Radio Mutterings**  
**John Overend Memorial Stages**  
**Continued From Page 41**

The event is run over eight stages, with the junior field starting first and completing each pair of stages before the main field starts. We start promptly at 08:41 and a total of 15 enthusiastic juniors safely complete the very wet first pair of stages, before the main field joins the action. The pace of the event and radio traffic is obviously much less than I experienced in the previous twenty four hours in Wales, but nonetheless it demands the same concentration and attention to detail. The first couple of runs see various cars slipping and sliding off and on the stage, although we only eventually see the demise of Car 44 who retires with Eagle 9, Car 28 with Jupiter 14 and Car 43 with Humber 4. With three recovery units on the event the Crossrigg 2 & 3 team, alongside Overlander Recovery make short work of the stranded cars.



In between each of stages the organisers operate a convoy system to allow anyone who wants to leave the venue to do so, as the only way out is along part of the course. Once all are safely off the stage the gates are locked once again and the go ahead is given for the next run to commence. The change over for stages 3 & 4 takes a little longer than planned but time is made up elsewhere and the event ticks along quite smoothly. This pair of stages sees the juniors 100% finish record fall, as Car 109 stops out at Junction 17, although only a straight tow is called for. Meanwhile in the main field as the weather improves the cars begin to explore the outer limits of the stage and the rough ground takes a toll as Cars 41 and 43 call for suspended recoveries. As is often the case here in clearing weather we are treated to an overhead airshow as a local pilot practices aerobatics high above the stage !. I did ask Chris if the MSA controller training covered air accidents, but was simply advised to tape the area off and wait for outside assistance if the worst happened !.

As we set up for the next pair of stages and take a brief lunch break and I take a moment to admire the mightily impressive Omega Rescue 1 & 2 units, fine examples of the American approach to 'build um big'!!

For stages 5 & 6 the recovered junior Car 109 rejoins the fight, none the apparent worse for their earlier recovery and we keep 15 juniors running. The main field has a hard time in SS5 and we see the loss of four cars, for a variety of maladies. Car 10 apparently suffers partial drive, Car 19 manages to lose a wheel, Car 41 simply stops and Car 38 takes a short cut off the stage and back into service. The next run then sees Car 27 snap a driveshaft, meaning we are down to 35 at the end of the stage.

For the final pair of stages I hand the 81 control responsibility back to Chris, but maintain a control and incident log. For me it is good to see and hear a different controller's style and operation on an event. After further changes to the stage layout we head towards the final pair of stages and the juniors are giving it their all as they head towards the finish. On SS7 we sadly see the demise of Car 109 who unfortunately find themselves off in a dangerous position and they are soon moved clear by Humber 1 before the second and final run for the juniors. In the end a valiant 13 of these little yet entertaining cars finish the event safely. For the main field a total of 35 finish Stage 7, with Car 20 reported off with a locked axle and in the final stage we see Car 7 break a wheel around Junction 8 and Car 24 lose a wheel meaning the recovery units have some work to do at the end of a very successful and enjoyable event. For me it's a week away from rallies and then back into the action with the Warcop Stages.

**Continued on Page 43**

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# **NHMC Warcop Stages**

## **29<sup>th</sup> May 2017**

Two weeks on and I find myself back with North Humberside Motor Club and their new event the Warcop Stages 2017. Unfortunately continuing a recent trend the event start is an early signing on between 6am and 7am, so for many it's either get up in the middle of the night or an overnight stay on the night before. For me the thought of a 4am start from home means an overnight stay is the best option all round.

Up early'ish and it's the short drive along the A66 to the military ranges and signing on, where radio allocations are made and I find myself allocated to the stop line radio duties. Running to the MSA rally safety requirements the event has an allocated MSA Safety Delegate and runs a Spectator Safety car, although the MOD venue is non spectator.

Stage One starts at 08:15 and the first of 63 starters heads out in a grey and somewhat overcast morning to meet the challenges of the Warcop range roads with their unforgiving twists, turns and ditches. As is usual with this venue the first stage starts and then after the cars return for the second stage we move to parallel 30 second starts making life at the start and finish somewhat hectic to say the least. Anyway that's my excuse for not counting the cars properly first time round !. It's not long before the venue begins to exert a toll on the competitors. Car 12 drops a prop shaft at Junction 18, but eventually limps out on hazards; Car 31 loses a wheel around the cattle grid at Junction 18; Car 44 is reported stopped at Junction 23; and rounding off the first stage Car 45 manages to end up upside down in a field before the split at Junction 1, thankfully both crew are out and OK.

Stage two is slightly better and we only see Car 11 off around Junction 23, although numerous cars get to the stop line with very hot and smoking brakes.

For the next three pairs of stages we relocate the stop to the north west corner of the ranges, affording some spectacular views across the range hills. Our first challenge at the new location is that we don't have line of sight to the flying finish and the radio link to the timing beam struggles to connect. Applying some lateral thinking and experience of similar radio signal problems I suggest moving location and finally by taping the unit to a convenient military sign we have connection re-established and even the GPRS link back to rally HQ seems to work !.

The next pair of stages starts at 11:18 and as the sun finally begins to make an appearance the action is thick and fast and as the turnaround took longer than expected the first runners all start at 30 seconds to try and catch up a little time, although a few crews grumble about this decision at the stop line. After a few cars there is an unusual message from Bill in Control following reports of a spectator walking in the stage, the reassuring message is that "someone is looking for sheep in the stage", I suppose it take all sorts !.



***Spot the difference in approach:  
Plains Rally v Warcop Stages.***



***Stage One & Two Stop Line.***

## **Radio Mutterings**

### **NHMC Warcop Stages Rally**

#### **Continued From Page 44**

Stage Three sees two further crews succumb to the Warcop challenge as Car 40 snaps a drive shaft at Junction 15 and then Car 53 around Junction 7 hits a stone bridge and manages to end up in the river !!, thankfully a swiftly following update message reassures Control that the 'river' in question is only about a foot deep and the crew are thankfully out and OK after a big off. Stage Five continues with Car 20 reported on three wheels at Junction 4; Car 28 off at the split with mechanical woes; Car 43 off somewhere around Junction 9; and finally the unfortunate Car 69 who is off with a locked up rear diff at Junction One. All of this makes for a very busy day for the events two recovery units Lake 3 Recovery and Atlas 3 Recovery, both thankfully with suspended lifting capability.

During the break Control announce the marshals draw prizes and there are six winners in addition to the refreshment bags we all collected at signing on, so thanks NHMC.

For the next pair of stages there is a very long turnaround delay, with the MSA Safety Delegate quite rightly requiring a number of stage layout changes to be undertaken before he is happy with the new stage layout, including some differences from the roadbook. The delay is not helped by some less than helpful marshals who apparently don't think they need to follow instructions to move to a safer location (you couldn't make this one up).

Finally the action resumes at 14:24 with Stage Five and drama almost from the go as Swift 39 calls in a 'safety' as Car 5 is off at Junction 10+ and is reported as "on fire". After an anxious few minutes the call comes back from Alan that the crew are out along with the fire and Calder Rescue can be 'stood down'. A total of 49 runners finish this stage, with the second run SS6 taking a heavier toll on the crews. Here we find Car 26 off after a heavy hit against something at Junction 15; Car 41 stuck front end into a deep ditch at Junction 24+ (looking for a rear tug out); and finally Car 64 off at Junction 17. Sadly our very own Adrian Lloyd in his BMW Car 70 makes it to the end of the stage but with what looks and sounds like a broken prop shaft.

After a further change of layout we start the final pair of stages at 16:38 and Car 1 continues to lead the event from the front. A total of 45 cars enter and also finish Stage Seven, the first time all day that the same number who started completed a stage, although not all of the same crews as a few cars dropped in and out of the field during the day. The 'miracle' of SS7 is due in no small part to Lee with the crew of RAF Rescue and marshals who manage to lift Car 59 out of a ditch at Junction 18. The final Stage Eight passes off equally and thankfully drama free with 43 cars in and out to the end of the event.

It was nice to see and hear the number of crews who took the trouble to thank the stop line marshals and wanted to pass on their thanks to all for an enjoyable days sport. Despite the high attrition that saw the 63 strong field reduced by twenty at the end of eight stages, nobody was injured, although looking at what the recovery crews brought out one or two wallets will have taken a battering. A busy month for me with three very different events and roles.

**Ian Davies : Gemini 23**



A Glasgow man phones a dentist to enquire about the cost for a tooth extraction  
" £85 pounds for an extraction, sir" the dentist replied.  
" £85 quid! Huv ye no'got anythin' cheaper?"  
"That's the normal charge," said the dentist.  
"Whit about if ye didnae use any anaesthetic?"  
"That's unusual, sir, but I could do it and would knock £15 pounds off."  
"Whit about if ye used one of your dentist trainees and still without any anaesthetic?"  
"I can't guarantee their professionalism and it'll be painful. But the price could drop by £20 pounds."  
"How about if ye make it a trainin' session, ave yer student do the extraction with the other students watchin' and learnin'?"  
"It'll be good for the students", mulled the dentist.  
"I'll charge you £5 pounds but it will be traumatic."  
"Och, now yer talkin' laddie! It's a deal," said the Scotsman. "Can ye confirm an appointment for the wife next Tuesday then?"

One day a housework-challenged husband decided to wash his Sweatshirt.

Seconds after he stepped into the laundry room, he shouted to his wife, 'What setting do I use on the washing machine?'

'It depends,' she replied. 'What does it say on your shirt?'

He Yelled back, ' FCUK !'

And they say blondes are dumb...



I went across to the Isle of Man to marshal on the Manx National & Chris Kelly Rallies. I travelled as a foot passenger but got transportation to and from the ferry and on the island with Matt Broadbent and his dad Steve. For the first time ever (for me) the weather was brilliant for the whole of our stay . . . other than for the wind which had us wearing coats to keep warm despite the glorious sunshine. We were running the service area at the Grandstand plus MTC1, MTC 2 on Friday, MTC 3 & MTC 4 plus 2 regroup points on the Saturday.

We disembarked at Douglas on Thursday and we made our way up to the Grandstand to learn more and were immediately put to work in the service park. "Keep them tight otherwise they will spread out and take more space than they really need, leaving no room for crews who arrive on Friday" was the instruction. So we cajoled and sometimes threatened but one way or another everyone was 'tight'.

By the time the event was due to start we could have still got at least another 20 Competing cars and associated service vehicles in the allotted space. (job done but maybe too well 'cause now I was getting grief from crews who had been squashed tighter than they would have wished : Kept a low profile and well out of the way when the competitors arrived at MTC 1 !!!)

On the Friday afternoon, with everyone settled in the Service area Steve and I get asked to go to the end of the shakedown stage as they have a problem with spectators. Slight problem : As we were going to be confined to the service area for the whole of our stay I had left my map of the Isle of Man back in the Hotel Room. Not a problem they said, the end of the shakedown stage is at Cregg-Ny-Baa on the TT circuit. You cant miss it just turn left out of the Grandstand and follow the circuit. However, no one said 'Follow the circuit IN REVERSE'. So we set off and turned left and were following the circuit Clockwise when the short way was to go Anti-clockwise. On my last trip across to the Island I had had lunch at Cregg-Ny-Baa but had also eaten at other establishments on the Island and whilst I had a nagging doubt that we were not going in the right direction - with no map I was not sure, so we followed the TT circuit! As we went through Crosby the nagging doubt became more of a certainty and after getting a phone call asking how much longer we would be it became a definite, so we cut across the island on the Beinn-y-Phott road and arrived half an hour late. No spectators in sight just the odd service crew.

After running MTC 2 on Friday night we eventually get to bed sometime after 1 am and we have to be back at the Grandstand for MTC 3 by 8am and my old legs are aching from the never ending walk taking time cards to the results team and I have sun and wind burn too. I couldn't believe how many crews struggled to find MTC 2 (which was the same location as the Noise Check that they all had had to do earlier) and were having an 'autotest' in the Police Station Car Park across the road from us. Perhaps it being dark had had an effect on them finding their way? (but following my 'Cregg-Ny-Baa incident - I cant really comment. Can I?)

Between MTC 3 and MTC 4 we are running two re-groups and have only ten minutes spare between moving location within the Service park. A very, very busy event for us with little respite (34 hours of constant marshalling in two and a half days) without seeing a single rally car driven in anger we still managed to thoroughly enjoy ourselves.

Despite trying to con Alan Shaw (Marshals Championship Compiler) out of more points (3 days & 2 Rallies = 60 points) - I still only got 20 points awarded (nice try though)

## Grumpy Old Git

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



### On Pages 79 & 80 are the Proposed Regulation Changes regarding Tyres on Road Rallies

The current rules work (other than in Wales with the silly E mark rule) and these proposals make things restrictive and expensive for no real reason.

So why change them?

I am not sufficiently technically qualified to comment (after all I just call the road. As long as the car has tyres and they stick to the road and arn't always getting punctures then I am not particularly interested but for all you drivers out there . . .

**Read the Consultation Document and comment on it. (There is a comments email address for you to send your reply to the msa).**

**If you dont, then you will get stuck with these proposed rules.**

**If you dont voice your concerns now dont moan later.**

If it is Road Legal and would pass a MOT test with the tyres you currently use then whats the point in a change to the rules?

Or is the MOT about to be changed?

## The Morecambe Rally 29/30th July

*Good Morning,*

*This email, sadly is to inform you that due to surmounting difficulties a decision has been made by the Committee of Morecambe Car Club Ltd to postpone the running of the Morecambe Rally 2017.*

*This decision has not been made lightly, but had been necessary to maintain the good name of Morecambe Car Club Ltd by not running what would have been a sub standard event.*

*We apologise to all who will have been effected by this decision and hope that you will not hold this against us and support us in the future.*

*Yours Sincerely*

*Derek Shepherd, Honary Secretary*

When I received the above I wrote back to Derek asking if it was just a postponement and if so did he have any idea when the Morecambe would run in 2017

I have received a reply from Derek. Unfortunately its not good news. Due to a poor response from District Councils regarding the use of the whites on map 97 the Morecambe will not run in 2017. Without the extensive use of whites it would be just another rally.

So sorry to hear that. Despite some of its little quirks I really look forward to competing on the Morecambe Rally each year. It's a whole lot of fun and unique in the North West.

Best of luck in getting it back running for 2018

I will look forward to competing on it then . . . . .



# Airedale & Pennine MCC



## Rock & Heifer PCA

30th April

11 competitors signed on for our last pca of the A&PMCC championship. We suffered low number due to clashing with another PCA in Wales and loads of cyclists dressed in lycra on the Tour de Yorkshire but with key competitors absent it left the championship more open and we all had a good laugh.

I nearly came close friends with a big bin but luck and not skill i stopped in time but that lost me time but that's motor-sport for you.

Thanks to everyone who came an competed hope to see you soon

*Gary Ross : A&PMCC*

### Results

O/A		Class	Penalties
1st	Andy Williams	(E)	213.50
2nd	David Toft	(E)	224.61
3rd	Mark Williamson	(B)	225.55
4th	John Greenwood	(B)	227.98
5th	Anthony Beaumont	(B)	229.30
6th	Gary Ross	(E)	230.85
7th	Lauren Crook	(B)	231.55
8th	John Coppin	(N)	233.56
9th	Samuel Oddy	(N)	240.90
10th	Amy Toft	(B)	243.15
11th	Suzanne Greenwood	(B)	254.91



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

*Photos Courtesy of Jez Turner*







# PLAINS RALLY

17 year-old Tommi Meadows suffered an early retirement on the Plains Rally, based in Welshpool.

Meadows and co-driver Ian Oakey headed to the event with the plan being to get as much experience on the classic welsh stages for Tommi's second gravel rally.

The pair enjoyed success at their previous event the Somerset Stages, where they took 34th o/a from a field of 115 cars in their 1400cc Ford KA.

However, just 4 miles into the 40 mile event, the Clitheroe teenager made a costly mistake.

"After the Somerset I wanted to continue the momentum and get another good result. We came into a tight left hand bend too fast and ran wide," said Meadows. "I thought we were going to get away with it so I just kept my right foot planted, but sadly the rear end slid into a ditch and the car rolled over 2 and a half times".

With the car badly damaged and a front wheel hanging off, the crew had no choice but to retire from the event. They now face a race against time to rebuild the car in time for the Carlisle Stages in 4 weeks time.

"The car is going to need a lot of late nights spent on it, but we will be back. It's already at Gareth Hooper's being stripped of all damaged panels".

**Tommi Meadows : Clitheroe & DMC**



**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
- L.A.Harrison KLMC Road Rally Challenge

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

## Primrose Trophy Navigational Road Rally 22nd-23rd April Car 27 (Novice)

Well it all started at Darwen services. No problems at noise or scrutineering. We then signed on. Had a bit of down time and plotting quiet, black spots before the drivers brief at 21:30.

After plotting the re-joins which we did with no problems it was off to the start.

We had a pretty good run until we went over Kemple End which is a blind crest into a steep decent I couldn't make the bend so I anchored on and hit a road sign we lost about 5 minutes trying to get the car off the post!!! Luckily the damage wasn't too bad and we carried on.

A few wrong slots but we made it to petrol lying 5th in class 29th OA.

The second half was much better - still got a few wrong slots and missed SR5!!!

The Metro 6R1.1 performed very well for a bog standard car and for my nav a job well done!!!!

It was our first full event and we were both happy with 3rd in class and 21st OA.

The route was excellent I didn't have a clue where I was half of the time, one minute we were near Clitheroe and the next Settle then back to Clitheroe!!!!!!

A massive thanks and well done to the organising team and all the marshals who did 2 or 3 check points!!!

**Gareth Shepherd, Dan Fox : CDMC, PMC**





**Winners : Bolton-le-Moors CC 'A' : Gerrit Done  
Andy Long, Dave Graves, Neil Bye, James Swallow**

**Pendle & DMC**

# Inter-Club Quiz

**10th May**

It seems a very long time ago since we had an Inter-Club Quiz. So Rod Brereton of Pendle & DMC resurrected it and what a good night it was.

Peter Wright was Quizmaster and must have spent hours and hours putting it all together.

Teams consisted of four members per team. Bolton-le-Moors CC had turned up in force and had four teams. Garstang & Preston MC had two teams as did Pendle & DMC. Poor old Clitheroe had half a team (Me & Steve Lewis) so we joined forces with two of Preston Motorsport Club (Victoria Swallow & Alex Brown)

It was none of your usual 'Just Motorsport' Quiz. We had puzzles to solve (I think they are called Dingbats, but I could be wrong) eg ATFRANKFRANKRA which turned out to be Frank Sinatra, (Franks in ATRA). We had to identify obscure Road Signs. We had a section of Questions on F1 (fortunately for us Victoria Swallow had a very good F1 Knowledge) and another on Rallying (not proper Rallying but that Poncy stuff where you dont do more than a couple of hours 'rallying' before having a rest and you dont drive when its dark (WRC). All the Motorsport Sections were interspersed with complex puzzles to solve and you could smell brains being slowly fried (either that or the Pie & Peas supper was nearly ready)

After 7 Rounds there were two teams tying for first place. Round 8 (the final Round) had us stumped but with some educated guesses we managed to get 5 out of the 14 questions correct and came home a surprised joint 2nd overall

**Cracking (& Baffling) Good Night.  
Thanks to Pendle & Peter Wright**

## Results

O/A	Club	Team Name
1st	Bolton-le-Moors 'A'	Gerrit Done
= 2nd	Clitheroe & DMC	Anever Lerron
= 2nd	Bolton-le-Moors 'B'	E R Den
4th	Garstang & Preston MC 'A'	Four Heads, Two Brains
5th	Pendle & DMC 'A'	The Old Vic
6th	Bolton-le-Moors CC 'C'	Kwells 4 Co-Drivers
7th	Bolton-le-Moors CC 'D'	Free Pea Sweet
8th	Pendle & DMC 'B'	D'Oyley Sweater
9th	Garstang & Preston MC 'B'	Rock On Tommy



**Me (far right) hard at work trying to solve the puzzle whilst others just Natter !**



**The G&PMC Teams**



**Rod Brereton in full flow explaining how he didn't understand the questions!**

**Right : Quiz Master Peter Wright**

**Photos Courtesy of  
Victoria Swallow : Preston MC  
But part of the Clitheroe & DMC Team**





Paul Morgan 1st O/A O/A



# **Warrington & DMC** **&** **Wallasey MC** **Wern Ddu PCA**



Rob Jones 2nd O/A

An action packed fun day was enjoyed by the 32 competitors who competed on this the first of 4 planned PCAs at Wern Ddu Quarry

I was driving Ayrton Harrison's little Micra as well as calling the tests for him when it was his turn to drive. It was non-stop motor sport, never spending more than 5 minutes before we were having another go at one of the 3 tests (each driven 4 times) that were on offer. The biggest problem on the day was the dust which at times made it difficult to see the location of the next cone. The dust problem should be solved in time for the next in the series by the addition of a water bowser (courtesy of Steve Ellison) to damp down the ground.

I had the misfortune of listening too much to Ayrton's instructions "And keep it Flat. I said flat!" and managed to get out of the ruts on Test 3 causing the car to jump to the right and into the quarry wall and as we bounced off of the wall it was then "And keep it Flat. I said flat!". All to great amusement of the Marshals & spectators.

**Maurice Ellison : Clitheroe & DMC**

## **Top Ten** **O/A**

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



Rob Jones 2nd O/A



Steve Johnson



Photos Courtesy of Matt Foxley





## ***Accrington MSC***

Accrington Motor Sport Club members recently volunteered at the Pirelli International Rally, a round of the British Rally Championship.

Just before the start of stage 3, the crews had a stop-off in Bellingham, about an hour east of Carlisle. ANWCC Chairman Bob Milloy conducted interviews and provided another brilliant commentary. The event gave local residents and rally fans alike an unrivalled opportunity to get up close to the cars and crews.

This special event also gave the British Rally Championship a real presence in the village. Many residents were unaware of the event taking place just a few miles away in the Kielder Forest and were thrilled by the noise and spectacle of the cars.

A small team of marshals from Accrington Motor Sport Club joined Deputy Chief Marshal Dave Brodie and his team to help set up the event and run the special time control.

Organisers of the British Rally Championship are looking for exciting new ways to widen the rally's appeal to both existing fans and new audiences and this special event in Bellingham did just that. It is estimated that over 250 people came out to welcome the cars into the village.

Not your typical Saturday afternoon, perhaps?



## **Warrington & DMC + Wallasey MC Wern Ddu PCA Sunday April 30th**



Early start to set off from Blackburn to North Wales (Dad and my younger sister covered my paper round!).

We arrived sometime before dinner in the classic Austin mini, expecting it to be on a gravel surface. But it was nothing like that, it was set up like a rally course, for rally cars, not autosolo cars.

We signed on and were given our maps and time cards, then we set off to walk the circuit, and realised this course would just wreck the mini.

After, everyone arrived on a trailer except two or three, which included us. We went and talked to the guy who was running the event and told him how we would have no car left if we drove the mini, so he kindly offered to lend us his club car for one of the rough circuits.

After two goes of my uncle driving the mini, it was already showing signs of breaking and sure enough, something jolted the gear selector and knocked us out of gear, so we decided to leave it there.

After that we drove the Micra around and it did surprisingly well, except from the slight 'driving towards a cliff' faze. I managed to keep it from going off though, so all was fine, and still managed to beat Uncle David by almost 5 seconds.

The course was very dusty once everyone had spun around on it and it was very hard to breath, good job I had a lot of vimto on me.

I have learnt, how to not drive off a cliff, how to know when to stop breaking a car, and when to hold your breath.

***James Robinson age 14 : U17MC(NW)***



# AutoSOLO

Lymm Truck Stop Services

14th May

I arrived at Lymm truck stop with my Uncle David in the mini, we parked up and unloaded all the equipment from the back seats and the boot. Then we went to sign in and were given our time cards and maps for the day. After that, I took the mini to scrutineering to check if the mini was able to compete or not. Then we got a pip on the car horn to signal us over to the drivers briefing to go through what we are going to do during the day. Me and my uncle were both on rest first, then driving, and last marshalling.

Someone had an accident before I got to drive but after they had sorted out the mess, and checked if the driver was ok, then it was my turn.

My first drive wasn't the fastest nor the slowest on the first run but after I got used to the course a little more it got easier and less confusing since this was the most complicated course I have ever driven. There were two circuits to do and the first one was definitely the longest and most complicated course out of the two. At the end, both circuits were joined together creating a mini track day circuit rather than an auto-solo, anyway, in the end I came first in my class as predicted by Graham the C of C, who was running the day.

So in the end I walked away with a big smile ready to get through another tank of my Uncles petrol.

**James Robinson age 14 : U17MC(NW)**



The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used? . . . . Because that's the way they built them in England, and English expatriates designed the US railroads.

Why did the English build them like that? . . . . Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did 'they' use that gauge then?

Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing. Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads? . . . . Imperial Rome built the first long distance roads in Europe (including England ) for their legions. Those roads have been used ever since.

And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome , they were all alike in the matter of wheel spacing. Therefore the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot.

Bureaucracies live forever. So the next time you are handed a specification/procedure/process and wonder 'What horse's arse came up with this?' you may be exactly right.

Imperial Roman army chariots were made just wide enough to accommodate the rear ends of two war horses. (Two horses' arses.)

Now, the twist to the story: When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs.

The SRBs are made by Thiokol at their factory in Utah

The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains, and the SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds. So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's arse.

And you thought being a horse's arse wasn't important?

Ancient horse's arses control almost everything... and right now a set of Horse's Arses in Brussels, London and the USA are controlling everything else!



# MAY 28th



**On Sunday 28<sup>th</sup> May  
Pendle Powerfest  
brought the excitement of motor-  
racing and a love of all vehicles to  
of excited visitors.**

**sport, off  
thousands**

The Mud & Motorsport themed show rolled into Nelson & Colne College in East Lancashire, bringing millions of pounds worth of motoring exotica together into a family friendly event. From Le Mans driver Mike Newton's racing car collection to a guard of honour of Land Rovers, there really was something for everyone. This was supported by vehicles of all types divided into sections from American hotrods through motor-bikes and classics to modified and supercars.

"We really pulled in some truly amazing vehicles, the likes of which would normally be gracing Goodwood or Silverstone" said organiser Chris Walker.

The show 's fundraising this year was inspired by the entertainment manager Lee Tombling's late sister Amy's idea of providing toys in children's wards. The team took the challenge of servicing as many hospitals and hospices in the local area as possible.

"I had a special moment today, Alexander & Trisessa performed Amy's Heroes and as I was walking through the crowds my eye caught a lady and in that split second I thought I had seen my little sister. It's a special moment I will never forget"

All of the donated toys will carry a sticker with the words "Simply Amy" on them in recognition of what she created.

The team had made a huge effort to enhance the family side of the show with a large range of activities for people to try out. From the Zorbs and giant slide outside to the Fun Science, Magician and ride on racetrack inside, the show was packed with families out enjoying their day.

Enhancing the day further was a DJ, three live music acts with party band CRASH headlining and drawing large crowds in the afternoon sun. There was also an auction of a Mercedes Team cap signed by Lewis Hamilton that raised £100 and prize from special guest Caroline Hobbs of tickets to the Silverstone Classic in July that will be auctioned on the Pendle Powerfest website in the coming weeks.

Local MP Andrew Stephenson and newly appointed Mayor & Mayoress of Pendle; their Worships David and Barbara Whalley enjoyed a tour of the show including the opportunity to sit in a TVR, fittingly built in Blackpool.

Pendle Powerfest is run by a team of volunteers who spend a long time planning and organising something they feel is unique to the area, if not the country. Made up of people with diverse backgrounds and interests they tirelessly work towards making the day out appeal to everyone and raise lots of money for their chosen causes.

Early visitor feedback has been overwhelming with a review from first time visitor/exhibitor Pamela summing things up perfectly:

"Excellent day, we really enjoyed being part of this brilliant show. Met some old friends, saw some very interesting vehicles. It was brilliantly organised and everyone who helped put their hearts and souls into this show. Highly recommended to any car enthusiasts, whether attending or just visiting. We would like to say a very big thank you to Chris and all of the team for making this event possible. Looking forward to attending next year."

Pendle Powerfest will next be attending the Barrowford Lifestlyes Festival on Saturday 1<sup>st</sup> July followed the day after by the Toy Drive vehicle convoy to Blackburn and hopefully Airedale Hospitals on the 2<sup>nd</sup> July to deliver toys to the children's wards in a rolling motorshow.

Applications are open on [www.pendlepowerfest.com](http://www.pendlepowerfest.com) to volunteer to join the convoy and the Lifestlyes display.



## Grass Roots Motor Sport





# Lancashire Automobile Club Ltd

## Drive it Day 2017

### St Georges Day Run

### 23rd May

It might be worth first giving a little explanation of what Drive it Day is all about. The Federation of British Historic Vehicle Clubs (FBHVC) decided many years ago that the profile of classic vehicles (in the widest sense) should be raised with the British public and our political masters.

In truth the importance, and sheer value, of the classic car industry is worth tens if not hundreds of millions of pounds to the British economy. So whilst the FBHVC lobbied both Parliament and Brussels on our behalf members of the federation have done their bit organising events on the annual Drive it Day.

The Lancashire Automobile Club has been a member of the FBHVC for many years and organises a very successful run every year taking in the abundance of fine driving roads in Lancashire. The event is a Touring Assembly and as such is untimed with no awards. We have seen routes starting in the Whalley Blackburn area taking in roads to the west, north, and east. This year we decided to go south for a change.

Almost 80 vintage and classic cars entered the event which was supported by Blue Butts Classic Cars, Hagerty Motor Insurance and Bowker BMW and Mini. Each entrant received a traditional Rally Plate, tulip style Route Book and a Route Information book. The latter containing snippets of information about the places the cars passed through on their 100mile journey.

We were blessed with great weather the whole day, not something we were expecting given the previous weekends washout!

The route started from Blackburn Northern Sports Club, with a bacon bap, and looped north towards Hurst Green then northeast over Pendle and on to Colne. We then went into 'new' territory through Trawden and south over Widdop Moor before turning west to a coffee/lunch halt at the Duke of Wellington on the Grane Road.

After a brief halt the route went south then west to Belmont and into the Anglezarke complex before turning north to Top Lock, and Brindle to return to the start where a light buffet awaited them.

Thanks must go to all the marshals who helped under the direction of our Clerk of Course, Anthony Taylor, the sandwich makes, Eileen and Carolyn, and of course all the entrants who brought their magnificent vehicles for all to enjoy.

### Photos Courtesy of Brian Taylor

If anyone wants to see, or purchase more photographs from the event simply go to Brian Taylors site White Dog Photography [www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk) and simply click on this link then select 2017 motorsport galleries to see all the pictures (by the way if you look on 2016 motorsport galleries there are pictures from our 2016 events).

To get the pictures simply follow the directions at the bottom of the first web page. Brian doesn't personally charge but asks that you donate an amount you feel appropriate to Cancer Research UK. You don't just get your pictures you are helping the fight against Cancer.

You then contact Brian direct with the picture numbers you require and he gives you a link to the files at full resolution.



# ***NORTH WEST RACERS***

*With Dave Williams, Rachel Bourne & Peter Scherer*

## **RACERS DOUBLE UP**

The Electrovapeco.uk XR Challenge and CNC Heads Sports/Saloon Championship each had two rounds during May – at the parkland circuits of Oulton and Cadwell respectively. Although in both cases there was a double victory for one driver, the racing was close and exciting.

### **Electrovapeco.uk XR Challenge 6<sup>th</sup> May, Oulton Park**

After his double victory at the opening rounds at Oulton Park back in March, Mark Robinson returned to the Cheshire circuit and claimed pole in the morning's qualifying session. His best lap was over 0.6 secs faster than the next driver – fellow XR2 man Neil Waterworth who unfortunately loaded up and went home without taking part in either race due to a gearbox problem.

Less than 5 hundredths slower was Justin Roberts in another Fiesta, he shared the second row with the first XR3i which was in the hands of Michael Blackburn.

Things were closer in race 1 than in qualifying with Roberts latching on to the back of Robinson and even getting ahead having carried some excellent momentum down the Lakeside Straight on lap 3. Robinson feared he might be defeated for the first time this season but a couple of circuits later he found more speed than his rival as the duo came out of Druids and retook the lead which he held until the end.

The Escorts of Blackburn and Andrew Lennie disputed third overall along with the Fiesta of Greg Speight. Blackburn took the place having made a fabulous pass on the inside at Cascades. Speight surprisingly was only fifth overall – revised front suspension and a new set of brake pads meant the reigning champion just didn't feel at ease with his car. He also admitted that Robinson and Roberts were on great form.

Race 2 was over before it really began. Roberts and Robinson were side by side the first time they tackled Cascades but as Robert moved ahead after taking the inside line he was making a tighter turn than his tyres could cope with. Momentarily broadside across the track, the rest of the field did well to miss him, he then speared off to the left where he hit the tyre wall with a loud thwack.

Remarkably, the car was still able to continue although Roberts was last when he got going again. Thus Robinson was to take a comfortable victory as his adversary from earlier in the day worked his way back up the order to finish sixth.

Blackburn again took the XR3i Class as his closest challenger, Lennie, clipped the tyre bundles at the Hislops chicane and retired with what appeared to be a damaged steering system.

As the contest progressed, Speight was able to catch Blackburn as the latter's tyres faded and, having carried more speed out of Knickerbrook and up Clay Hill, he was able to pass at Druids to finish second overall.

Once more this season Mark Noble is the only entrant in the Fiesta Si Class and, having finished eighth earlier in the day, he was classified fourth in the second encounter. This, we believe, is a personal best for Mark who, when not racing, marshals at Oulton Park.



***Mark Robinson leads the XR runners***



***Mark Noble in his Fiesta Si***

***Continued on Page 55***



## **CNC Heads Sports/ Saloon Championship 13<sup>th</sup> & 14<sup>th</sup> May, Cadwell Park**

Qualifying for yet another capacity entry was a quick 10 minute blast at the end of which Joe Spencer was 1.35 seconds faster than everyone else in his Stuart Taylor Locosaki. He flew round the tricky, narrow Cadwell Park track which many regard as a mini-Nurburgring.

Less than 3 tenths separated Garry Watson (Westfield) and Paul Rose (Saker) in second and third. With 33 cars on the circuit, "traffic" was a common exclamation when the drivers returned to the paddock.

Because the grid at Cadwell is limited to 28 cars, 5 of those who had taken part in qualifying were absent from the first race.

Rose never makes a good start in comparison to the lighter cars in the field and dropped to fifth when the red lights went out as Spencer and Watson converted first and second on the grid to those positions at the end of the opening lap.

As is usually the case, Rose was soon a man on the move and caught Watson. With Class C winner Spencer out of sight and in a class of his own the pair had a superb dice for the honour of being the overall runner-up – they even made contact at Park Corner. Rose eventually got in front on lap 10, taking the Class A honours in the process while Watson retired with suspension failure a short while later.

Watson's demise promoted Rose's Saker team mate, Steve Harris, into third after he had earlier overtaken Matt Spark's Caterham at Mansfield with two wheels on the grass. Harris later reflected that he then started to push too hard. This resulted in him making a mistake going through Hall Bends which handed the place back to Spark. The latter also won Class B.

Oliver Thomas (Subaru Impreza) and the Porsche 997 of Gary Wardle had a superb dice for the Class D spoils which was resolved when Wardle made contact with Rose as he came up to lap them. The Porsche man spun, flat spotted his tyres and finished down the order.

Piers Grange managed to hold off Richard Roundell to take Class E – Ford Escort Mk2 beating Vauxhall Vectra – while Class F went to Ian Gorrie (Raw Striker) after the early leader in this category, Simon Sheridan, crashed when his Honda Civic had contact with another car.

The second fastest laps in qualifying set the grid for race 2. Spencer and Watson were once again on the front row but Rose was down in sixth however it wasn't long before he was challenging the two leaders. He passed Watson on lap 5. Then Rose attempted to pass Spencer along Park Straight but found himself on the grass and spinning out of the race. Sadly, things got a little heated, Rose felt he had been edged off the track but Spencer was adamant that he has kept to his line.

Spencer therefore took the victory, both overall and in Class C, 7 seconds ahead of Watson who found keeping up with the leader difficult when they began lapping cars. Harris pulled off on the penultimate lap with a mechanical failure enabling Spark to finish third although Watson was the Class B winner on this occasion.

With the two Sakers both retiring, Class A went to James Auckland in his ever sideways Ford Capri while Wardle beat Thomas in Class D this time around when he got through at Coppice on lap 4. Grange once again fended off Roundell in Class E while Sheriden repaired his car after his race 1 off in time to take Class F.



**Double victory for Joe Spencer**



**Simon Sheridan repaired his car to win Class F**

**BOURNE PHOTOGRAPHIC**  
*Creative Imaging*

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

# WARD STARS AT 7TH ANNUAL DONINGTON HISTORIC

The 2017 running of the Donington Historic Festival also coincided with the 40<sup>th</sup> anniversary of Donington Park's re-opening, and fittingly over 450 classic motor racing machines, many with a rich sporting history, had been attracted to the 7<sup>th</sup> running of the event. The Leicestershire circuit was in great shape too; now properly re-grassed and landscaped following the F1 debacle, the infield is at last fully open to the public. And with the infield bankings providing some of the best spectator viewing in the UK there really was no better place to take in the weekend's 19 races.

Saturday's schedule included 10 of the aforementioned races and Historic racing ace, Chris Ward would amazingly find himself standing on the podium's top step on 3 occasions! The first of which would come alongside Touring Car Legend, Steve Soper, in the Bastos liveried Rover Vitesse. But having qualified the British built machine on pole for the 1 hour long Historic Touring Car Challenge, Ward instead jumped into the TWR Jaguar XJ8. And whilst Soper developed an early lead, Ward set about bringing the big cat towards the front, leading to suggestions that the versatile JD Classics man could in fact appear on the podium twice! ECU issues would unfortunately negate that prospect but once Ward was aboard the Rover there was only ever going to be one winner; the pairing going on to record a dominant 36 second victory.

A second success would soon follow, this time aboard the stunning Lister Costin in the Stirling Moss Trophy race for Pre-61 Sportscars; a race win which in many respects was his toughest of the day. In what effectively became a two horse race, Will Nuthall, in a Lister Knobbly, would sit in the wheel tracks of Ward's Costin bodied machine for almost the entirety of the one hour race. However the healthy crowd were robbed of a close finish when Nuthall was dealt a late double blow; first, a one minute time penalty for a late decision to drive solo, and second, by hitting car trouble on the very last lap. Such was the dominance of the leading two Listers however that Nuthall was still classified in second!

Ward was then at it again in Saturday's final race of the day; the ex-Silverstone Chief Instructor once again joining Paul Gibson in his continuation Lola T70 MK3 for the 90 minute '1000km' race for pre-73 prototypes. Whilst the entry was a little on the disappointing side it was more than made up for in terms of quality and the early running was made by the 3 T70 MK3s in the field; Paul Gibson ahead of Leo Voyazides and Chris Beighton.

By lap 29, both Gibson and Voyazides had handed over their respective machines to Chris Ward and Simon Hadfield, with a quicker pit stop for the latter allowing Hadfield to emerge in front. Ward however was driving like a man possessed and with lap times consistently below the 1.11 marker, was quickly on the tail of Hadfield and into the lead once Beighton had pitted for Greensall on lap 38. Hadfield is renowned for his pace in historic machinery but even he could not match the low 1.08s Ward was achieving in clean air, leaving Gibson and Ward to claim victory for the third time in as many years. What a day this had been for the one time Nissan man!

*Continued on Page 57*





## **Donington Historic** **Continued from Page 56**

Once again Touring Cars from latter half of the twentieth century would feature heavily at this years festival and as a result stars such as the aforementioned Steve Soper, Colin Turkington, Adam Morgan, Patrick Watts and Andrew Jordan were all set to compete.

In fact, prior to his success in the Historic Touring Car Challenge, Soper had taken the brand new Team Dynamics built Lotus Cortina to second in the first of two races for pre-66 under 2 litre Touring Cars. Traditionally the Cortina's have been no match for the Andrew and Max Banks piloted Alfa Romeo Giulia Sprint and even the touring car expertise of Soper could not reverse the fortunes of the popular Ford machine. As it was the pole sitting Alfa duo were never troubled as they went on to record a 23 second victory. Soper meanwhile had to fight his way passed the similar Lotus Cortina's of Andy Wolfe and Oscar Rovelli after a slow pit stop to claim second, while Rovelli went on to snatch third from Wolfe on the finish line!

Sunday's second race may well have had a similar outcome, in that Andrew and Max Banks recorded yet another victory, however the Cortinas appeared much more competitive on this occasion. In fact Soper almost made it into the lead at Goddards on lap 2 but would fall back into the clutches of fellow Cortina man, Andy Wolfe after running wide.

A mid race safety car would however allow both Cortina drivers another shot at the leading Alfa and Andy Wolfe would emerge as Banks' closest challenger at the restart. But, an unsuccessful attempt for the lead around the outside of the chicane would ultimately allow Banks to escape to victory and Soper to close in and re-take second at Hollywood. Wolfe was far from finished though and the two Cortinas would swap positions on more than one occasion before Soper eventually claimed his second runner up spot in as many days.

Many of the under 2 litre machines would again take to the track for the final Touring Car race of the weekend, the HRDC 'Coys' Trophy; an event again catering for pre-66 machines but this time with no engine capacity restrictions. And whilst there was no sign of the Banks' Alfa, the Lotus Cortina pilots would this time have to contend with brutish American muscle in the form Ford's Falcon and Mustang models. And it was the pole sitting Ford Falcon in the hands of Jack Drury, fresh from his Donington HSCC HTC success earlier in the month, who would slip in front of Soper as the cars headed for the mandatory mid race pit stops.

Once complete there was nothing to choose between Drury and Soper and expectations were high for a great battle to the finish. Unfortunately the duel would be short lived however as both cars found themselves on the retirement list courtesy of a collision with a back marker at McLeans. This left another Cortina in the hands of David Tomlin to take victory from the similar machine of Graham Pattle and the Mustang of Mark Burton.

The Donington Historic Festival also played host to the opening two rounds of the 2017, HSCC organised, Super Touring Car Challenge and it was James Dodd who claimed a brace of commanding victories in his Honda Accord; beating the Alfa Romeo 150 STW of Neil Smith to top spot by 15 seconds in race 1 and the similar Accord of father Graeme by 41 seconds in race 2.

Meanwhile, Mike Jordan, paired with his 2013 BTCC champion son, Andrew, aboard the family run Austin 'GT'40 recorded a dominant victory in the HRDC Pre-60 Touring Car race. Despite an early safety car period, the very rapid duo claimed victory by a mammoth 52 seconds over the Butterfield/Dorlin Jaguar MK1.



**Continued on Page 58/**

## **Donington Historic Continued from Page 57**

Whilst it was great to see so many touring cars at the festival it is ultimately the Sports and GT Cars that draw me back year after year. And pleasingly a jam packed field took to the track for Sunday morning's 2 hour GT and Sports Car Cup for Pre-66 GT and Pre-63 Sportscars.

Last year Grahame and Oliver Bryant had claimed victory and it wasn't long before Oliver Bryant had established a healthy lead over the chasing Cobra's of Robert Bremner and Leo Voyazides and the E-type Jaguar of Carlos Monteverde. The rules for this race dictate a maximum of 50 minute stints and whilst Oliver Bryant escaped from the pack prior to the enforced stop, Grahame was unlikely to lap at the same speed. Hadfield and Pearson, subbing for Voyazides and Monteverde respectively meanwhile were the quicker drivers in their pairings and began to quickly close in on the leading Cobra.

A long safety car period, for oil at the chicane, would however dampen the race as a spectacle somewhat; enough time passing for the elder Bryant to be relieved of his duties under the caution period, allowing Bryant the younger to go on and take a comfortable 39 second victory. The battle behind was far less clear cut however. Whilst Hadfield had managed to keep Pearson behind, the positions were reversed soon after the second pitstops; the Voyazides Cobra dropping time and two positions with an excursion at McLeans. Thus ensuring the Monteverde/Pearson and Clark/McCaig E-types would round out the podium positions.

The Pre-War Sports Cars would make a welcome return in 2017 and Fred Wakeman and Patrick Blakeney-Edwards would quickly establish themselves as the class of the field; the duo going on to record victory by more than 1 lap in their Frazer Nash. However, the victory may well have been less dominant had fellow front row starter, Sam Stretton, not been forced into retirement in his Alta Sports after just 11 laps.

A day later, Wakeman and Blakeney-Edwards would claim a second victory in the RAC Woodcote Trophy race for Pre-56 Sportscars. Although Gary Pearson, in a Jaguar D-Type, lead the opening stages of the race, Fred Wakeman in the Cooper T38 was able to get by at Hollywood on lap 7. And, with Pearson never re-emerging from his mandatory pitstop, Patrick Blakeney-Edwards was able to go on and record a comfortable victory of more than 1 lap. The battle for second was fascinating however. Lying 8th after the mid race pit stops, Simon Hadfield stormed through the field in the Wolfgang Friedrichs Aston Martin DB3S to grab second with just 4 laps remaining!

E-types of various body styles filled the majority of the grid positions in the Jaguar Classic Challenge race and it was Gary Pearson and Ben Short who would battle it out for the lead over the opening stages of the race. It would have taken some drive to beat Pearson in equal machinery however and as it was the Jaguar expert was able to break away in traffic; eventually taking race victory by 14 seconds.

***Continued on Page 59***





## **Donington Historic Continued from Page 58**

There was also a nice blend of single seater action across the weekend and a whopping 25 cars made the start of the opening FIA sanctioned Historic Formula 2 race. Richard Evans had previously claimed pole position by a huge 1.5 seconds in his March 742 and expectation was that he would dominate proceedings in the race. And whilst a poor start left him fourth behind Mark Dwyer, Daniel Gibson and Frazer Gibney, Evans would find himself at the head of the field by lap 10. But this appeared to be a race that no-one wanted to win as first Evans and then Dwyer were forced into retirement; the latter pulling off at Redgate with just three laps remaining to leave the way clear for Frazer Gibney to take the most unlikely of victories.

The opening laps of race 2 proved highly entertaining as the rapidly driven cars of Richard Evans, Mark Dwyer and Daniel Gibson all cruised through the field; the grid having been set from the results of race 1. In fact, such was their pace that by lap 4, Evans, Dwyer and Gibson held the top 3 positions. But whilst Gibson would again find his Chevron B42 condemned to the retirements list, Evans and Dwyer would, on this occasion, go on to claim the top two steps of the podium, despite the latter suffering from a broken exhaust. Behind, after a brilliant second in race 1, Robert Simac in his Class A March 712M would put in another superb drive to round out the podium positions.

Elsewhere, John Sykes claimed a double victory in the races for pre-61 Front Engined Formula Junior cars. The Mervyn MK2 pilot twice getting the better of the Justin Fleming and Robin Longdon piloted Lola MK2's to record the narrowest of victory margins.

Meanwhile James Murray in his Lola MK5A claimed the first Pre-64 Rear Engined Formula Junior race and John Fyda in his Brabham BT6 claimed the second in what was the final event of an excellent weekend of racing.

What is there not to love about the Donington Historic Festival? The Coppice tunnel closure and the lack of transmission on 87.7FM for much of Saturday morning were small negatives but these were far outweighed by great racing, fantastic displays (including the '88 Le Mans winning XJR9), and a knowledgeable and enthusiastic commentary pairing. I am already looking forward to 2018!

***Report & Images : Paul Commons***

***Primarily focussed on the historic scene,  
Paul Commons Motorsport offers a  
one-stop solution for Motorsport  
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## **Paul Commons Motorsport Photography**

Paul Commons is an accredited motorsport photographer covered by public liability insurance to the value of £5m.

His weapon of choice is a Canon 5d MKiii, backed up by a Canon 7d, and combined with a range of 'L Series' lenses.

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- JPEGs, prints, press releases and reports.
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**Or visit the website**

**<http://paulcommonsmotorsport.com>**



# Longton & DMC : Spring Sprint

## 21st May

Longton and District Motor Club held their National B event at Three Sisters Race Circuit course 2 on Sunday 21<sup>st</sup> May, a qualifying round of Longtons Northern Speed Championship and Sprint Series, it was also a qualifying round of the following championships, ANWCC sprint, Auto 66 Northern Counties Speed Hillclimb and Sprint, Liverpool Motor Club Speed, Nottingham Sports Car Club Speed, SD34 Sprint and Hillclimb, Westfield Sports Car Club Speed Series.

The weather was warm and dry all day, and with around 60 cars entered, with two practice runs and six timed runs scheduled proceedings soon got under way, first cars on the line were Class SB standard saloon cars over 1400cc up to 2000cc Colin smith emerged the winner of this class setting a new record of 54.45 in his Renault Clio 172 cup with Martin Rowe's Ford Fiesta ST in second spot with a time of 55.22.

The next class away 1A saloon cars up to 1400cc had Paul Gardner as the class winner with a time of 63.18 in his 1275 Rover Mini, Class 1B saloon cars over 1400cc up to 2000cc saw Keith Minshull fastest in his Peugeot 306 Rallye with a time of 51.64, Roger Fish was the quickest in class 1D 2&4 seater sportscars up to 2000cc with a time of 50.89 in his Honda S2000,

Class 1E 2&4 seater sportscars over 2000cc was won by William Campion in his TVR S2 with a time of 54.75 while class 1G road going Lotus Elise & other non ferrous chassis construction cars up to 2200cc saw Steve Wilson the winner with a new class record of 54.20 in his Lotus Elise S2.

Richard Abraham secured fastest time of 50.65 in class 2A road going replica and spaceframed cars up to 1700cc (car engines) driving his Caterham Seven, and Adam Read's Westfield SEW had the best time of 48.12 in class 2B road going kit, replica and spaceframed cars over 1700cc (car engines) Class 3A modified saloon cars up to 1400cc saw Debbie Cooper win the class with a time of 59.15 in her Toyota VTIZ with Andrew Larton winning class 3B modified saloon cars over 1400cc up to 2000cc in his well turned out and quick Peugeot 106 in a time of 48.41

The Class 3C modified saloon cars over 2000cc winner was Christian Timms driving a Toyota MR2 David Welton's TVR Tasmin 5Ltr took the class 3E modified 2&4 seater sportscars over 2000cc honours with a best time of 56.81 Class 3G modified kit, replicas and spaceframed cars over 1700cc (car engine) was a Westfield affair with five Westfield's and one Locost 7 David Cleaver won this class as well as first overall with the fastest time of the day and new record of 43.73 in his Westfield SEIW with Derek Hodder's Westfield Type R-SC putting in the second fastest time of the day of 44.82. Class 3H modified kit, replica and spaceframed cars (motorcycle engine) had Matt Turner's Yamaha R1 engined Westfield taking the class win with a time of 44.91. Class 4A sports Libre cars up to 2000cc & hillclimb supercars was won by Jonathan Davies over John Davies both sharing the same Peugeot 205GTi MT16 Jonathan's time was 52.25 Eve Whitehead claimed the win in class 5A racing cars up to 1100cc with a time of 46.76 driving her RBS8. The class 5B Formula Ford 1600 racing cars manufactured before 1<sup>st</sup> January 1994 fastest time was 48.86 achieved by Geoff Ward in his Swift SC 93F. The final class, 5C racing cars over 1100cc up to 1600cc honours went to Chris Taylor's Hitech DP1300/02 with a time of 45.40.

Another well run meeting from Longton and District Motor Club at Three Sisters, their next event at Three sisters is 30<sup>th</sup> July

**Photos Courtesy of Brian Taylor**  
**[www.whitedogphotography.co.uk](http://www.whitedogphotography.co.uk)**





# ***Inside the Industry***

***with Paul Gilligan***

## **April New Car Sales Well Down As Expected**

Everyone knew that after the record new car sales in March as customers rushed to beat the Road Tax increases April would be a much quieter month, and so it proved. In fact April sales were almost 20% down on last April, but for the year to date 2017 is still just ahead of last year. Diesel sales remain well down on 2016 but the fall seems to have stabilised for the moment at least. And of course the fact that Easter fell in April always has an effect as few people buy a new car when they're on holiday!

Mercedes again beat Audi for top spot of the German prestige manufacturers and are now well ahead for the year. BMW had a very poor April after massive pre registrations of unsold cars in March.

Those who must be worried after 4 months of the year when they compare their sales to 2016 are Jeep (-38%), Citroen (-23%), Mitsubishi (-20%), Subaru (-16%), Vauxhall (-15%), Fiat (-13%), Mazda (-13%), Lexus (-11%), Peugeot (-11%), and Honda (-10%). I can't help noticing that all 3 members of the new Citroen/Peugeot/Vauxhall alliance are in the list?

Sales were down in April against last year in almost all European markets, by as much as 24% in Ireland, and in the US sales were down for the fourth consecutive month, so lots of unhappy manufacturers and dealers just now.

## **Conflicting Opinions On Diesel**

The industry has been waiting for details of the actions the Government intends to take to reduce the impact of the emissions from diesel cars. Firstly they attempted to delay these announcements until after the election, cynics think they didn't want to announce things that would upset diesel drivers because that might influence how those drivers voted. Surely not? Then the Courts insisted on an announcement, so draft plans were issued which passed to local authorities responsibility for developing "new and creative solutions to reduce emissions as quickly as possible while avoiding undue impact on the motorist". So the buck has been neatly passed! In a further attempt to avoid unpopularity the government has appealed to local authorities to favour solutions other than imposing charging zones. Consultation on the issues carry on until June 31<sup>st</sup> with decisions to be published at the end of July, both dates well beyond the election funnily enough.

One suggestion being seriously considered is a scrappage scheme to encourage owners of older and therefore more polluting petrol and diesel cars to switch to electric vehicles. Grants of up to £8000 are being considered.

Meanwhile it seems that fears of a collapse in sales and therefore of values of used diesel cars haven't been proved correct at least so far. Outside of the London area dealers report continuing strong demand for used diesels with customers still attracted by the better fuel economy. Auctions report good diesel sales and shortage of the right diesel stock. Of course all that could change if the local authorities (NOT the Government please remember!) take some draconian actions.

Meanwhile a buyer survey has shown that by far the most important factors that customers look first at price and fuel economy when buying a new car. Then comes style and comfort followed by performance then depreciation. Environmental considerations come right at the bottom of the list for most customers.

### **What Do People Really Think About Electric Cars**

Well in summary not a lot! Only 22% of new car buyers interviewed said they were either intending or considering the purchase of an electric car. The main attraction of electrics to customers is the perceived lower running costs followed closely by environmental considerations. However 29% of people thought electric cars are ugly.

What this survey also proved is that there is still an education job to do. 19% of buyers think that you can charge an electric car with an iPhone charger, whilst 10% think electric cars glow in the dark!

## **Female Buyers Dislike Car Showrooms More**

I've commented before on the slow but steady switch from customers buying cars in the showroom to buying online. I've reported that this is more prevalent in remote rural areas than in the big cities. Now a survey has shown that lady buyers are moving to buying cars online faster than males. Almost half the female buyers interviewed said they found the showroom experience "stressful" whilst only 20% of men. However almost 60% of both men and women said they were put off by the "hard sell" pitch they experienced in the showroom.

Younger buyers, irrespective of gender, are more likely to be comfortable with doing their own research and the buying online. After all they've grown up using the internet, so as time passes it seems inevitable that the future lies not in the showrooms?

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## **Car Finance Continues to Grow**

The Finance 7 Leasing association recently reported that motor financing activity rose by 10% in the first quarter of this year compared to 2016. 86.5% of all cars sold were financed in one way or another, with a total of £5.51 Billion being funded. If used car prices drop significantly the exposure of those banks and motor manufacturers who guarantee second hand values on Contract Hire and Contract Purchase agreements is enormous.

These agreements have been criticised recently as reckless lending but that surely is up to the finance companies? To the customer they bring the benefits of a low monthly payment AND a guaranteed second hand value. Of course as ever if the products are mis sold problems will arise. What the customer pays, and the second hand value guaranteed are determined by the mileage allowed in the agreement. All too often a salesman desperate for a deal will sign the customer who does 20000 miles a year up on an agreement that allows say 8000 miles. Sometimes they tell the customer but promise to "sort it out at the end" or words to that effect. Sometime they try very hard not to tell the customer! That doesn't mean the finance product is a bad one, just that the salesman is!

## **Ford Boss Talks To Wall Street**

I reported last month that according to the US Stock Market Ford is now worth less than Tesla. Ford Chief Executive Mark Fields last week met with Wall Street analysts to reassure the markets and try to correct a steep multiyear decline in Ford's share price, down almost 40% since Mr. Fields took over in mid 2014.

Ford is investing billions in new technologies such as electric and autonomous cars, meanwhile the US and Chinese markets are slowing. Ford and Mr. Fields have to convince sceptical investors that the vast investments being made will pay off, and sooner rather than later. Rumour has it that other Ford directors and major shareholders (e.g. the Ford family!) are running out of patience and the pressure on Mark Fields was described by one insider as "absolutely immense".

Today (May 22<sup>nd</sup>) it is expected that Ford will announce within 24 hours that Mark Fields is leaving the company with immediate effect

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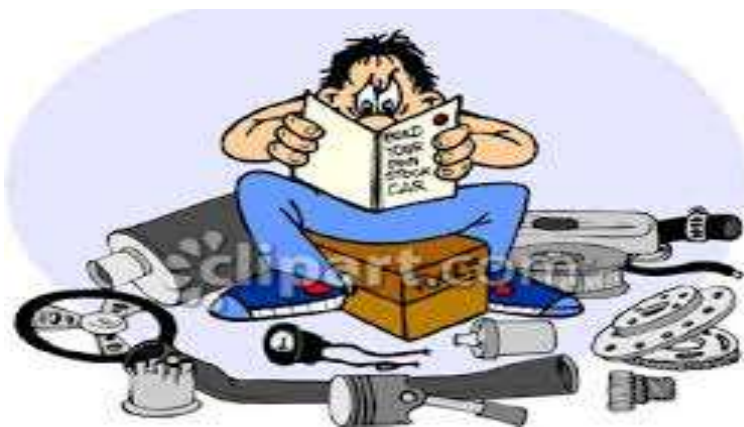
# **WANTED An MG J2 with cycle wings**

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.**



## **Economical with the Truth**

A Lawyer needed to move home as his Rental Agreement was coming to an end. He was having difficulty in finding a new home as he had 12 children. As a lawyer, he felt that he could not lie and say that he had no children' So, he had an idea : he sent his wife for a walk to the cemetery with 11 children. He took the remaining one with him to see homes with the Real Estate Agent.

He liked one of the homes and the agent asked "How Many Children Do You Have ?" He answered : "12 children. The agent asked "Where are the others ?

The Lawyer answered, with a sad look, "They are in the Cemetery with their Mother".



# 'Dirty Finger Nails Club'

After a flurry of e mails regarding the 2nd Wednesday gathering plenty of people turned up and all but one I think came in their classic car, unfortunately I didn't realise this because I was first there I didn't go outside until it was time to go home when it was dark of course. I hurriedly took some photos with my phone but they are rubbish which is a pity as the cars looked great.

It was such a good a night one car didn't even want to leave the golf club that culprit being the Riley of Dave Wilson which had a problem with a jammed starter motor but the old trick of turning the square nut on the back of the starter soon had it up and running again. We offered to push start it but with a pre selector box fitted this wasn't possible of course. Fortunately Ian Smith had his tool roll in the green Alvis so a quick rummage in there found a suitable spanner and problem solved. David will owe Ian a pint at some stage I presume.

Entries are pouring in for Barbon on June 10th, its again first come first served so get your entry in quickly to avoid being disappointed as there are already 85 entries in now so not far off a capacity entry already. This being our local event its one we should do our best to support as its been an annual pilgrimage for many locals to spectate here plus its nice for them to see local cars competing then chat to drivers in the paddock during lunch break.

Entries are in from the top drivers and fastest cars in the British championship, Alex Summers( DJ Firestorm) Wallace and Nicola Menzies( both in different model Goulds) being just three of them.

2nd Wed people include John Hunter in his Riley TT special, Chris Spencer in the Scarab Formula Vee and myself in the Buckler but lots of others from West Cumbria and Carlisle area.

Being a counter in the Bert Hadley Austin 7 championship as well as other championships there are hordes of Austin 7 racers entered plus the Supercharged Singer of Geoff Purnell and a D Type Jag replica. Other locals entered are Peter Garforth's Skoda, Willie Jarman / Angela Jones in the Peugeot GTI, Martin Breen MGBV8, Phil Hallington (Westfield) Wayne Gregory (Mini).

*Keith Thomas*



## SERVICE BARGE FOR SALE

We are looking for a new home for our pet Transit Van.  
We bought it new on 20/4/2010 from Arnold Clark Ltd in Carlisle.  
It is described on the invoice as 350L 2.4TD Medium roof.

Frozen White. Factory fitted towbar & electrics.

Marine ply varnished lining.

Service history includes.

New clutch and flywheel fitted by Arnold Clark 2012.

No problems since.

New Pads, discs, fluid and Wheel bearings in major service June 2016.

Latest oil and all filters changed 19/3/2017

MOT 25/4/2017 62464 Miles, expires 20/4/2018.

Regular visitor to Le Mans, Spa, Paul Ricard many other major circuits.

Very sound vehicle in good condition. private use only.

Available immediately as we've bought a new one.



**Very reasonably priced**  
**Eddie Farrell 07780 605984**

# Hillclimb and other news

Various locals have been out and about at events recently and are looking forward to others over the next few months. Peter Garforth was at the three hillclimbs in the Isle of Man in April along with other Cumbrians in the shape of Dick Smith and his family who were competing in various Frazer Nashes and a very rapid Peerless. Mr Garforth will no doubt entertain us with his account of the happenings elsewhere in his usual hilarious style.

I am very glad to report that a few Buckler owners took part as they were on a week's IOM adventure or touring holiday. They put up some great performances and a couple of the guys George Brown together with his father Richard not only won the class at each event in their very sleek looking Buckler MK15 built in the 1950s powered by a full race 1380cc A series BMC engine but the pair of them broke the class record on each hill as well, George beating his dad by the narrowest of margins only a only a couple of tenths of a second . They are both fantastic drivers, Richard held the outright hill record at Shelsley Walsh for an incredible nine years from 1991 until 2000 in a 3500cc V8 Pilbeam and son George puts up Fastest Times of the Day in various cars at various events. Richard's daughter was also taking part in another streamlined Buckler this time a Buckler 90 but it succumbed to valve train failure which is a great pity as she was an ex ladies hillclimb champion so all the right genes have obviously been passed on.

A new Sprint event was recently held at Ingliston in Scotland so hopefully someone will give us a report on this as a few members competed.

Harewood is on at the beginning of June, Ian and David Smith have entered in their 1931 Alvis 12/70 along with John Hunter in his 1936 Riley TT replica, not sure who else is entered as I haven't seen an entry list.

Barbon is on 10<sup>th</sup> June and entries are pouring in for this event so don't delay if you haven't entered as it promises to be a cracking event again. Willie Jarman and Angela Jones have entered the Peugeot 205 GTI although this year they are contesting a series of race meeting's in Willies Honda Integra. They are supporting Barbon as it's the only "local" hillclimb for Cumbrians so like many other drivers they feel it deserves their support rather than migrating to do events at the more prestigious venues. Cumbrians will be out in force so why not go and spectate at this lovely hill near Kirby Lonsdale, the fastest cars in the country driven by British Hillclimb champions

are entered they come to practise for the forthcoming British championship event a week or two later. A host of vintage and classic cars are also competing in various championships including the Bert Hadley challenge for Austin 7s. Some "modified" cars in this class rev to well over 8000rpm and some cars are so low that if they got a puncture the driver may find he has no skin on his backside at the top of the hill ! They are all very interesting and entertaining well worth looking at just to see how they have developed from the ones in the "standard" class.

Don't forget the day after Barbon on 11<sup>th</sup> June its Kirk Rylands classic car gathering and garden open day at Crookdake Farm between Mealsgate and Aspatria in Cumbria just off the B5299 and signposted from the junction at Watchill in aid of the charity National Gardens Scheme or NGS. This may be the last one as it takes so much work over a long period of time for Allanna, Kirk and their helpers so let's make it a great one. It would help greatly if people baked a cake or took something similar to accompany the tea and coffee being served as its impossible to plan on how many enthusiasts will turn up on the day. Any uneaten cakes could be sold off at the end to further help the coffers so nothing would be wasted. Admission is only very small, about £3 per person I seem to remember, what fantastic value this event is go there, look around at all the work that's been carried out in the gardens, meadow and ponds you can't fail to be inspired. Chat to like minded people, wander around the fantastic array of classic cars, enjoy the food on offer and come away knowing you have helped someone else as well as enjoying yourselves.





**More Details at**  
**[www.bonesshillclimb.org.uk/](http://www.bonesshillclimb.org.uk/)**

Another date for your diary is Shelsley Walsh Classic Nostalgia weekend on 22/23 July, very similar to Goodwood Revival but here you can wander freely around all the cars and chat to the drivers in the paddock not just peer at the vehicles from the barriers. It's also much more affordable than the Goodwood Revival which is already sold out on the Saturday. The Worcestershire venue is very civilised as well as having a proper restaurant and a couple of bars there are shops selling motoring books and clothing, not only that it has lovely toilets. At many events the ladies have to use the same Portaloo shared by a multitude of "dribbly" men, not a very pleasant experience I am sure.

Boness Hillclimb near Edinburgh isn't until 3/4th Sept but already there are 60 confirmed entries in the 14 days since entries opened and they can only accommodate 110 maximum. If you intend to compete at this super event you must get your entry in quickly as it's first come first served. There is also a massive classic car show and trade displays to keep everyone entertained. By joining the Boness Revival club you get free admission to all the events as well as newsletters and other benefits so well worth doing this, check out their website.

Should you need any help or information about hillclimbing in general give me a call I will do my best to help or I will probably know someone else who can.

**Keith Thomas 01900 603073**

## Peter McFadyen

Over many years, I have read articles and seen some fantastic photos in various motoring publications usually the subject matter being cars from the 1920s up to the 1970s sometimes possibly slightly later. Generally cars such as vintage Bentleys, GNs, Austin 7s, Riley's, ERAs, Morgans, Lotus Elites and Elans, Minis, E types, Cobras, Cortina GT and Lotus Cortina's were my favourites, all were instantly recognisable and these cars also seemed to interest a motoring scribe who's name was Peter McFadyen. He followed events such as VSCC ones or the Classic ones at venues such as Prescott, Shelsley, Silverstone and Oulton Park. I had never met the guy but enjoyed his articles, the photos were often taken from unusual angles or a particularly interesting part of a muddy or rocky VSCC trial that really conveyed the difficult or interesting nature of the event.

This changed on May 14th because the Buckler owners gathered at an event at Prescott in order to celebrate the 70th anniversary of Buckler cars the company having started in 1947 when Derek Buckler started producing his own very well designed space frame chassis for sale as a bare chassis or as a fully completed generally alloy bodied car.

As the Buckler club fancied having the anniversary recorded for posterity it was deemed that Peter should be contacted and asked if he would be sure to take some photos if he was covering the event so I was asked to make contact.

As it turned out he hadn't been asked to cover Prescott but had been sent to the Aston Martin owners club Oulton Park meeting on the previous day which was a Saturday but he kindly turned up on the Sunday at Prescott entirely off his own bat at his own expense to take some photos for us.

He came and introduced himself and what a nice man he turned out to be, full of fun and enthusiasm making notes about the various Buckler models and carrying a camera with a lens so big it could do serious injury to someone if not careful.

He was telling me he had been a keen enthusiast for many years taking photos with film, his break came when Simon Taylor editor of Autosport impressed with his work commissioned him to submit contributions for Autosport, Simon was its editor for many years as well as the BBC Formula one correspondent. Peter went on to say what a nice guy Simon was, a fact I can certainly agree with as Simon has been a friend of ours for several years and a more polite, helpful and informed guy it would be impossible to meet.

Peter was telling me he was eternally grateful to Simon for the opportunity that has allowed him a career doing something he loves, being a regular contributor to the VSCC, Octane and Automobile magazines no doubt you too will have seen dozens of his articles, they are the work of a genuine dedicated happy enthusiast, long may they continue. Not only does Peter take some fantastic photos but he has published some very interesting books with a photographic record of events for certain years including a write up on each event featured so very nice way of looking back at the cars and drivers that were active in each year featured. You can look at the contents of each book online, prints and digital images are available from the website with prices starting from £7.50 for a print so not expensive and an ideal present for a friend or yourself.

Go to Peter McFadyen : **[www.petermcfadyen.co.uk/](http://www.petermcfadyen.co.uk/)**



**Peter McFadyen the jovial photographer chats to long time Buckler owner Keith Ambrose at Prescott**

**Keith Thomas**

# 2017 Calendar of Events

# NESCRO

## 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)

## 5th 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.fsfordl.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)

## 15<sup>th</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)

## 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)

## 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)



# **South of Scotland Car Club William Paterson Memorial Targa Rally 14th May 2017**

## **Targa – Tastic!**

### **Steve Retchless & Sasha Heriot, Mk2 Ford Escort, road rally car**

Targa rallies, for those who are unfamiliar or unsure, are events run in sociable hours, usually on a Sunday. The entry fee is around £80-£100, usually closed to club. They start at around 10am after a bacon butty breakfast, consist of a number of tests on private land, which can be on just about any surface and any length. At lunch time there is a break for food, followed by a few more tests in the afternoon. Finish by 3pm and home for tea! Any standard car can be used, and a road rally car is perfect. Tyre restrictions are currently determined by the event organisers (although this may change next year – so please read and respond to the MSA consultation ASAP), and there is no timing to worry about. So a fun day out to be had by all!

The William Paterson Memorial Targa Rally was our second attempt at a Targa. We enjoyed the Stocktonian Rally in October last year because of the style of the tests – on tracks with not too many cones to negotiate! After Steve contacted the organisers of South Of Scotland Car Club Ltd, we were assured that the format of this event would be mostly similar. We arrived at the start venue at 7:45am and had the car scrutineered. At signing on I received the road book – a tulip book to get from test to test, and the test diagrams which I reviewed with Steve whilst enjoying a bacon butty and a cup of tea. We left the start venue at just after 10am to the first test just half a mile down the road.

The first test, Oakbank 1, was 2 laps on tarmac around the yard of a waste recycling plant owned by John Bogie-David Bogie's dad. At the start we tried to have a look at the venue, but you could only really see the first corner, so no advantage was to be gained by watching the other cars! We were set off by the start marshal who was in radio contact with the marshal at the finish, so we did not have to start on a specific minute, but set off according to the finish marshals stop watch. I also used my stop watch to keep time. The first test included 2 laps and a couple of donuts around a cone, and took just over 2 minutes to complete, just 1 second slower than the fastest and local crew of Crosbie/McKnight.

The next test, was a short drive away called Collin 1 and is David Bogie's test track. This time on gravel, which included a 10 second stop astride, and some concrete chicanes, that you really did not want to contact! We were the quickest by 1 second this time and completed it in just over 1.5 minutes.



*1st O/A Retchless / Herriot*



*Photos Courtesy of Andy Stewart*

**Continued on Page 68**



## **William Paterson Memorial Targa Rally** **Continued from Page 67**

Test three was Joneses Yard 1, a broken/gravel surface. This is a venue that is used by the club as an auto test venue, and all we could really see on the start line were the start and finish cones, the rest obscured with bushes. This was the test that we had not been looking forward too, and, as expected there seemed to be cones everywhere! We probably set off too fast and misjudged the scale of the venue which was much smaller than we anticipated! This meant that we had to come to a full stop midway through the test to really make sure that we went the right way around the cones. The last Chicane was extremely tight, and having approached from a sub-optimum angle, we had to reverse, and in the process hit a cone - senior moment number one of the day! A very slow time of just over 1.5 minutes and a 10 second penalty, but we managed to negotiate it correctly in the end. The local crews did their "sighting" lap in just over a minute!

It was then back to the first test of the day where we repeated the tests. Faster times on the second loop with a joint fastest on Oakbank 2 with Paterson/Paterson, and 5 seconds quicker than previous. On Collin 2, we were joint fastest again with Paterson/Paterson shaving 3 seconds off our earlier time and then it was to Joneses 2, our nemesis test, where a slower approach resulted in a time 22 seconds faster than our previous run, but nowhere near close to the local crews! At lunch halt (scotch pie and chips) we were 6<sup>th</sup> overall, although we did not know this at the time, as some of our times were incorrect in the results!

After lunch we drove a few miles to the start of the next loop of four back-to-back gravel tests, all fast and flowing with a few code boards and chicanes to slow us down. These were the type of tests that we had really come for and suited both us and the car very nicely! Daleswinton 1 went through a farm and we were joint fastest at 72 seconds with Paterson/Paterson. Sandbed 1 was another similar fast test and joint fastest with 3 other crews at 127 seconds. Windy Hill 1 started over a bridge, then round a tight right hand bend over a series of cattle grids and through some tight chicanes. We were 1 second faster than Crosbie/McKnight on this test at 81 seconds. The final test in the loop was Windmills 1. This test had some very tight chicanes and took us up the hill, round a small crop of trees and then back down through the same chicanes to the finish where we started the test. We used the same start and finish line. Although we were not the quickest by a few seconds, we did not take any cone penalties like many of the other crews suffered and ended up with one of the best times!

It was a short drive then to the start of the second afternoon loop and we repeated the 4 tests. Daleswinton 2 we were joint quickest with McKlean/McKlean and 1 second faster than our first run. On Sandbed 2, Steve had his second senior moment of the day.....5, 4, 3, 2, 1 go.....Well we would have gone, if he hadn't have stalled the car because he left the handbrake on! Despite this, we were fastest, 9 seconds quicker than earlier and 4 seconds faster than Paterson/Paterson. Windy Hill 2, again, we set the fastest time, 1 second faster than Crosbie/McKnight and 8 seconds quicker than on the first loop. We completed the final test, Windmills 2, 9 seconds faster than our first run and in the same time as McKlean/McKlean, however, they, like many of the crews suffered the tight chicanes and accumulated cone penalties for the final test.

Our clean runs on Windmills, with no cone penalties meant that we ended up first overall by just 11 seconds. Paterson/Paterson came second and third overall was Crosbie/McKnight. We were extremely pleased to have done so well especially as it was our first visit to the area, and after our very slow times on the third (auto) test! Thanks to Ian Crosbie and the team who made us feel very welcome, and his army of marshals who enjoyed the sunshine all the day. Well worth the trip across the border.





# **South of Scotland Car Club William Paterson Memorial Targa Rally 14th May 2017**

## ***If it can go Wrong, It will Go Wrong Two Tests, Two Maximums, Two Bent Cars***

Once again I am sat in with Steve Price for this the third round in the NESRO TARGA Challenge. And once again in a Micra. Back in March we had done the Saltire where things didn't go to plan. We couldn't do the Berwick because of commitments to the Wern Ddu PCA.. For the 'Patterson' we were in yet another Micra from Steves fleet of Micras. The Micra we were using this time was a new build from a very low mileage, mint, dry stored for ten years, Micra 1275cc machine that Steve had been preparing for quiet some time. Once again things didn't go to plan. With work commitments plus other motorsport activities this Micra was being carefully built until the last week when things rather got thrown together.

The 'Patterson' starts in Dumfries, a two hour drive from my house. So we had arranged for Steve to come up from Bolton and stay over on the Saturday night and then set off for Dumfries at 6:30 on the Sunday Morning. As usual we would tow this Micra on an 'A' frame with Steve's Subaru Impeza Estate.

Once again things didn't go to plan. At 6pm on Saturday night I get a phone call from Steve. He is going to be late. His 92 year old Dad is poorly and Steve has called the Doctor. At 11:30pm I get another call from Steve. The Doctor has been and Steve & his Dad are off to the Hospital. "I'll see you in the morning. Pick you up at 6:30 am". OK I said but give me a call when you leave Bolton (just to make sure I get up on time)

On Sunday Morning I wake up and check the time. 6:32 and Steve has not rung or if he did then it didn't rouse me from my slumbers. So I ring him and get no reply. Is he sat outside? A quick check out of the window and the answer is no. I am now up so I might as get ready. Couple or minutes later Steve calls. He was at the hospital until 4:00am and has only had a couple of hours kip. He is setting off now and will be with me by 7:30. Steve arrives just after 7:30 and I tell him that the regs state that any crew not scrutineered & signed on by 9:30 will not be permitted to start. So Steve gives Ian Crosbie (Clerk of Course) telling him that we are on our way but that it will be tight to get there for 9:30. "OK" says Ian "Thanks for letting me know, just get here ASAP."

The trip up the M6 and along the A 75 to Dumfries is a little quick and we arrive with 8 minutes to spare. Scrutineered and signed on within the next 5 minutes! Get all the Documentation required. Attend Drivers Briefing and ready to go. We are seeded as car 11 and just over 30 minutes after arrival we are on our way to Test one.. Whist sat in the queue for T1 I get my notes for each test written up. Off we go on test 1. Through A-A and 90R to Cone B. 270° R . . . and we pop a driveshaft. Get pushed off the test & repair Driveshaft. Off to T2. Make it halfway round the Test and the Driveshaft Pops again. Get towed off the test and back to the Start venue. Make the repair and call it a day. Load back up onto the 'A' frame and head home.

Less than a mile from home I notice that we are drifting towards the banking on my side of the car. A loud shout to Steve and he yanks a hard right on the steering wheel and brakes hard. The problem with an 'A' frame is that there is no breaking system, so the Micra is not slowed and is now trying to pass us on the near side and also is now pushing us across to the wrong side of the A6. As the Micra passes us it now become a pendulum, spinning us round and dragging us backwards. We hit the hedge on the wrong side of the A6 going backwards but sideways on taking out a privet hedge, two big gateposts, the gate, and a stone Milestone. Which bit of the Subaru hit the Gate posts. My door of course. Always the bloody navigators side!

Get out of the car by the drivers door and inspect the damage. Doubt the Subaru is repairable. Big crease in my door from the roof down to the sill and the nearside rear wheel is canted at over 45°. The Pristine Micra has fared a whole lot better and is nestling in the hedge with slight damage to the nearside front wing, rear n/s quarter and a bit of a curl to the edge of the bonnet plus a cracked windscreen. My ribs, however, did not fair as well and are still hurting but not broken, just bruised

After the four Police cars Two ambulances and a paramedic have arrived, taken statements, both of us checked over for injuries and the cars recovered I get a lift home. I pick up my car and go back to collect Steve and take him home to Bolton. Long way and a long day (got home at 7:30pm) for less than half a mile motorsport.

**Maurice Ellison : Clitheroe & DMC**  
***On my tombstone it will probably say 'That didn't go to plan'***



# Berwick Classic & TARGA

29<sup>th</sup> / 30<sup>th</sup> April 2017

## *At Long Last...*

Historic regularity rallying is not my forte, and neither is it my preferred discipline but one event had always stood out as one to do, the Berwick Classic. This is held over a day and half with a mixture of traditional, on the road regularities, tests and off road regularities. By tests I don't mean twiddling round cones in a car park, I mean proper tests, farm yards, tracks and forests with minimal 360's and reversing. I therefore decided it was about time to have a crack at it and with half an eye on the Rally of the Tests at the end of the year I had been advised that if I wanted a ride I needed to get my name about on Historic events. All I needed was a driver and it didn't take much to coax Niall Frost into doing it in his Peugeot 106 Rallye. Niall hasn't done much driving but we had a good run on the Stocktonian and the added bonus was he is a very good navigator and well versed in regularity events, surely two navigators could manage to get half a result? Apparently not accordingly to our seeding. The organisers didn't give crews the option of submitting any seeding information, instead they relied on their own knowledge, and in doing so put us last.

Saturday lunch time we headed north to scrutineering, completed the usual pre event formalities, set the trip and I plotted the four regularities that made up Saturday evening. All seemed fairly simple and I decided to use the map and the roadbook to try and keep a grasp of where I was. Reg 1 seemed to go well although I had misunderstood the road book and didn't realise we had to navigate our way through a series of cones in a farm yard to reach the final control. Luckily Niall twigged what to do and we pulled into the final control I thought about on time. It was then straight into a short test down a farm track and round a building with a time of 31s we were just 3s off the leaders pace. Reg 2 saw a minor wrong slot after I was too busy checking the speed to notice a slot left. Luckily a quick turn-around and a good distance to the next IRTC meant I was able to correct my mistake. Reg 3 proved to be the trickiest of the night. Despite long sections between controls I failed to realise how close the final three junctions were as we snaked under the A1. Typically the control was just a few hundred metres away and we skidded into the control in a desperate bid to make up the lost time. The final regularity of the evening had minimal speed changes and was again completed with major incident. Back at the finish we were told there would be no results until the morning so all that was left was to hit the bar.

Sunday morning and I found a set of results posted overnight that showed us as 1st in the Targa and 8th overall, however at the start there were discussions over the times shown for Reg 1 as apparently the calculation was wrong. We had a penalty of 30s but this was likely to change, as was Andy Pullans 1:12. More worryingly we were alerted to a rather loose looking wheel by another competitor when backing up. We checked the hub, ball joint, driveshaft and bottom arms were tight and with only some minor play to be found we decided to start and see what happened. Day 2 started with test two, a good blast round a farmyard where some tight hairpins saw me take control of the hand-brake as I could see Niall struggling to pull it and get gears. This was a system we adopted for certain manoeuvres on the Stocktonian and proved to work well.

Test 3 was a longer farm track blast with a sneaky code board inside a box to allow minimal visibility but the little 1300 seemed to be holding it's own. It was then onto the first of three regularities on the second day with most of it being off road. Despite a missed speed change we dropped just 8s over two controls, perhaps I did know what I was doing. I had also taken to noting the ideal times, something I hadn't done the night before, so we at least had a good idea how we'd done. Test 4 was a mixture of gravel and grass and we were pleased it was dry as the descent to the finish could have been interesting were it anything but bone dry. Test 5 was through a haulage yard including going in one end of a shed and out the other, some slow map reading from me caused a hesitation at the end but it was better than getting a wrong test as several others did. Test 6 was another long farm track but with two long uphill sections the little Peugeot was somewhat outgunned by our more powerful rivals. Regularity 6 was again off road using tulips provided and it seemed to be fairly easy until a minor overshoot saw us again racing into the control although the damage was a mere 10s over three controls. Test 7 was a few hairpins on the loose then a run down a tarmac road alongside the A1 with the only issue being the car stalling at a stop astride. A long run then took us to lunch and I hoped some clarity over the previous nights results. When we arrived results were up but showed a whopping 8 minute penalty for us on Reg 1. I queried it but was told there would be no explanation until later.

*Continued on Page 71*



## ***The Berwick Classic***

### ***Continued from Page 70***

The second half of the day started with a much talked about regularity, 12 miles round the gravel roads of a large windfarm. The navigation was a marked map of very odd scale that would make judging distances tricky. To minimise the risk of wrong slotting I highlighted any tricky junctions and got Niall to fashion a shroud for the trip meter as I had struggled earlier with sun glare. As we headed into the regularity I told Niall I would tell him the next junction and concentrate on the times rather than trying to call the road and hope we didn't wrong slot. At the first control we caught our minute man and he soon let us past, his lack of trip meter obviously making things tricky. Between the first and second IRTC's was a speed change listed as the "third cattle grid after IRTC1" however Niall luckily noticed a sign at the second grid stating "speed change". We made it to the end with all codeboards recorded and just 7s dropped over three controls, the best time out of the whole field, matched only by Ben Blanchard and Bob Hargreaves in the Avenger.

With the tricky part of the event over we had 5 tests to finish the day. Test 8 was a long farm track with a stop astride, reverse, then uphill, through a farm yard and into the finish. Again we struggled on the uphill sections but Niall carried the speed well on the tight stuff to make the most of what little power we had. Test 9 was probably the tightest of the event. Slalom off the line, into a barn, 180 round a cone that would have been easier to see if it weren't for the dust and the Peugeots terrible lights, out the barn, round the back of it then two hairpins to finish. We might not have been as spectacular as Phil Griffiths in the big frelander but we were quicker. Test 10 was in the forest at the side of Melville Motor Racing circuit and here we could really stretch our legs despite not having the luxury of proper gravel tyres.

We were again caught out by the car stalling at a stop astride but still seemed to set a good time. On the way to the penultimate test the car began to run quite a hot, a problem we attributed to a knackered water pump Niall hadn't had time to replace so it was heater flat out to reach the end. This was one of the longest tests around a series of grass fields and we were really motoring, so much so we caught the BMW in front, had to wait while he did a 360 then caught him up again only to be stuck behind him backing off in 3rd on a straight that was easily flat out. The final test was easily the best of the day and Niall was giving it ten nil. At a kink 45R, 45L we slid through both sideways just to please the crowd of spectators then two slaloms and we were across the line.

Back at the finish results were a slow process but worryingly when they went provisional our 8 minute penalty on reg 1 was still showing. On investigation it turned out we had a time of 16:50 rather than 16:54 written at IRTC1.1, the mistake was obvious from the checksheets and I should have noticed but in the heat of the moment I hadn't even checked. Thankfully the organisers saw the error and the penalty went from 8:13 to just 13s. This meant we won the Targa by a margin of 20s from Andy and Nick Pullan (who didn't even have a tripmeter) and were only beaten in the whole event by John Ruddock and Roger Burkill. I had finally done it, a rally win! We had been third fastest on the tests and only Ben Blanchard/Bob Hargreaves beat us on the regularities. To top it all we also walked away with the Concourse award in the Targa event. It had been an excellent weekend and a result I never dreamt of getting. Sadly this all came at a cost. We left the finish for the long drive home only for the headgasket to blow within 2 miles of setting off. With no trailer it was a slow run home on the back of an RAC lorry. Still it had all been worth it. Berwick MC put on a fantastic event and I had a lot of fun navigating for Niall.

***The result was a bigger shock to me than anyone else and was in no small part thanks to Niall's assistance on the regularities. Not only does he know his way round a set of speed tables but it turns out he's quite handy behind the wheel as well.***

***Sam Spencer : Clitheroe & DMC + Malton MC***

## **Wallasey MC Promenade Stages**



From the middle of June invites will be going out for people wishing to Trade / Exhibit and Car Clubs to attend the 2017 Promenade Stages. This is an ideal opportunity to be seen by the thousands of spectators that attend the event. There is an opportunity to Sponsor this year's Rally Village; if you want more information or want to be added to the mailing list please contact

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

It's not to be missed!!



# Berwick Classic

29<sup>th</sup> / 30<sup>th</sup> April 2017

John Ruddock and Roger Burkill made it two wins on the trot on the Berwick Classic when they took a clear victory in their 2.0 Escort Mexico from the Avenger GT of Ben Blanchard / Bob Hargreaves. Third place fell to two youngsters, Luke Tait / Josh Davison in an Escort 1600 who took it steady all weekend and were nearly a minute ahead of the Mini of Peter Metcalfe and Guy Wickham who just managed to keep the Anglia of Ron Kendall and Henry Carr at bay. The event attracted a great historic entry with cars ranging from the Allard K1 of David and Roger Loveys to the rumbling TR8 of Chris Donachie and Alan Aitken whilst in the Targa class the "modern" cars ranged from the Peugeot 205 Gti of Geoff and Maggie Bateman to the tiny Suzuki Alto of Andrew and Nick Pullan.

Starting again from Tweedmouth Service Station in Berwick-upon-Tweed Ruddock/Burkill led a very competitive field of 57 cars away to tackle four regularities and one special test on the Saturday evening leg of the event. The first regularity included a sting in the tail with a short off road section with a Passage Control near the end and the TR3 of Jim Hendry/Graham Couser dropped absolutely no time at all, Dave Short / Roy Heath were on 1, Kendall/Carr were on 2 and the Rapier H120 of Andy Beaumont / Andy Fish on 5 seconds. This was clearly going to be a very competitive rally ! From the end of the regularity it was literally straight over the road into the first farmyard test at Shoreswood where Ruddock/Burkill took 28 from a whole host of crews on 30.

Regularity 2 started just round the corner and included a couple of triangles with code boards and the narrow white through Low Wood. This one fell to Blanchard/Hargreaves on 6 from Tait/Davison and the Frog-eye Sprite Noel Cochrane / Olly McCollum on 10. Regularity 3 was a much longer affair finishing with the tricky tunnel under the A1 at Brownieside leading onto the narrow Tynely yellow. Here David Ruddock/Nick Cooper in the 2.3 Viva tied with Beaumont/Fish on 4 with Blanchard/Hargreaves on 10. Several crews lost valuable seconds when they overshot the entrance to the underpass. In the Targa Class the fight for the lead was turning into a two car battle between the Suzuki Alto of Andy and Nick Pullan and the Peugeot 106 Rallye of Niall Frost and Sam Spencer. The Suzuki eased ahead initially but it was clear that Niall and Sam were not going to let them get all their own way and they both tied on the final regularity of the evening which took crews back up the coast towards Berwick. In the Classic event Blanchard/Hargreaves were clean with Beaumont/Fish, Cochrane/McCollum and Tait/Davison all on 2.

Crews reassembled on Sunday morning on the historic quayside in Berwick for Leg 2, a 140 mile run round Berwickshire and East Lothian with eleven tests and three regularities most or all of which were on private ground. Sadly Beaumont/Fish retired before the restart with a blown head gasket and the Escort of John Bertram/ Stewart Merry blew its diff apart on the start line of the second test of the day. The first two tests of the day at East Ayton and Ayton Law were both new to the event and on the first Ruddock/Burkill were quickest from Ruddock/Cooper with the Lancia Fulvia of Andrew Johnson/Dave Boyes a further second down. The second test also saw Ruddock/Burkill quickest but this time from Blanchard/Hargreaves and Hendry/Couser. Crews then headed north for the Lemington regularity which started on the B road to the west of the A1 and moved on and off private roads and through a farm steading. Ruddock/Cooper dropped 7 seconds from the Blanchard/Hargreaves on 9 and Hendry/Couser, Cochrane/McCollum and the MGB of Ernest Calvert/Ian Slater all on 14. 4\*4 Guru Ronnie Dale provided the next test at his off road centre at Whiteburn. Ruddock/Burkill were quickest on 54 from the Cooper S of Dougie Humphrey/Chris Loudon on 56 and Ruddock/Cooper on 57. Despite trying very hard on home ground Ronnie Dale and his son Douglas only managed 1.13 in their V8 Series 2 Land-Rover.

Three more tests and another off road regularity took crews to a thirty minute lunch break at Oldhamstocks. Ruddock/Burkill were fastest on all three tests but didn't get it quite their own way with Peter Metcalfe/Guy



*Continued on Page 73*



Wickham dropping only 9 seconds on the regularity on Spott Estate 4 seconds up on Blanchard/Hargreaves and Johnson/Boyes. As crews arrived at lunch they were handed a marked map with the route of the third and final regularity of the day on the private roads of the Crystal Rigg wind farm high above the roads of the Bothwell stage of

The Jim Clark Rally. At 12 miles in length the featureless moorland was to prove tricky for some but Blanchard/Hargreaves dropped only 7 seconds with Ruddock/Burkill on 12 and Tait/Davison on 13. In the Targa class the Pullans continued to trade seconds with Frost/Spencer and had they been competing in the historic event they would have been giving Ruddock/Burkill a good run for their money. Sadly Dave Short/Roy Heath departed the fray at Crystal Rigg when a front caliper bolt dropped out and Humphrey/Loudon had a small off road excursion which damaged the rear suspension on their Mini.

Traditionally on this event the best tests are kept to the end and a run over the Lammermuir Hills took crews first to Cockielaw where Ruddock/Burkill stopped the clocks on 2.11, their closest rivals being Blanchard/Hargreaves on 2.24. Lawhead followed where the test included a 180 turn in a very dark barn where Marsden/Garstang took 45 from Cochrane/McCollum on 46 and Kendall/Cooper and Ruddock/Burkill on 47. A link section round the motor bike circuit at East Fortune took crews to the Crauchie test run on the service roads of the old WW1 airship station. The MGB of Ernest Calvert/Ian Slater showed its legs here taking six seconds off Ruddock/Burkill and then crews moved on to the long Sydserf test, a series of smooth grassy tracks round the edge of fields. Again the leading historic crews were only trading seconds with Ruddock/Burkill on 3.42 only a second up on Blanchard/Hargreaves who were in turn two seconds ahead of Tait/Davison. Interestingly this was one of the few tests that a Targa car was quickest overall and several of the Targa entrants took ten seconds or more out of the historic leaders. A reflection probably on both modern suspension and traction on what was a very slippery test despite the dry weather.

The final test through the woods at Scoughall saw two crews beat the target by two seconds but that made no difference to the results with large overall time differentials between most of the crews. Whilst the vastly experi-

Upon arriving home, a husband was met at the door by his sobbing wife. Tearfully she explained, "It's the pharmacist. He insulted me terribly this morning on the phone. I had to call multiple times before he would even answer the phone."

Immediately, the husband drove down town to confront the chemist, and demand an apology. Before he could say more than a word or two, the chemist told him, "Now, just a minute, listen to my side of it. This morning the alarm failed to go off, so I was late getting up. I went without breakfast and hurried out to the car, just to realise that I'd locked the house with both house and car keys inside and had to break a window to get my keys. "Then, driving a little too fast, I got a speeding ticket. Later, when I was about three blocks from the store, I had a flat tyre. "When I finally got to the store a bunch of people were waiting for me to open up. I got the store opened and started waiting on these people, all the time the darn phone was ringing." He continued, "Then I had to break a roll of 10p coins against the cash register drawer to make change, and they spilled all over the floor. I had to get down on my hands and knees to pick up the coins and the phone was still ringing. When I came up I cracked my head on the open cash drawer, which made me stagger back against a showcase with a bunch of perfume bottles on it. Half of them hit the floor and broke."

"Meanwhile, the phone is still ringing with no let up, and I finally got back to answer it. It was your wife. She wanted to know how to use a Rectal thermometer. "And believe me Mr, as God is my witness, all I did was tell her."

enced John Ruddock and Roger Burkill had won by a clear margin there were some strong performances from many crews on what had been a challenging event with a clear emphasis on very accurate map reading and timekeeping.

## Results

### Berwick Classic

1	John Ruddock	Roger Burkill	Escort Mexico	18.27
2	Ben Blanchard	Bob Hargreaves	Hillman Avenger	19.18
3	Luke Tait	Josh Davison	Escort 1600	19.58
4	Peter Metcalf	Guy Wickham	Mini 1275	20.55
5	Ron Kendall	Henry Carr	Ford Anglia	21.09
6	David Ruddock	Nick Cooper	Vauxhall Viva	21.23
7	Ian Dixon	Maurice Millar	MGB GT	21.32
8	Jim Hendry	Graham Couser	Triumph TR3	22.41
9	Noel Cochrane	Olly McCollum	Frogeye Sprite	24.23
10	Andrew Johnson	Dave Boyes	Lancia Fulvia	26.56

### Targa

1	Niall Frost	Sam Spencer	Peugeot 106	18.47
2	Andrew Pullan	Nick Pullan	Suzuki Alto	19.07
3	Phil Griffiths	Neil Watterson	Freelander	22.04
4	Robert Short	Kirsty Thompson	Proton	24.09
5	Ian Maxwell	John McDowall	Citroen Saxo	24.56

### Class Winners

H1	Jim Hendry	Graham Couser	Triumph TR2
H2	Peter Metcalfe	Guy Wickham	Mini 1275
H3	David Ruddock	Nick Cooper	Vauxhall Viva
H4	Gordon Craigs	Jennie Craigs	MGB
TT1	Andrew Pullan	Nick Pullan	Suzuki

### Historic Concours

Raymond Rollo	Dave Lauder	Capri 3.0 GT
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### Targa Concours

Niall Frost	Sam Spencer	Peugeot 106
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### Spirit of the Rally

David Loveys	Roger Loveys	Allard K1
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# MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT



## MOTORSPORT IN HUGE OUTPOURING OF SUPPORT FOR INJURED MONGER

Hundreds of people took part in a track walk at Thruxton last weekend in support of Billy Monger, following a global wave of support from the motorsport community.

All of the cars running on the weekend's TO-CA package also displayed #BillyWhizz decals.

A [JustGiving](https://www.justgiving.com/crowdfunding/BillyMonger23) page set up to raise £260,000 for Monger's future has generated over £800,000 in less than a month. Meanwhile social media has been awash with supportive comments from all sections of the sport, whether fellow rising stars or former champions, F1 or WRC drivers, teams or volunteers, and media or fans.

<https://www.justgiving.com/crowdfunding/BillyMonger23>



## MSA LAUNCHES MONTHLY PRIZE DRAW FOR MARSHALS

Coinciding with the inaugural FIA Volunteers Day, the MSA has launched a new monthly prize draw for marshals in recognition of their invaluable contribution to UK motorsport, with exclusive prizes on offer courtesy of drivers, teams, events, championships and more.

Each month at least one person – often more – will be picked at random from the MSA's database of registered marshals. They will each win a special prize and receive a signed certificate of recognition from Rob Jones, MSA Chief Executive, on behalf of the governing body.

The first prizes, for May, are two Tour de Corse programmes signed by four-times FIA World Rally Champion Sébastien Ogier, kindly provided by M-Sport. The two lucky winners are:

*Richard Drake*

Hailing from Leeds, Richard has been marshalling on and off for 15 years and is a regular on the Grizedale Stages, along with his brothers. They marshal on the event so regularly that they have a corner named after them: Drakes Corner.

*David Mann*

David, from Bungay, has been involved in motor sport for over 40 years as a volunteer and more than 30 as a competitor. David is a member of the Sporting Car Club of Norfolk and can be found at events all over the country.

Rob Jones said: "It gives us great pleasure to launch this new prize draw in recognition of UK marshals on FIA Volunteers Day. It cannot be said often enough that without marshals there would be no motorsport; the wider motorsport community has a collective duty to show its appreciation for all that they do, and this new initiative is our latest way of saying 'thank you'."

Meanwhile the MSA has sent over 8000 registered marshals a welcome pack comprising an MSA-branded tabard, flask, whistle, hand warmer, pens and a 'thank you' card. Anyone who registered by 24 March but has yet to receive their pack should email [training@msauk.org](mailto:training@msauk.org). The packs will continue until the end of 2017, when alternative initiatives will be considered.

From June the MSA is also adding a dedicated volunteers section to *MSA Extra*, which it hopes will develop over time to become a key source of information for the sport's volunteering community of registered marshals and li-





# CLOSED-ROAD GUIDANCE DOCUMENTS PUBLISHED

**The MSA has issued outline guidance documents for event organisers wishing to run closed-road events under new legislation that commenced on 10 April.**

The legislation represents the culmination of a seven-year MSA campaign 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.

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 events. The MSA has now produced three documents to assist prospective event organisers:

**A guideline document outlining the application process**

**A flow diagram summarising the application process**

**An updated guide to track licensing to include closed-road venues in England.**

**These documents will remain in the Clubs & Organisers section of the Resource Centre on the [msauk.org](http://msauk.org) website.**

Rob Jones, MSA Chief Executive, said: "The news that our campaign to bring closed-road motorsport to mainland Britain had taken a major step towards completion, with the publication of the commencement order for England, was met with great excitement by the UK motorsport community. Many were quick to imagine the kind of events that we might soon see on closed public roads, and some MSA-registered clubs will no doubt be starting to formulate their own plans.

"Westminster has entrusted the MSA to provide this new facility to those event organisers, who will appreciate the high level of responsibility and diligence that it entails. These guidance documents outline the process that they must follow and we look forward to receiving initial applications."

***"Our campaign to bring closed-road motorsport to mainland Britain had taken a major step towards completion... Many were quick to imagine the kind of events that we might soon see on closed public roads"***

# MSA SUBMITS RESPONSE TO VNUK CONSULTATION

The MSA has submitted its response to the government's consultation on Vnuk, a 2014 European Court judgement that threatens the future of all UK motorsport.

The court ruled that EU countries must look again at how they have enacted EU motor insurance law in each country. The court interpretation would require all motorsport vehicles to have compulsory third party motor insurance. As a result, the UK government launched a consultation in December 2016 about changes to our Road Traffic Act.

The MSA has now entered its response as the four wheel governing body. Many other organisations have also responded. The MSA's preferred solution is for motorsport to be excluded from the EU's motor insurance directive. This is also the UK government's preferred option. Unfortunately the EU has announced further delays to its review process, and so the government may be forced to bring in the insurance requirements, with devastating effect on motor sport.

To view the MSA's consultation response, please visit [www.msauk.org/assets/msaresponsetodftvnukconsultationapril2017.pdf](http://www.msauk.org/assets/msaresponsetodftvnukconsultationapril2017.pdf)

## MSA CHILD SAFEGUARDING POLICY PUBLISHED

**The MSA has launched a revised child safeguarding policy to help provide a safe and positive environment for all young people in motorsport.**

All MSA-registered clubs are required to adopt the policy, which has been designed to be more user-friendly. There is a template policy document that clubs can use, plus a range of guidance documents on topics such as DBS checks.

The policy includes – but is not limited to – a requirement for all clubs to:

- Appoint one or more Child Safeguarding Officer (CSO)
- Inform the MSA Lead Safeguarding Officer of the CSO and maintain current personal contact details
- Include child safeguarding matters at their management committees and keep records of all discussions
- Provide support for the CSO and ensure they are included in club communications.

Rob Jones, MSA Chief Executive, said: "As the UK governing body we take our duty of care to young people in motorsport very seriously. The MSA Child Safeguarding Policy confirms our belief that all children have the right to enjoy the sport safely, and aligns us with other national governing bodies by providing clear guidance for clubs on how to achieve this."

The MSA Child Safeguarding Policy can be found in the [Policies & Guidelines section of the Resource Centre](#) on the msauk.org website. Any related queries should be directed to [safeguarding@msauk.org](mailto:safeguarding@msauk.org).

# Technical

Updates, clarification & advice



## HARNESS MOUNTING

A scrutineer noticed the harness installation pictured at a recent Sprint event. It shows the mounting eye-bolt for the harness lap strap being attached directly to the seat's side mount.

All of the regulations relating to harness installation for three-, four-, five- and six-point arrangements ((K)2.1.1 – (K)2.1.4) refer to the mounting points being 'on the chassis/body shell or roll over bar of the vehicle'. Anchoring to the seat mount does not meet this requirement and therefore is not permitted.

## TYRES FOR UNSEALED SURFACE STAGE RALLIES

Competitors are reminded that for unsealed surface Stage Rallies running under the various Forest Estates agreements, any tyres used must be as per Section (L) Tyre List 6. Scrutineers have been provided with images and drawings of the tread patterns for each tyre to help them check eligibility on-event.

## 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)

## Sign up for alerts!

To sign up for email notifications when proposed regulation changes are posted online for consultation, go to [www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation](http://www.msauk.org/The-Sport/Regulations/Proposed-Changes-for-Consultation)



# Club Development

## ***Airedale & Pennine MCC***

### **AIREDALE AND PENNINE MOTOR CAR CLUB**

Nearly all motor clubs are run by volunteers, *writes Steve Johnson, North West RDO*. In 2013 Neil Andrews of Airedale and Pennine Motor Club attended an MSA Training Course and found great interest in the club development presentation.



Airedale and Pennine Motor Club was set up in 1960 and like many motor clubs had an interest in several disciplines: autotests, hill climbs, marshalling, rallying, sprinting, car trials etc. By 2013 they were running just two events a year and, with an ageing membership, struggled to attract new blood to the club.

Neil contacted the Go Motorsport RDOs and a meeting was set up to see how a Production Car Autotest (PCA) could be a way of getting younger drivers to join Airedale and Pennine Motor Club.

Venues for all motorsport events are hard to find. In 2014 a contact at Bradford Council found a shale car park next to a sports centre for the first few PCA events. These ran as evening sessions with local drivers invited.

In 2015 Airedale and Pennine Motor Club put on a PCA at Harewood Hill Climb. This gave the hill climb spectators a taste of club motor sport and raised money for the local Yorkshire Air Ambulance. Club members took part in four timed tests over the weekend, while also providing passenger rides for a modest contribution to charity. As well as raising just over £100, the club welcomed eight new members.

At the start of 2016 the club built on this enthusiasm by looking to run PCA events in a local pub car park near Bradford. APMC ran several events for the first few months of the year until the pub closed in mid-2016.

By the end of the year a new landlord had taken over and allowed APMC to return for 2017, with club nights and a series of six PCA events scheduled from January to April. These events at £15 entry fees, have been a great success, with mainly club members and new members taking part and the odd driver from clubs within SD34 Motor Sport Group. The club has also organised two car trials this year, providing lots of affordable motorsport to new members.

Like many motor clubs, APMC has a core committee and a few active members. The club is also active on Facebook and has a website; these are vital for communicating upcoming events and meetings to members.

Has Airedale & Pennine Motor Club found a winning formula?

## **All clubs need to publicise and promote themselves so why not give local shows, fetes and carnivals a try, asks Bryn Pound, West Midlands RDO?**

- An eye-catching display of cars with motorsport videos playing in the background will draw the crowds in but clubs must be ready to engage with the public and provide them with club information.
- Shopping centres have space for static displays and will give you a large footfall of potential members. But be prepared to interact with the public, many of whom will only think of Formula 1 when you mention motorsport.
- With the ever-increasing need to recruit new club members, one way to gain interest is to run a taster event in a different discipline that may be new to your club. Why not try Autocross, a great discipline with very few modifications needed to the car to compete and competition is fierce.
- Introduce AutoSOLOs, navigational scatters, trials or treasure hunts to your club calendar and awaken the competitive streak in your club members. This also gives the non-competitors a chance to compete in standard cars and the regular competitors a chance at organising.
- The emphasis should always be on having fun so make the events enjoyable for the potential new members and have experienced competitors available to help the new competitor when they need it.
- With summer approaching now is the time to promote your club with new events, either competitive or social, and bring in new members to your club.



# REMINDER: UPDATED SRSRS PUBLISHED

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.



## Motor Sports Association

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Riverside Park  
Colnbrook, SL3 0HG  
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[twitter.com/msauk](https://twitter.com/msauk)  
[facebook.com/msauk](https://facebook.com/msauk)



# MSA SAFETY CAR COURSES 2017

In line with the requirements of the Stage Rally Safety Requirements, from 1 January 2018 at least one member of each Safety Car Crew must have attended one of the MSA Safety Car workshops.

To facilitate this requirement, the MSA intends to deliver four one-day workshops across the UK from Mid-June. As per 2016, Clerks of Course of events will be requested to nominate individuals to attend these courses.

The MSA is currently finalising the dates and locations for these courses and will publish them in due course, along with details of the application process.



## RECOVERY TRAINERS GAIN NEW QUALIFICATION

All MSA Licensed Recovery Assessors and Trainers attended a recent Train the Trainers course in Shropshire. The LANTRA Technical Award in Health and Safety and Risk Management in Winching covered all aspects of safe winching techniques and provided delegates with a nationally recognised qualification. Roger Madge, a LANTRA approved Trainer, provided the course.

Ian Culbert, Chairman of the Association of Motorsport Recovery Operators (AMRO), said: "The AMRO, whose membership is made up of around 80 per cent of all MSA licensed Recovery units and crews, were delighted to have been asked to take part. The opportunity to receive formal training to a recognised national standard was very welcome, and it was also a good opportunity for Trainers and Assessors from all parts of the UK to get together and share knowledge and ideas."

Feedback from attendees was also positive. James Bates, an MSA Recovery Assessor, Trainer and unit operator, said: "For a one-day course it was very informative and having the chance to work together and share ideas with other assessors was a huge advantage to all of us, and we all took new ideas and techniques away with us. We all look forward to sharing these techniques and skills with others crews around the country."



# REGULATION CHANGES FOR CONSULTATION

[www.msauk.org/assets/actionsheetforconsultation-4april2017.pdf](http://www.msauk.org/assets/actionsheetforconsultation-4april2017.pdf)

## Proposed Regulation Tyres for ~~Special Stage~~ **All Rallies**

3. For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction and Use Regulations, in addition to dimensions laid down in **requirements specified in R18.4. (Road Rallies), R19.7. (Historic Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage Rallies).**

**3.1.** 3.4. At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.

**3.1.1.** Tyres marked 'For Racing Purposes Only' are prohibited on all Rallies

### **Tyres For Road Rallies.**

**3.2.** For all Road, Navigation, Targa Road and Historic Road Rallies, tyres;

a) on List 1A, 1B, 3, 4, 5 and 6 are permitted where E marked.

b) on List 1C are not permitted.

c) with the exception of tyres on List 6, tyres marked for "competition use" are not permitted.

d) on the current FIA List of Asphalt Eligible Tyres are not permitted in any size.

**3.2.1.** For Endurance Road Rallies only List 4 tyres are permitted.

### **Tyres for Stage Rallies.**

**3.3.** 3.5. FIA homologated tyres are recommended for Stage Rallies. All tyres contained in Lists 1A, and 1B, and 6 are automatically authorised for all Rallies except Endurance Road Rallies (List 4). **FIA homologated tyres are recommended for stage rallies. All tyres contained in Lists 1A, 1B and 6 are authorised for use on all sealed surface stage rallies. Only tyres from List 6 are authorised for use on unsealed surface stage rallies.**

**Additionally for Single Venue Stage Rallies, where no part of the itinerary traverses the Public Highway, tyres from List 1C are authorised.** Please bear in mind that road legal List 1A tyres and some specialist motor sport tyres may not have strengthened sidewalls more normally used in the construction of tyres in List 1B and Rally tyres homologated by the FIA. Tyres marked 'For Racing Purposes Only' are prohibited on Rallies.

**3.3.1.** 3.3. With the exception of tyres specified in List **1A, 1B and 6**, hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded grooves is prohibited.

3.1. It is the Competitor's responsibility to ensure that only moulded tyres are used at all times. A moulded tyre is defined as one having a tread pattern with a width of 170mm (85mm each side of the tyre centre line) and a circumference of 140mm. In this area, the surface taken up by grooves at least 5.5mm deep and 2mm wide must occupy at least 17% of the total. This tread pattern must be moulded.

3.2. The sum of the width of the grooves encountered by a circumferential line in the area described above must be at least 4mm. The sum of the width of the grooves encountered by a radial line must be at least 16mm. The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2mm.

**18.4.2.** All moulded slick tyres are prohibited including those listed as FIA Approved Moulded Slick Tyres.

### **Reason:**

The recent exclusion of a competitor at a Road Rally for presenting a car fitted with tyres that appear on the "List of Eligible Asphalt Tyres for FIA Rallies" lead to much discussion concerning tyre eligibility with particular focus on Tyre Lists 1B and 1C. Before delving into the complexities of those two tyre lists a brief history of the origins and purpose of the Tyre Lists may prove helpful.

The MSA Tyre Advisory Panel as it now is, consists of representatives from the MSA, principally the Technical Department, and representatives from the Manufacturers or their UK agents.

Tyre List 1 exists to establish tyres that are suitable for use in circuit racing and speed events. Until recently it would have been clear enough to state that these were road tyres suitable for racing but changes to EU Regulations, the very reason for the current uncertainty means that that term only serves to confuse the issue further. So Tyre List 1 is determined by the manufacturers or their agents as those tyres so constructed as being able to withstand the particular load and stress cycles that a tyre endures on a race circuit. That group of tyres is then subdivided between tyres suitable for Production Car and Sports Car Racing (List 1A) and Sports/Up-rated Tyres Suitable for Competition.

The point thus far relates to the origin and purpose of Tyre List 1, and before addressing Tyre List 1C it is appropriate to explain the origins of the other Tyre Lists.

Tyre List 2 was originally a list of tyres permitted for Car Trials. List 2 was determined by the Trials Committee and was superseded by a regulation that prohibits tyres with winter or aggressive tread patterns.

Tyre List 3 is specifically for Sporting Car Trials where the intent is similarly to limit the tractive ability afforded by tread patterns and is compiled by the Trials Committee.

*Continued on Page 80*

## **REGULATION CHANGES FOR CONSULTATION**

### **Continued from Page 79**

Tyre List 4 is determined by the Rallies Committee and contains a list of suitable hard wearing and durable tyres and again with a limit on the aggressive nature of the tread patterns.

Tyre List 5 determines the aggressive nature of Cross Country Tyres for Competitive Safaris and Hill Rallies and uses familiar distinctions such as All Terrain (5A) Mud Terrain (5B) and Extreme (5C). This list is compiled by the Cross Country Committee.

Finally there is Tyre List 6, the mandatory list of tyres to be used on forest rallies subject to the respective Agreements with FCE, FCS and NRW. Tyre List 6 is set by a panel comprising manufacturers and agents and the MSA Executive, the respective Chairmen of the Rallies Committee and the Rally Championship Steering Group and other representatives from the sport.

Changes brought about by EU Regulations have been quite far reaching across the industry itself and the aspect which is behind the current vexation is caused by the introduction of the EU Labelling Requirement. Cutting straight to the chase a number of the tyres previously on Tyre List 1B are no longer able to comply with the EU regulations. To provide a home for those tyres and remembering that the primary purpose of Tyre List 1 is the categorisation of tyres for use on racing circuits, the MSA Tyre Advisory Panel created Tyre List 1C.

The problem that then develops is when other disciplines use Tyre List 1 for a purpose other than it was created for. Enter for example Rallying. Rallying may be simplistically broken down into Road Rallies and Stage Rallies, the former where the competition or majority of it takes place on the highway and the latter where the highway merely serves to provide access to the competitive sections held off the highway or where permitted on highways closed to the public. There are of course exceptions to all of this, Road Rallies where the competition is entirely Special Tests off the highway and of course Single Venue Stage Rallies but crucially that distinction remains the influencing factor for the determination of the regulations applied to the respective events.

Having set the scene let us return to the question of tyre eligibility for Road Rallies. The first principle for any Road Rally Car is contained in R18.6. R18.6.

The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

This is further emphasised by R18.4.1. with specific regard to tyres.

R18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway. It shouldn't really need stating but the car must be road legal. That judgement, whether as Scrutineer or competitor, becomes more complicated when you start modifying a car from its original specification. There are a number of factors concerning tyres, sizes, load and speed ratings, condition and so on, equally there is a more general caveat and first principle, that the tyres must be suitable for the purpose of their use. This is of course subjective to a degree but is relevant when considering the matter of the tyres that appear on List 1C.

Road Rallies for the most part will traverse highways in all states of repair and condition, typically the competitive sections will be set over the tighter twistier and poorer roads, often covered in detritus weather caused or dragged onto the highway from adjacent land by agricultural operations. This is a sweeping generalisation but a tyre suitable for a Road Rally needs to have a general suitability to all potential conditions that might be encountered, and unlike a Stage Rally, Road Rallies do not allow outside assistance with the ability to change tyres to suit different conditions. Therefore a tyre that is heavily biased towards a certain set of conditions may not be seen to be "always legal for use on the public highway."

Returning to Tyre List 1C, as stated above the origin of this Tyre List lies in the change to EU Labelling Regulations and the need to find a home for tyres that no longer complied with those legal regulations but which still had a place in racing. The majority of the tyres on Tyre List 1C are advertised and promoted by the manufacturers and their agents emphasising dry weather performance and suitability for circuit and track use. Not qualities that suggest all-weather suitability nor for the less maintained highways and byways so favoured by Road Rally organisers and competitors alike.

## **Implementation date: 1st January 2018**

## **Email your comments to :**

## **[ralliesconsultation@msauk.org](mailto:ralliesconsultation@msauk.org)**

## **Closing date for consultation: 27th July 2017**



# TRAINING

## All training is delivered by Licensed MSA Instructors and based on the MSA Training Modules

PRC Books will be signed where appropriate, if you require signatures, bring your books with you, if you don't have a PRC Book, see below for details about how to register, get accredited and you will receive a registration card and PRC book.

Please complete your online accreditation at least 3 weeks prior to your first training course to allow time to receive your card and book.

### Getting Involved

Almost all motor sport events need volunteer marshals (recognisable from their orange overalls) to make sure they are run safely and effectively.

Marshalling is a rewarding way of getting more closely involved with motor sport and joining a community of like-minded enthusiasts; general duties range from displaying flag signals to drivers and clearing debris to helping extract drivers and cars that have crashed or broken down.

Details of how to become a marshal can be found on the Volunteers in Motorsport website, which outlines all the relevant clubs, types of motor sport marshalling and training days.

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme.

Simply visit [www.msauk.org/Marshals/Online-rally-marshals-training](http://www.msauk.org/Marshals/Online-rally-marshals-training) and either login if you are an existing MSA member, or register if you are new. Once logged in follow the links for "Online Training".

### Other useful links to Motorsport Training:



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



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

# DATES

## Marshal Introduction

Sat 15<sup>th</sup> July

Darwen Services J4 M65

## Marshalling

27<sup>th</sup> July (Evening)

Marshalling Theory, Intro to Rally / Cross Country, Personal Safety, Intro to Radio, Intro to Timing  
For those without a computer, on the 15<sup>th</sup> July, a paper assessment session will also be available to enable Marshals to become MSA registered.

Darwen Services J4 M65

## Fire Training

19<sup>th</sup> August

Darwen Services J4, M65

## Marshalling

21<sup>st</sup> September (Evening)

Marshalling Theory, Spectator Safety, First on Scene, Fire Theory, Incident Handling

Darwen Services J4, M65

## First on Scene

Sat 2<sup>nd</sup> December

Darwen Services J4 M65

To Book Your Place On Any  
of the above Training Sessions

You Can do it on Line

We wish all to register online if possible as it saves lots of admin time for our volunteers!

<http://thats-motorsport.com/training/>

Or email Tracy Smith

[tracey.ams@hotmail.com](mailto:tracey.ams@hotmail.com)

Or phone (Jon Aston) 0333 0022 510

# Kirkby Lonsdale MC The Cars the Star Show Sunday 16th of July

Classic Cars from all decades will be on show and much more

## Kirkby Lonsdale Rugby Club



## Wigton Motor Club Lake District Classic Rally and Lake District Targa June 25th 2017

Wigton Motor Club Ltd have pleasure in inviting you to take part in the Lake District Classic Rally and the Lake District Targa on June 25th 2017.

The events will start and finish at the Penrith Truck Stop close to Junction 40 on the M6. The route will visit up to a maximum of 17 tests, all of which should be enjoyable for both competitors and marshals alike.

There will be some simple pre-plotting of the route by map references and directions only and there will be ample time allowed for this before the start. Cars must comply with MSA Blue Book vehicle regulations Sections R 18 and 19 for the event entered.

The Classic is a counter towards the Gates Tyres Historic Rally Awards. This year, we are pleased to again offer

The entry fee for either event is £110 which includes coffee at the start, a light snack at lunchtime and dinner at the end of the event.

The event will consist of an approximate 95-mile route in the northern Lake District and Eden Valley based on 1:50,000 Landranger O.S. Maps 90 and 91 - any recent edition.

There will be no time penalties on the public road sections other than a penalty for exceeding 30 minutes maximum lateness at MTC 1, MTC 2 - Lunch Out and MTC 3 Finish.

**Regs at : [www.wigtonmc.co.uk](http://www.wigtonmc.co.uk)**

## That moment when you suddenly fancy a change of career and consider joining the Police



The Police have all sorts of inconspicuous vehicles in their armoury against road traffic offenders, some of which can be notoriously difficult to spot on the roads. Less so this one, just drafted in by Avon and Somerset Police to use in an operation targeting motorcyclists.

The car makes a claimed 350bhp and does 0-60mph in 2.5 seconds.

Unsurprisingly, the force seems excited.

Roads policing sergeant Andy Parsons said: 'I am really excited that Ariel has joined with us to bring project Safer Rider to fruition.'

A release from Ariel said: 'The Ariel Atom, which is manufactured in Somerset has been called the closest thing to a motorbike with four wheels. Holder of various performance records, the Atom has also beaten superbikes in races around a track and can outperform nearly every road vehicle.'

The car used by Avon and Somerset Constabulary is based on the latest Atom 3.5R fitted with a supercharged 350bhp Honda engine, sequential gearbox and has a 0-60mph time of 2.5 seconds.

Fitted with unique Avon and Somerset livery, the latest aerodynamic Hella pursuit lights and emergency equipment, the Atom PL1 is intended to be a highly-impactive engagement vehicle that will send a cautionary message to motorcyclists.'







**Proudly supporting  
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# THE KNUTSFORD TARGA RALLY

9TH SEPTEMBER 2017

**Between 20 & 30 miles of special tests**

**Variety of venues around Staffordshire**

**Mixed surfaces - Asphalt, Concrete, Gravel.**

**Regulations and entries open in July**

**Start/ Finish close to M6 for easy access**



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[WWW.KDMCTARGA.CO.UK](http://WWW.KDMCTARGA.CO.UK)



A blonde lady motorist was about two hours from Paignton when she was flagged down by a man whose truck had broken down.

The man walked up to the car and asked, "Are you going to Paignton?" "Sure," answered the blonde, "do you need a lift?"

"Not for me. I'll be spending the next three hours fixing my truck.

My problem is I have two chimpanzees in the back that have to be taken to the Paignton Zoo.

They're a bit stressed already so I don't want to keep them on the road all day.

Could you possibly take them to the zoo for me? I'll give you £200 for your trouble."

"I'd be happy to," said the blonde.

So the two chimpanzees were ushered into the back seat of the blonde's car and carefully strapped into their seat belts, and off they went.

Five hours later, the truck driver was driving through the centre of Paignton when suddenly he was horrified!

There was the blonde walking down the street, holding hands with the two chimps, much to the amusement of a big crowd.

With a screech of brakes he pulled off the road and ran over to the blonde.

"What are you doing here?" he demanded, "I gave you £200 to take these chimpanzees to the zoo!"

"Yes, I know you did," said the blonde.

"But we had money left over so now we're going to The Aquarium."

## Garstang & Preston MC **Memorial Rally** **17/18th June** **MARSHALS**

**Lots of Marshals required as always,**  
slight change this year Andy Jones will be taking on the task of chief marshal with assistance from myself, you can contact us by phone

**(Andy) 07740-169045**

or **(Ian) 07866-950693**

alternatively you can reach us via the club web site

**gpmc.org.uk**

Regards Ian Farnworth

This year we are running a 95% tarmac, all map reference event on maps 97,98, 102 and 103. The event will again be a fast flowing challenge to both driver and navigator following the same format that has seen the event grow over the past few years.

Sump guards are recommended for the more competitive driver but all roads used have been traversed using a standard road going vehicle. All competitors are welcome, and we are pleased to continue our association with SD34, ANWCC, and ANCC Championship.

The Memorial Road Rally is dedicated to the memory of Gordon Musgrave, Peter Duckworth and Paul Coombes who have been instrumental in the development of this popular Northern Road Rally aimed at giving competitors a no nonsense entertaining nights sport and the current organisers are pleased and proud to carry on with the tradition.

**REGS :**  
**gpmc.org.uk**

# J.R.T. MOTOR SERVICES

MOT's, Servicing and Repairs

Tel:- 01925 444441



Back Brook Place, Latchford,  
Warrington, WA4 1PH



## Warrington & District Motor Club **JRT Enville Stages** Sunday 2<sup>nd</sup> July

Running for the 28th year and using the much re-vamped Anglesey Circuit.

This year we are running 10 stages and approx. 50 stage miles on top quality tarmac. A no nonsense event with slick stage turn round times.

We will be offering scrutineering on Saturday evening, with free overnight camping, but with an optional pre-booked session on Sunday morning for those that do not plan to stay overnight – this will be limited to 6 places on a first come first serve basis.

### The event is also a round of the following championships:-

- ANWCC Stage Rally Championship 2017
- ANWCC Ladies Rally Championship 2017
- ANWCC All-Rounders Championship 2017
- SD34 MSG Stage Championship 2017
- SD34MSG Individual & Inter Club League
- SD34MSG Stage Rally Championship
- ANWCC North Wales Stage Rally Challenge

Once again we would like to welcome Bob Tate of JRT Motor Services and thank him for his support of this popular event. The organisers look forward to meeting old and new friends for an enjoyable day's motorsport when we promise another classic Enville Stages.

## MARSHALS WANTED

This event cannot run without the help of marshals. We need many volunteers for timekeeping and general course marshals. No matter what your experience if new to the sport we can put you with an experienced marshal to help you learn the ropes.

Please contact:-

**Dan Orme, Chief Marshal**

07792 475868 or [dan@delta-electrical.co.uk](mailto:dan@delta-electrical.co.uk)

**Mike Spiers, Deputy Chief Marshal**

07949 062222 or [michael.spiers22@gmail.com](mailto:michael.spiers22@gmail.com)

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

**Warrington**  
& District Motor Club



## Under 17 Motor Club (NW), **AutoSOLO, Autotest and Production Car Autotest**

**20th August 2017**

For those who haven't entered an Autosolo before, they consist of all forwards timed tests on a hard surface. New for 2017 a passenger is optional and 14 years olds may drive subject to limitations. AutoSOLO are not a memory contest as markers help you find your way around. One score is dropped per test layout in the Clubman's event to allow for those 'little disasters'. Although modified cars are allowed, all competing vehicles have to be road legal and be driven to the event. Competitors are divided into groups, whilst one group competes, another marshals and the third takes a well-earned rest. This results in an action packed day for all. Autosolos are relatively new to this country but have a large following in the USA. They have proved to be an ideal low cost introduction to motor sport for beginners (particularly teenagers) and a means of past competitors to return to the sport.

Please note that the autotest is NOT all forwards and contains two reversing manoeuvres. The autosolo and production car autotest are all forwards and contain no reversing manoeuvres.

### **M65 Motorway Services, Junction 4, Blackburn**

Food is available on site with discounts to Competitors & Marshals.

**regs available online at  
[www.anwcc.org](http://www.anwcc.org) and  
[www.sd34msg.org.uk](http://www.sd34msg.org.uk)**

## HEXHAM & DISTRICT MOTOR CLUB **THE NORTHERN DALES CLASSIC TROPHY**

**23<sup>rd</sup> of July**

The format of the event will again be extremely simple with all of the tests situated within the confines of the vast former cement works complex, the surface will be almost 100% tarmac and we have taken steps to eliminate as much of the unsurfaced sections as possible.

We will be attempting to make the tests as simple and as straightforward as possible so that drivers can really enjoy them.

We will again be providing catering facilities, courtesy of Julie's Pantry, these were extremely well received last year and, this year, they have promised an extended menu for crews to enjoy. We will also have toilets on site courtesy of Castlewood Hire for your convenience and comfort.

**Regs :**

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



# **MSA Inter Association AutoSOLO**

## **Sunday 18th June 2017**

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

### **Location**

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

### **Status**

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

### **Classes**

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

# **GAZZARD ACCOUNTS**

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**[gazzard.accts@btinternet.com](mailto:gazzard.accts@btinternet.com)**



**Gazzard Accounts Ltd**

# Barbon Hill Climb

Sat. 1st July

**Entries are now open**

Entries for the two Barbon Speed Hillclimbs on 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.

The event is 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 and 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 website for full details. Or

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

*Keith Thomas*



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**1**

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## 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**



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Woodrow Way, Irlam,  
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[www.motorsportmugs.co.uk](http://www.motorsportmugs.co.uk)

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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)**

**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  
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](mailto:sd34news@gmail.com)  
or Tel. 07788-723721**



## **Dunoon Presents Argyll Rally 24<sup>th</sup> June**

Regulations for the Dunoon Presents Argyll Rally have now been released and entries are officially open for the exciting new 24<sup>th</sup> June event.

Backed by Dunoon Presents and the local community, the event will bring rallying back to the region after a break of over ten years and is organised by Mull Car Club.

The all-gravel rally will form round five of the ARR Craib MSA Scottish Rally Championship which will bring some of the best drivers in Scotland and further afield to the region to tackle stages in the forests surrounding Dunoon.

The event is also a qualifying round of the ANWCC Stage Rally Championship, SD34 MSG Stage Rally Championship and the [www.c2rallyparts.co.uk](http://www.c2rallyparts.co.uk) Ecosse Challenge.

A total of eight stages offering 45 miles of competitive driving are on offer for crews, all easily accessible from Dunoon Stadium which will play host to Rally HQ and the event service area. The close proximity of the event base to the stages will ensure low road mileage for competitors, making the event as cost effective as possible.

The event kicks off on Friday 23<sup>rd</sup> June with pre-event scrutiny and documentation taking place at Dunoon Stadium from 2:00pm. To bring rallying into the heart of the community, the event will commence with a spectacular ceremonial start in Dunoon town centre at around 8.45am on Saturday 24<sup>th</sup> June.

After an action packed day in the forests, crews will return to spray the champagne at round 5.00pm later that day with the awards ceremony taking place in the Stadium from around 9.00pm.

First known as the Burmah Rally, the event originated from the early 1970's where the British Rally Championship assembled in the region and saw classic battles in the local forests with names such as Roger Clark and Jimmy McRae.

Last run in 2003 by Lankarkshire Car Club, the event fell victim to the austerity measures of the era and ended an almost 40 year history. Thanks to the support of the locals and businesses in Dunoon, the Argyll Rally returns once again in 2017.

Chris Woodcock, Clerk of the Course and his team have been working hard over the past few months to prepare an event worthy of continuing its prestigious heritage and they believe they have the formula just right.

**Regs**

**<http://argyllrally.co.uk/competitors/>**



# Acknowledgements

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

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

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

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

Jokes, Photographs, Information, reports etc

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

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

Dave Williams & Rachel Bourne (NW Racers)

Bill Wilmer & The Gemini Communications Team

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

Phil Andrews

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Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

and last but not least, Chairman / Secretary  
(& my complaints manager)

**Les Fragle**

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

# SD34MSG

Wednesday  
17<sup>th</sup> July

8-00pm,

This Meeting will probably be at a new venue  
Details ASAP

# 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  
August 14<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 July edition is  
Wednesday the 28<sup>th</sup> of June  
which is due out on  
Friday the 30<sup>st</sup> of June**

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