

August spotlight



2017



JRT Enville Stages
Steve Ellison / Mark Carter

Photo Courtesy of
Neil Lambert : LAMBOSPORT

www.sd34msg.org.uk

Volume 8 : Issue 8 : August 2017 : Maurice Ellison

Chairman's Chat

The last month started with hearing the very sad news that Roy Honeywell, one of the founder members of SD34 MSG and ever enthusiastic member of CDMC, passed away.

Roy held the post of President, Vice President, Chairman or Vice Chairman from the formation of the Group until his passing 53 years later. As well as being a wonderful gentleman

Roy was a splendid mentor to numerous motorsport people throughout the North West and beyond. It was an honour to have been with him at any meeting, function or event and yes we will all miss him.

It was good to see so many colleagues attending the funeral and afterwards at the Calf's Head public house, he was certainly given a fitting send off. Our sincere condolences go to Elsie and the family. RIP Roy.

Best regards,

Les Fragle,

Chairman/Secretary, SD(34) Motor Sport Group

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Warrington & DMC

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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

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Mark Wilkinson - secretary@nwstages.co.uk

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the distribution list (25 X 100 + 7000 = 10,000+ readers)**

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

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	705	1	1
U17MC-NW	536	2	2
Garstang & Preston MC	497	3	3
Bolton-le-Moors CC	382	4	4
Liverpool MC	305	5	6
Preston MC	269	6	7
Blackpool South Shore MC	185	7	12
Stockport061 MC	157	8	13
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	311	1	5
Airedale & Pennine MCC	257	2	8
Wigan & DMC	228	3	9
Matlock MC	204	4	10
Accrington MSC	190	5	11
Pendle & DMC	124	6	14
Wallasey MC	123	7	16
Manx AS	118	8	16
Division C		Position	
Club	Points	Div	O/A
Knowldale CC	69	1	17
Hexham & DMC	67	2	18
Mull CC	64	3	19
CSMA (NW)	12	4	20
Lightning MSC	10	5	21
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 13th July 2017

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
= 1	Tracy Smith	87	AMSC	Y
= 1	Amanda Baron	87	AMSC	Y
3	Maurice Ellison	80	CDMC	Y
= 4	Robert O'Brien	77	WaDMC	Y
= 4	William O'Brien	77	WaDMC	Y
= 6	Alexander Baron	57	AMSC	Y
= 6	Steve Smith	57	AMSC	Y
= 8	Alan Shaw	54	PDMC	Y
= 8	John Harden	54	LivMC	Y
= 9	Jez Turner	50	CDMC	Y
= 9	David Hunt	50	LivMC	Y
= 9	Les Fragle	50	G&PMC	Y
12	Geoff Main	47	LivMC	Y
= 13	Steve Lewis	44	CDMC	Y
= 13	Barry Wilkinson	44	PDMC	Y
= 14	Steve Price	40	CDMC	Y
= 14	Dave Barratt	40	AMSC	Y
= 14	Peter Schofield	37	PDMC	Y
= 14	Peter Wright	37	PDMC	Y
= 14	Sean Robertson	37	LivMC	Y
= 14	Phil Howarth	37	LivMC	Y
= 14	Bill Gray	37	LivMC	Y
23	Andy Fell	34	LivMC	Y
= 24	Andy Dewhurst	30	GPMC	Y
= 24	Jason Bleakley	30	GPMC	Y
= 24	Anthony Brindle	30	GPMC	Y
= 24	Gavin Irvine	30	GPMC	Y
= 24	Kameron Anderson	30	PMC	Y
= 24	David Nolan	30	GPMC	Y
= 24	Alex Brown	30	PMC	Y
31	Kevin Jessop	27	LivMC	Y
= 32	Les Eltringham	20	PDMC	Y
= 32	Toby Fisher	20	PDMC	Y
= 32	Peter Wilkinson	20	PDMC	Y
= 32	Robert Grimshaw	20	PMC	Y
= 32	Peter Wilkinson	20	PMC	Y
= 32	Sam Coombes	20	PMC	Y
= 32	Terry May	20	PMC	Y
= 32	Joe Ring	20	PMC	Y
= 32	Ryan Sweeting	20	PMC	Y

**Only Showing those Marshals
that have Qualified**
40 marshals have Qualified
136 Marshals have scored points
Last Updated 18th July

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Myles Gleave	E	54	G&PMC	5
2	Matt Flynn	E	52	CDMC	5
3	Stan Featherstone	E	46	CDMC	4
4	Richard Hunter	E	41	MMC	5
5	Mark Standen	E	36	G&PMC	4
= 6	Jon Bossen	E	33	MMC	3
= 6	Paul Buckel	E	33	CDMC	4
8	Dan Sedgwick	S	32	CDMC	4
= 9	Tony Harrison	E	25	CDMC	3
= 9	James Taylor	E	25	CDMC	4
= 11	Jem Dale	E	23	G&PMC	3
= 11	Pete Jagger	E	23	CDMC	4
13	Alan Young	N	22	MMC	3
14	Steve Cotton	E	19	CDMC	2
15	Louis Baines	E	18	PMC	2
16	Dominic McTear	S	16	CDMC	2
17	Ian Swallow	N	14	PMC	3
= 18	Simon Boardman	E	9	CDMC	1
= 18	Steve Greenbach	N	9	MMC	1
= 18	Phil Shaw	N	9	CDMC	1
= 18	Russel Starkie	N	9	CDMC	1
22	Peter Sharples	N	7	PMC	2
23	Craig Shooter	N	6	PMC	1
24	Andy Williams	N	4	U17MC	1

O/A	Navigator	Class	Pts	Club	Rds
1	James Chaplin	E	56	G&PMC	6
2	Sam Spencer	E	46	CDMC	6
3	Rob Jones	E	45	CDMC	5
= 4	Steve Butler	E	32	CDMC	4
= 4	Gary Evans	E	32	MMC	4
6	Ashley Young	S	29	MMC	4
7	Sam Ambler	S	26	CDMC	4
8	Maurice Ellison	E	23	CDMC	3
9	Steve Frost	E	21	G&PMC	3
10	Sasha Herriot	E	20	MMC	2
11	Ian Graham	E	17	CDMC	3
12	Matt Broadbent	E	15	CDMC	2
13	Kris Coombes	E	14	PMC	2
= 14	Tony Vart	S	11	CDMC	2
= 14	James Swallow	N	11	PMC	3
= 16	Ian Farnworth	S	9	G&PMC	1
= 16	Derek Lewin	N	9	CDMC	1
18	Sam Coombes	N	8	PMC	2
19	Simon Frost	S	6	CDMC	1
20	Lauren Cook	N	4	U17MC	1

Results following R8 : B&DMC Beaver Rally

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	159	CDMC	
2	Peter Jackson	D	113	G&PMC	
3	Mike English	C	84	Wigan	
4	John Darlington	D	83	Wigan	
5	Phil Jennings	D	81	Warrington	
6	Mark Kelly	C	57	G&PMC	
7	Duncan Taylor	D	56	BSSMC	
= 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	Jack Ives	C	29	PMC	
= 15	Ian Bruce	C	27	S061MC	
= 15	Simon Bowen	D	27	BSSMC	
= 15	Peter Sharples		27	PMC	
= 18	Adrian Lloyd	D	26	Warrington	
= 18	Gary Jakeman	B	26	High Moor	

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	160	CDMC	
2	Darren Taylor		109	GPMC	
3	George Jennings	D	82	Warrington	
4	Chris Sharpe-Simkiss	D	57	BSSMC	
= 5	Stephen Grayson	D	56	BSSMC	
= 5	Andy Baker	C	56	G&PMC	
7	Richard Robinson	D	55	BSSMC	
8	Garry Dillon	C/D	54	BSSMC	
= 9	Matt Broadbent	D	53	CDMC	
= 9	Louis Baines		53	PMC	
= 11	Steve Butler	A	52	CDMC	
= 11	Liam Whiteley		52	PMC	
= 13	John Darlington	C	27	Wigan	
= 13	Adrian Lloyd	D	27	Warrington	
= 13	Garry Hughes		27	BSSMC	
= 13	Tony Vart	C	27	CDMC	
= 13	Sasha Heriott		27	Matlock MC	
= 13	Bruce Lindsay		27	PDMC	
= 19	James Swallow		26	PMC	
= 19	Matthew Jakeman	B	26	HMMC	

**Last Updated 17th July Following
Warrington & DMCs
JRT Enville Stages**

Non Race/Rally Championship

O/A		Class	Score	Club
1	Steve Johnson	A/F	71.28	U17MC
2	Andy Williams	A	70.51	U17MC
3	Lauren Cook	A	65.50	U17MC
4	Scott MacMahon	A	57.54	U17MC
5	Chris MacMahon	A	48.58	U17MC
6	James Williams	A	47.85	U17MC
7	Gary Ross	A	47.40	A&PMMC
8	Chris Livesey	A	47.09	U17MC
9	Steve Kennel	B	40.78	CDMC
10	Steve Lewis	C	30.94	CDMC
11	Hazel Johnson	A/F	30.31	U17MC
12	Phil Clegg	D/E	29.07	AMSC
13	Daniel Barker	C	27.95	AMSC
14	Steve Price	A	20.49	CDMC
15	David Goodlad	A	20.00	BLMCC
16	Jamie Foster	B/F	19.55	U17MC
17	Maurice Ellison	A	19.15	CDMC
18	Warren Nichols	B	18.29	BLMCC
19	Gary Sherriff	B	9.71	BLMCC
20	Dermot Murray	D	9.44	AMSC

Last updated : July 18th (R14 Darwen)

Sprint & Hillclimb Championship

O/A	Competitor	Score	Class	Club
1	Nigel Fox	51.90	2	CDMC
2	Nigel Trundle	50.59	1	GPMC
3	Dave Goodlad	48.33	1	BLMCC
4	Colin Duncalf	47.15	1	LivMC
5	Andy Larton	43.46	3	LivMC
6	Mick Tomlinson	40.76	5	PDMC
7	Colin Smith	40.71	1	LivMC
8	Russell Thorpe	40.11	1	LivMC
9	John Early	29.63	1	LivMC
10	Dave Welton	29.41	3	LivMC
11	William Campion	29.74	1	LivMC
12	Roger Mitchell	25.63		PDMC
13	Duncan Woodcock	21.02	1	LivMC
14	Rob Holt	19.43	3	LivMC
15	Andy Williams	10.02	1	U17MC
16	Dave Smithies	10.00	1	LivMC
17	Jim Wright	9.86	3	PDMC
18	Simon Nicholson	9.82	2	PDMC

Results following R 7 : Scammonden

U18 Championship

O/A		pts	Club
1	James Robinson	40	U17MC
2	Luke Girvin	47	U17MC
3	Matthew Nicholls	34	BLMCC
4	Robert Cotton	20	CDMC
5	Amy Toft	19	A&P

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	76	Y	U17MC
2	Steve Johnson	70	Y	U17MC
3	Phil Shaw	47	Y	CDMC
4	Steve Butler	44	Y	CDMC
5	Russell Starkie	43	Y	CDMC
= 6	Steve Lewis	42	Y	CDMC
= 6	Lauren Cook	42	Y	U17MC
8	Rob Jones	40	Y	CDMC
9	George Jennings	34	Y	WaDMC
10	Louis Baines	33	Y	PMC
11	Maurice Ellison	27	Y	CDMC
12	David Goodlad	22	Y	BLMCC
= 13	Kris Coombes	20	Y	PMC
= 13	Steve Price	20	Y	CDMC
15	Steve Frost	18	Y	GPMC
= 16	Ian Swallow	17	Y	PMC
= 16	Sam Coombes	17	Y	PMC
18	Craig Shooter	12	Y	PMC
19	Peter Sharples	11	Y	PMC
20	Garry Sherriff	10	Y	BLMCC

Still to Qualify

James Chaplin	42	G&PMC
Scott MacMahon	42	U17MC
Myles Gleave	39	G&PMC
Peter Jackson	39	G&PMC
Darren Taylor	39	G&PMC
Garry Ross	37	A&PMMC
Matt Flynn	36	CDMC
James Williams	36	U17MC
Jon Bossom	34	MMC
John Darlington	34	WiDMC
Andy Larton	31	LiMC
Dan Sedgwick	29	CDMC
Mike English	28	WiDMC
James Swallow	28	PMC
Stan Featherstone	27	CDMC
Hazel Johnson	27	U17MC
Paul Buckel	26	CDMC
Matt Broadbent	25	CDMC
Jem Dale	24	G&PMC
Phil Jennings	24	WaDMC
Sam Ambler	23	CDMC
Chris Livesey	23	U17MC
Phil Clegg	22	AMSC
Steve Cotton	20	CDMC
Sam Spencer	20	CDMC
Chris MacMahon	20	U17MC
Sam Spencer	20	CDMC

A Total of 146 Competitors have scored points

2017 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2017 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

Tel : 01282602195 email : shawalan.555@btinternet.com

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

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

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

2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below;

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

SIGNATURE

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

CLASSES

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

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

Non Race /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
August					
6-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
12-Aug	Hillclimb	Yes	Pendle & DMC	August Hillclimb	Scammonden Dam,
19-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services,
19-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services,
19-Aug	Training	No	U17MC	Fire training	Blackburn Services,
20-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services,
20-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services,
20-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services,
27-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
September					
01+02-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
2-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
9/10-Sep	Road Rally	No	Ilkley & DMC	Colman Tyres	Yorkshire
23/24-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
24-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
October					
8-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
14-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
15-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
November					
04 Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
4-Nov	Stage Rally	Yes	Clitheroe /Malton MC	Malton Forest Rally	Dalby 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
December					
2-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services,
2-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services,
2-Dec	Training	No	U17MC	First On Scene	Blackburn Services,
3-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	Blackburn Services,
3-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	Blackburn Services,
3-Dec	PCA	Yes	Accrington MSC	AMSC PCA	Blackburn Services,

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

2017 Championship Rounds by Discipline at a Glance

SD34MSG Road Rally Championship 2017

Date	Event	Organising Club
9/10 –Sep	Colman Tyres	Ilkley & DMC
23/24-Sep	Taybridge Clitheronian	Clitheroe & DMC
04/05 Nov	Dansport Road Rally	Matlock MC

SD34MSG None Race/Rally Championship

Date	Event	Organising Club
6-Aug	Gravel PCA, Wern Ddu	Wallasey MC
19-Aug	Autosolo/PCA	Under 17 MC NW
20-Aug	Autotest/AutoSolo	Under 17 MC NW
27-Aug	Gravel PCA, Wern Ddu	Wallasey MC
3-Sep	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
2-Dec	Autosolo/PCA	Under 17 MC NW
3-Dec	Autosolo/PCA/AutoTest	Accrington MSC

Training Dates 2017

Date	Event	Venue
19-Aug	Fire Training	Darwen Services
2-Dec	1st on Scene Training	Darwen Services

SD34MSG Stage Rally Championship 2017

Date	Event	Organising Club
01+02-Sep	Promenade Stages	Wallasey MC
24-Sep	Heroes Stage Rally	PDMC / GPMC
8-Oct	Adgespeed Stages	Wigan & DMC
03+04 Nov	Neil Howard Stages	Bolton-le-Moors CC
10+11 Nov	Poker Stars Stages	Manx Auto Sport
25-Nov	The Hall Trophy	Clitheroe & DMC

SD34MSG Sprint & Hillclimb C/ship 2017

Date	Event	Organising Club
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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

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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**

Marshals wanted at Aintree

More marshals are always needed for Liverpool MC's Aintree sprints & track days,

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

Interested? Want to know more?

There's more information at

www.liverpoolmotorclub.com

or you can contact LMC's Chief Marshal Bill Gray via our website too. And more events follow later in the year.

Liverpool MC 2017 Calendar

**2nd September Aintree Autumn Sprint
30th September Aintree Track Day 2**

Barbon Hillclimb : 1st July

Following an inspection of the venue it was with great regret that we had no option but to cancel the Barbon Hillclimb that was due to take place on 1st July. This was particularly disappointing as we had attracted the biggest entry for several years for this event, which included two rounds of the MSA British Hillclimb Championship as well as rounds of several local championships including SD34.

There had been an unusually high volume of rain over the previous few days which resulted in the paddock and spectator car parking areas becoming substantially waterlogged. Despite there being no further rain forecast until after the event, it was clear that the ground conditions would not recover sufficiently by Friday evening / Saturday morning to allow competing cars and their attendant vehicles, trailers etc to safely negotiate the paddock. Frustratingly, the course itself was in near perfect condition and, of course, the day of the event was dry.

We have no doubt that our competitors and spectators shared our disappointment at having to cancel and we can only apologise for the late announcement, but we had hoped that things might improve in time to allow the meeting to go ahead. We must thank all those who have sent us messages of support; we have been amazed to receive so much sympathy and understanding.

We have subsequently investigated the possibility of running a replacement hillclimb at Barbon later in July or August but we simply cannot find a date that doesn't either clash with another of our own events, or another sprint or hillclimb that our potential competitors would be entering. So, unfortunately, that's it for this year on the hill at Barbon, but we shall be back in 2018.

In the meantime we will be trying to find a way of reducing the effect that rainfall has on the paddock area. We've started by looking at ways of tackling the land drainage issues at Barbon as we strive to improve this spectacular and challenging venue for the future. There must a solution that's affordable... we just have to find it, and find a contractor who can help us at reasonable cost..

A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

July was another relatively quiet month for Blackpool South Shore Motor Club members but two did manage to compete on both tarmac and gravel stage rallies. Quite by co-incidence they both tackled Warrington & District Motor Club's Enville Stages at the Anglesey Circuit but not in the same car!

John Stone was at the wheel of his Legend Fires Ford Fiesta S2500 partnered by son Alex. The pair can already boast a couple of tarmac rally wins this year but unfortunately, they couldn't add to that tally on this occasion. They were however heading for a highly creditable top five finish until a missed split on the eighth of the ten scheduled stages sent them plummeting down the standings to eventually finish in 28th place.

South Shore's Chris Sharpe-Simkiss was co-driving BMW M3 driver Chris Ransley and they finished tenth after suffering power steering failure on the final stage and slipping two places. Sharpe-Simkiss then returned to Wales to tackle the Nicky Grist Stages alongside 18 year-old Ed Fossey, from Jersey, in a Vauxhall Corsa and the pair finished the BTRDA counter third in the 1400S Class.

John Stone's gravel outing came on the Greystoke Stages, sponsored for the first time this year by his company, Legend Fires of Blackburn. He had a different car and different co-driver to those on the Enville having elected to take to the woods in his Fiesta R2 and recruit Irish co-driver Patrick Brides. Contesting the highly competitive Class 2 (1401-1600cc) the pair survived a SS5 'moment' to finish 27th overall and sixth in class.



**Blackpool South Shore MC meets
every Thursday night
at The Clarence public house
on Preston New Road, Blackpool
from about 8.30 onwards**



Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

Waddington Sports & Social Club

Waddington, Nr Clitheroe

BB7 3HW

M/R 103 / 731 437

Website : www.clitheroedmc.co.uk

'What's On' at CDMC

AUGUST

Tuesday 1st August

John Cope & Clive Molyneux

1st O/A on the recent Enville Stages

Tuesday 8th August
Committee Night

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas Why not come along. You might enjoy it

Tuesday 15th August
Navigational Exercise

Sign on 8:00pm.

First car away 8:10pm

Map 103 Required

Waddington Club

Tuesday 22nd August
Car Trial

Start from 7:30pm.

Bank House Farm, Map ref. 98 / 702 749

Then Marton Arms, Thornton-in-Lonsdale

Tuesday 29th August
HRCR Minis

old **STAGER**
HISTORIC RALLY CHAMPIONSHIP 2017

July Clubnights

Tuesday 4th July

Club Member Interview

Russell Starkie & Phil Shaw



Russells first involvement in Motorsport was not long after he left school. With a bunch of mates they went to watch the Lombard RAC Rally. They went everywhere following the rally and sleeping in a van.

He got banned from driving when he was 18 having collected 23 points on his licence. When he got his licence back he bought a Landrover and went trialing. Couldn't afford to go Rallying.

When Russels wife died 2¹/₂ years ago he went to watch the North West Stages and came away wanting to have a go. So he bought his current car. The intention was to do the NWS and then sell it. However the first event that he did was last years Prom Stages. Was surprised at the number of spectators. Finished 45th O/A He was hooked. This year did the Hall Trophy and then LFNWS and despite a shedfull of problems managed to finish the NWS and found they were leading the SD34MSG Stage Rally championship. The car had been put on EBay. It was quickly removed from EBay and they plan to do the remaining rounds

Phil has been mates with Russell for years. He lives just a few doors away from Charlie Woodward and in his youth joined Spring Hill Car Club. Back in the day built a Gp 4 Mk11 Escort. Sold it for peanuts when there were loads of them, would have been worth lots of money (retirement fund) if he had kept it He discovered, on the Prom Stages, that he got sick when going Clockwise round bends but not Anti-Clockwise (now sorted with a prescription)

Both did the 'Navigational exercise last month but with Russell Navigating. Russell felt queezy but still carried on and had a good time. Russell now fancies his chances as a Road Rally Navigator and wants to do more.



JRT Enville Stages : Photo Courtesy of Lambosport

Clitheroe & District Motor Club



Tuesday 18th July

Neil Bye

Streamed Live on YouTube

www.youtube.com/watch?v=R_rgof_4-_s



Love him or hate him, Neil Bye provided a very, very interesting and entertaining evening. The meeting was streamed live on YouTube. When I looked we had had 130 people who had logged on to watch.

Neil was his usual outspoken and controversial self with tales of 'hooky' road rallies that he had organised. The grimace from Chris was something else.

Despite his dad (Stephen Bye) being a very successful Navigator, Co-Driver, Vice Chairman of the MSA, Chairman of BTRDA, Clerk of Course on Illuminations, Devils Own, Mull, Lakeland Stages (& a lot more) and organiser extraordinaire Neil was not encouraged by his dad to get into Rallying. When he first started he couldn't afford his own rally car so he used to hire a car from companies such as Hertz for £50 for the weekend. Trouble with that was that it was not long before he was running out of Hire Companies.

He could never envisage doing Stage Rallies because of the cost but that is what he now does as a Co-Driver.

Neil is highly opinionated and my problem is that I find myself more and more agreeing with lots of his opinions.

... Which is very disturbing. A very good Clubnight Quote of the Night 'They are not stupid down at the MSA'



Tuesday 25th July Walking Treasure Hunt around Waddington

Great fun trying to get inside the thought process of Mr and Mrs Roberts!

Enjoyable evening with Paul Buckel's woodbine white legs providing illumination in the fading light and much mirth watching Simon Bee narrowly evade a trespass charge looking for a hedgeHOG!

Is Sam Ambler going to be at liberty to do the Colman Tyres.....that is the question!?

Results (Top 5)

		Points
=	1. Harrisons Warriors	
	Nigel Worswick & Friends	22.5
=	1 Wrong Slot & Crash	
	Paul Buckel & Steve Butler	22.5
	3 The Dukes	
	Sam Ambler / Dan Sedgwick	20.5
	4. Old Gits	
	Tony Vart / Simon Boardman	20
	5 Lonesome Pine	
	Steve Lewis	16

Winter (2017 / 2018) Scatter Rally Championship Series Dates Updated

Round 1 : Tuesday	5 th	September
Round 2 : Tuesday	24 th	October
Round 3 : Tuesday	21 st	November
Round 4 : Tuesday	5 th	December
Round 5 : Tuesday	16 th	January
Round 6 : Tuesday	23 rd	February
Round 7 : Tuesday	20 th	March

Best 6 scores to Count

To Qualify you must be involved with the organising of at least one Round.

Details of how to help in the organisation will be given at Round 1 e.g. Putting Code Boards out



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=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsozI>



'What's On' at CDMC

September

Tuesday 5th September Round 1 of The Winter Scatter Rally Series

Sign On from 7:30

1st Car Away 8:00 pm

Start Waddington Club

Maps 102 & 103

(& a preprinted section of Map 109)

Gareth Shepherd Clerk of Course

Tuesday 12th September Committee Night

Club Members are more than welcome to attend and see & hear what goes on behind the scenes and you can also express your opinions & ideas Why not come along. You might enjoy it

Tuesday 19th September Pre Clitheronian Chat

Tuesday 23/24th September Clitheronian Rally Marshals Wanted

Start : Burton Services, M6
From 6:30

Maps 97, 98, 102 & 103

Finish : Kings Arms at Hale
(on the A6 north of Carnforth)

Free Breakfast for Marshals

Chief Marshal - Matt Broadbent

Tuesday 26th September Clitheronian Forum

Tales from the Clitheronian Rally
How was it for you? Success or Failure?

Mull Rally Needs Your Feedback!

Since early June when the bad news broke, the organising team have been beavering away behind the scenes, trying to put on alternative motorsport events for the weekend of 13th – 15th October. Every kind of motorsport has been considered, the feasibility & attractiveness of each one investigated and the operational & safety aspects discussed with the MSA. We have had extensive discussions with dozens of landowners and users, all of whom have been supportive.

We are very grateful to all of you who have offered suggestions, knowledge, experience, time, resources and more. It is very encouraging to see the high standing that the Mull Rally, the Isle of Mull and the people of Mull have in the rallying community.

We are also very grateful to Beatson's Building Supplies for their unstinting support during this difficult time – without them, new events might not be possible.

The main objective we have worked towards has been to put on a weekend that the usual Mull Rally visitors would enjoy – whether as competitors, volunteers, sponsors, local businesses, or spectators. The social side will come, but we wanted to establish the sporting side as early as possible. So please send your feedback

duncan@mullrally.org

- Would you consider entering?
- Would you consider spectating?
- For the Time Trials, would you pay extra for co-drivers?
- For the Targa, are you happy with some gravel roads?
- What would make this event more attractive to you?
- What are you worried about?

Gravel Rally Time Trial

- 2.6 mile route, never rallied before
- spectator-friendly location
- 30-40 cars / 4+ runs each plus slow speed recce
- entry fee roughly £200

Targa Road Rally

- 120 to 145 miles route in daylight
- Special tests on private roads
- Regularity tests, mixed between tarmac and gravel – some roads that have never been open to the public before (and may never be again!)
- Stunning lunch stop location
- 30-40 cars maximum, standard cars and historics (Blue Book Section R.18 and R.19)
- No MSA licence nor helmets required, club membership needed.
- Entry fee roughly £120

The prospective dates have been revealed for the two events set to replace this year's closed-road Mull Rally.

Duncan Brown, who was set to be assistant clerk of the course of the original event, has confirmed that a Targa Rally (October 13) and gravel time trial the following day are the favoured options.

"The 120-mile Targa Rally would be on the Friday with tests and regularities," said Brown. "It will take us to some bits of the island we wouldn't normally get to.

"We'll also try to put on the gravel time trial on a bit of forest road that hasn't been used for rallying before, it was built a few years ago for timber. It'll be the Mull Car Club, which run a similar event in March."

Organisers are hoping to hold a joint prize-giving for the Targa and time trial events on Saturday, October 14.

Hexham & DMC

Meet every Wednesday
at the Dr. Syntax Inn,



I attended the recent **Association of Northern Car Clubs** meeting at Cleckheaton, mainly to ensure we got a date in their 2018 Road Rally Championship which we have. Jonathon Webb hasn't firmed up on the exact date yet but it will be broadly the same as this year, ie late February. Hopefully, we will also get a slot in the **SD34MSG** series and should attract a decent entry, particularly as this year's event went down very well with the road rally fraternity.

Jonathon will also be organising the next 12 car, **The September Sortie** and expects to have regulations out very shortly, they will be mailed out to all members as soon as they are ready.

The Elands, George and Ian had an eventful day on the **Lake District Classic** event when they "Fell off" the road on the Threlkeld Quarry test, it took a tow rope, a Transit and about 20 pushers to get the Alfa Romeo out of the ditch but they succeeded and carried on to finish the event..... Well done guys.

A big thank you to the club members who turned up to marshal on Whickham & DMC's **Shaw Trophy**, we did a bumpy grass test up behind Slaley Hall and a tarmac affair at the Egger factory on the outskirts of Hexham. Whickham MC will be returning the favour and marshalling a test on the **Northern Dales** with our good friend Mac Cliff as Test Commander.

Advance Notice – We have been asked to marshal on the **Rally of the Tests** in November, the location is Eastgate but this time they are intending to use the hill and not our usual venue. No times yet but we'll keep you informed when the information appears. Our services are also required for **le Jog** again but, again, no firm details as yet.

Warrington & DMC

WDMC meets at 20.00 every Tuesday at

THE ANTROBUS ARMS

on the A559 between
Warrington and Northwich.



www.warringtondmc.co.uk

WERN-DDU GRAVEL PCAs

**Sunday 6th August
& Sunday 27th of August**

£30.00

Regs available at :

www.warringtondmc.co.uk



With thanks to the British Motor Sports Training Trust
Road Rally First on Scene Training
for competitors and marshals

Presented by Karen Spencer,
EMAMC Marshals Training Officer

Thursday 27th July 2017
starts 8.30pm prompt

This session will cover:

- Action(s) when arriving at the scene of a road traffic collision
- Obtaining assistance
- Assistance you can provide while waiting for emergency services
- Handing over to emergency services
- Post incident

At Robinson, Wheatbridge, Chesterfield S40 2AB

Includes buffet and refreshments

For catering purposes you **MUST** pre-book

All welcome - please book your place with

Frances Banning

frannybee66@yahoo.com or TEXT 07973 689971

Matlock MC

Meet

every 2nd Thursday

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



WALLASEY MC

The Club Meets at 9-00pm

Every Monday at

**Port Sunlight Village Social Club,
Bridge St, Port Sunlight CH62 4UP**

Airedale & Pennine MCC

Meet at the Rock & Heifer Inn, Rock Lane, Thornton, Bradford, BD13 3RH on the second Monday of the month for our business meeting. Then we meet on the forth Monday of the month for a club meeting. Visitors are welcome to join us at either of these.

Garstang & Preston Motor Club



www.gpmc.org.uk

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

G& PMCs AutoSOLOs and PCA's at Prestons College The next 2 rounds in the Series

15th October
26th November

Have been
CANCELLED

Due to circumstances beyond the club's control we are now looking for a replacement autosolo venue, if you are aware of a suitable venue please let us know. Thank you to all the staff at Preston College who helped facilitate previous events.

HEROES STAGES RALLY 24th September

**Pendle & District Motor Club
& Garstang and Preston Motor Club**
WILL be promoting the HERO's Rally at Weeton on Sunday 24th September...
Once again both clubs are indebted to Chris & James Ford of Century Motorsport for supporting the event. Regs etc to be available soon.
Further information will be posted on both clubs websites when available

Lancashire Automobile Club 2017 Calendar of Events



Thursday 21st to Sun 24th September **The Highland 3-Day Classic Tour**

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

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

ALL Car types welcome : www.highlandtour.com

www.lancsautoclub.com

Or email : Sandra Williams

sandra.williams21@btinternet.com

or telephone 01772 79149

Garstang and Preston Motor Club members revamp The Space Centre garden



Members of Garstang and Preston Motor Club Andrew Richmond, Samantha Richmond, Margaret Duckworth, Dave Nolan and Ian Richmond have revamped the garden at the Space Centre

Members of a car enthusiast group are swapping their spanners for spades to revamp a run-down garden belonging to a sensory centre for children and young adults with disabilities.

A small group from Garstang and Preston Motor Club worked over the grounds at The Space Centre, in Preston, and are now looking for businesses to adopt a border.

Group member Dave Nolan said: "When we visited The Space Centre we were shown around the grade two listed garden and noticed the large boarder area was unplanted and looking very sad and dull.

"We came up with a plan of asking local businesses to adopt a border to make a bright space.

"I'm just starting the process of visiting businesses to try and persuade them to join in. We have three borders now spoken for.

"We are looking for local businesses to help fill the remaining beds. If anyone is interested get in touch via by emailing davidnolan2626@gmail.com."



RIP

Roy Honeywell



29th January 1923 - 2nd July 2017

Today we've had to bid a sad farewell to Roy Honeywell after a long, long battle fought with an amazing tenacity which was typical of the man. Born in Buckfastleigh over 94 years ago,

Roy served in WWII as a Royal Engineer before marrying Elsie in 1946 and settling in Clitheroe.

As well as his 'proper' family (on whom he doted, (despite being just about the complete opposite of 'touchy-feely') he was well known and respected by a huge family of rally enthusiasts including members of Clitheroe & District Motor Club (of which he was president for many years), competitors on the Mull Rally, and inhabitants of that magical island. We'll all miss him



SD34MSG Meeting 19th July Highlights

- The meeting commenced by observing a one minute silence in honour of Roy Honeywell who passed away recently.
- Income came from more championship registrations and expenditure included some more championship competitor stickers and donations to the RNLI and Blind Veterans UK, the charities that Roy Honeywell supported.
- The non race/rally events run by BleMCC planned for 3rd September are likely to be cancelled due to the lack of a venue.
- There had been comments from competitors on the Memorial Rally about the noise of one particular vehicle. It would have been better if the issue had been dealt with on the night rather than afterwards. It was noted that marshals can stop a vehicle which they believe to be excessively noisy.
- The latest championship positions were read out and are included within.
- At the ANCC meeting on 26th June Heidi Woodcock was announced as the RDO for Yorkshire. There is still plenty of money in the MSA Club Development Fund so clubs should consider if they need anything. The amount has to be match funded and applications go through the local RDO (Steve Johnson for Lancashire). There was some discussion about making date changes to championship rounds. The date of the next meeting is to be confirmed but currently it is the 30th October.
- There has not been a meeting between our last two meetings, the next meeting will be held on the 14th August.
- There are opportunities to have club stands at the Royal Lancashire Show on the 11th-13th August.
- It was good to report that clubs are having stands at local shows and events.
- GPMC were congratulated for the work the members had put in planting up some flower beds at the Space organisation in Ashton, Preston. Thanks to the garden centres who have donated the plants.
- Free Go Motorsport Taster permits can be applied for but need to be submitted 4 weeks in advance and a risk assessment must be included in the application. Note that only one event per discipline will be authorised per year. MSA Taster permits cost money but only for the vehicle driver.
- A reminder that the Stage Rally Safety Requirements has been updated and in effect from the 1st July.
- Marshals are required for the WMC Promenade Stages on 1st & 2nd September.
- Nominations for the Club of the Year and Volunteer of the Year will open soon.
- Chris Woodcock is prepared to come to ANCC clubs to give a talk about the role of the Association as perhaps many don't know is involved.
- The next bi-monthly meeting will be on 20th September at The Poachers, Bamber Bridge.



Midnight Sun Rally

(KAK Midnattssolsrallyt)

Vimmerby : Sweden

June 28th - July 1st 2017

For those of you (if any!) who have been reading the sporadic reports about Dave Hopkins and myself competing in the BHRC over the last 4 years, in the now well used Sunbeam, will recognize that this rally isn't in the 2017 Championship...the rally titled "Rally to the Midnight Sun" might be more familiar to mature readers and the modern equivalent is now one of the biggest historic rallies in Scandinavia (and indeed in Europe). So how did two old gits end up doing the Midnight Sun Rally.... after doing the UK based events for circa four seasons and taking all this time to get the Beam to a point where it was sorted we had become slightly bored with the expensive single day format of 40-45 miles in the same old forests and for both of us the fact that we had reached significant age related milestones made us think we should do something from the bucket list...an overseas event with smooth roads over a decent distance...it was never going to be cheap but.....

Now Dave and Ian Beveridge had both been over to Sweden last year to have a look and both thought that it looked amazing...smooth, fast roads and very few Ford Escorts within a massive entry plus Ian, via his Yokohama links knew Pelle Palmqvist (Sweden's Mr. Yoko) who could probably help us out with servicing facilities...the planning started early this year with an entry submitted in March and then a long wait until it was confirmed that we were in! What an entry it was as well.... circa 160 crews in an amazing selection of cars in the main event plus another 40 crews competing in an even more varied selection of cars (over the same route) in a two tiered Regularity event. The UK contingent consisted of 4 crews in total...Matthew Robinson in his Escort (after the Fiat was sidelined yet again), Warren Philiskirk/Garry Green in the faithful Mk 2, Ian Beveridge/Paul Price in the gorgeous Toyota Corolla (Levin) plus ourselves in the trusty 1600 Beam...other names familiar to many no doubt were Stig Blomqvist in a Viking run Mk2 after his Porsche wasn't ready,



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Midnight Sun Rally Continued from Page 19

Lief Asterhag the ex-works Toyota pilot making his first appearance for many years in a 1973 Celica plus Matts Jonsson, the pre-event favourite, driving a full spec Mazda 323....he has won the Swedish Championship many many times now and was in possibly the best car as it was the only one that was 4wd!! The Volvos especially the 240/242 variants were also out in force...they aren't as heavy as they look, produce good torque and power and according to the locals can be built for much less than half of the cost of a full house Escort.... amongst these and the various Porsches was an absolutely stunning Alpine A310...my best looking car of the event award before the start!

With the entries from Team Hopkins/Beveridge accepted thoughts then turned to getting the cars/service van/people there and back...In the end we settled on meeting near Brackley where I would pick up the service van plus trailer whilst Paul Price (Ian's co-driver) picked up the estate car plus trailer...we would then head in convoy to Vimmerby in Sweden via the Harwich ferry overnight to the Hook of Holland, drive through northern Europe to Rostock, catch the overnight ferry to Trelleborg and then drive through southern Sweden to Vimmerby the rally base... 3 days and circa 900 miles one way (from Preston)....the petrol bill alone was going to be painful! Now Paul was being accompanied by his wife Annie whilst I was sharing the van/trailer combo driving with a real character called Tim Tugwell...Annie thought she was going for a holiday(!) whilst Tim thought he might stumble into Agnetha or Anni-Frid from Abba...well he did stumble all right.... but didn't find either of the Abba girls! J

Picking Tim up on the way to Brackley was an experience, as although I had met Tim briefly on this years Red Kite I didn't know much about him. It turns out that Tim has possibly the one of the best selection of Hillman Avenger shells in the UK . He prepares the car he co-drives for Eliot Retallick who I know from experience is quick...we cant get close to them at all and possibly never will! Tim who is a fabricator by trade certainly knows his Avenger stuff and whilst Elliott does the engines (3DMotorsport) Tim does everything else so I realized we had a good man on the spanners for this event...I did however brick it when we had a near death experience with Tuggers at the wheel driving onto the Rostock ferry... I didn't think he was going to stop at the very open edge of the upper deck ...it would have been a heavy landing onto the deck below...he claimed he had it all under control... The only other incident of note on the way out was also with Tuggers at the wheel (!)...he took us on a very unscheduled circuit of Lubecks ring road of toll tunnels... wasn't cheap and I suggested that we seemed to be paying Mrs. Merkels ongoing re-unification debts.... if only Hopkins hadn't bodged the sat-nav feed – it went tits up just at the wrong time! The convoy arrived in Vimmerby in glorious sunshine and passed the time of day waiting for the prima donna drivers plus entourage to arrive



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Midnight Sun Rally Continued from Page 20

Dave/Ian along with Pat B and Robin W flew into Gothenburg and drove from there) by sitting in the sun talking to Warren/Garry and their team. It was their first time at this event as well and they were looking have a good run although Garry and I couldn't decide if we would use just the supplied road book tulips to read the stages or use the maps in the lavish programme...in the end the road book was the way to go. Talking to the very helpful Swedish organisers they don't allow notes in any shape or form other than the road book tulips in order to make it a slower and hopefully safer event. The CoC chap we spoke to said that they had only one roll last year...but it was very controlled!! This year was to prove somewhat different.....a series of bends just 150 yards from the rally finish was to prove to be problematic for many!!!!

The format of the event itself was to prove relatively straight forward with a short spectator special (alongside a lake and along a main town road!) on the Wednesday evening after scrutineering with 3 different loops out of Vimmerby on the Thurs to Saturday with overnight service in Vimmerby...all lunchtime food at the outlying town service halts plus the quality evening food (in a huge marquee complete with live music!) was included in the entry fee for the crew. Reseeding took place after the stages on Thursday but the organisers helped us out by allowing us and Ian/Paul to run close together thus allowing Tim/Annie to use the van as the remote service vehicle with Robin/Pat running chase car in the estate...and it's a good job we did!! After setting up in pole position re the service area with the assistance of Pelle and his team we managed to find our accommodation for the next few days...an out of term sixth form type art college which was ideal for B&B and only five mins from the rally HQ.... amazingly when we asked some guys inserting stakes and tying up the universal motorsport red/white taped barriers next to our accommodation block they told us we were staying on SS12...the only tarmac stage and run specifically for the residents of Vimmerby...through the college grounds and up through some housing estate roads to finish on Vimmerbys ring road...just cant envisage this happening in the UK...ever!!!

Having set up in the prime spot in the service area it was a short run out to the outskirts of Vimmerby for scrutineering where it soon became clear that they were being slightly more thorough than here in the UK...slow progress as a long queue formed to drive through a Scania truck repair bay where the car was rolled over an inspection pit whilst the underside of the car was inspected!! The scrutineer did notice a drop of oil from the gearbox but agreed that the fix wasn't practical before the event...he said his did the same...talk about thorough as we had to tape over the seat mount bolts to reduce the risk of the belts rubbing on them...interestingly they insisted on keeping hold of the cars MSA logbook until the end of the event (but they didn't with the Toyota)...not sure why tbh.

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Midnight Sun Rally Continued from Page 21

Having got through this hurdle I had some time to talk to Pelle's co-driver, a chap called Håkan Jacobsson...now its fair to say Håkan is very experienced as he revealed that he has rallied a fair few times in the UK as well as across mainland Europe...he has sat in with many pilots both young and old including a season or two with Freddie Ahlin who is leading the BRC currently...Håkan confirmed that he is quick! The car he was sharing with Pelle was a full house Escort Mk2 which looked immaculate and sounded rather well..although in reality it isn't any faster than the Fiesta R2 he shares with Pelles son! Håkan confirmed that I should ignore the maps and just read the road book keeping a close watch on the trip...and enjoy the sometimes-lengthy distances between instructions...I had to trust Hopkins' eyesight!!

The rally started on the Wednesday evening with the aforementioned short spectator special on the lake shore of Hultsfred ...and it was a complete and utter disaster for us as we ended the stage lagging all of the field by circa 12 minutes...no stage maximums here with International timing!! Too embarrassing for all concerned to detail the litany of errors that resulted in Hopkins vaulting a live railway line to retrieve a can of fuel that happened to be mysteriously lying there...thanks Robin. It was a most subdued team back at Vimmerby that night...all that effort and expense and running dead last....however the following morning after a night of solemn contemplation we both agreed that it actually didn't make any difference at all...we were never going to win the UK only class unless the others dropped out and we weren't eligible for the Swedish classes...it was all about enjoyment and after finding that Stack do make decent fuel gauges after all we set off to tackle the best roads that Sweden could offer.... [Ian also had fuel issues just 150 yards from the main out control but switching to the second pump had cured it...Warren / Garry had also suffered fuel issues (which actually lasted most of the event)...upon inspection both cars had major fuel filter blockages...(the filters cleaned out but re-occurred for some reason,)]

Having expected the roads to be superb it came as a shock to experience a short section of track on SS2 that would have done credit to a Derbyshire white with SS4 starting on a section that seemed to have come from Map97 and the Morecambe Rally...now I had no issue with this but the majority of home competitors were furious at the end of leg one making huge representations to the organising team..one lad in a quick Porker was absolutely steaming! To be fair to the organisers they were only short sections and the remainder of the route was on the best tracks we had ever been down...no ruts or large rocks at all and whilst twisty in part they all flowed...and we have never spent so long in top before....simply superb!! No real dramas for Tim and Robin to resolve at the night halt so more of the same for Friday....a fantastic day as the Beam never missed a beat and sounded and felt superb... Hopkins ignoring his failing eyesight to drive really well I thought!

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Midnight Sun Rally **Continued from Page 22**

The only moments we had were an unscheduled excursion into a field on a square left but we kept moving and got out without dropping any time really, plus a moment sat at a holding control when, with some rain falling Hopkins switched the heated screen on and smoke started to emerge from the end of the dash...I had genuinely literally just said to Dave.."this is the first time that everything on this car is working...."..."a quick fix on the connection at service sorted it thankfully. SS12 on the tarmac of Vimmerby was fun with pouring rain making progress on forest tyres entertaining...big slides around the main ring road roundabout were in order although Hopkins showed some restraint due to "I am worried about my diff...well it is a 5.1 you know!"

The final day arrived with better weather and good progress being made by the Beam. Robin had to resolve a minor distributor issue on the Toyota overnight but otherwise we looked good for a team finish...well the last stage of the event, SS16 nearly did for usa 32km sting in the tail. An amazing stage that is the best single stage that Dave and I have ever been through together...absolutely amazing!! We had started nervously as running directly behind us happened to be Anders Norstedd in a Saab 99...now the name vaguely rang a bell as we chatted to him at the stage arrival - when he said that he had been European Rallycross Champion for three years running in the mid 80's the penny dropped..he was a very useful pilot to say the least although he said his experience was really in driving Saab 900 turbo rallyx projectiles with 500hp and not low powered Saabs on carbs!!! A lovely guy to talk to but surely he would catch us...but he didn't! As the finish of the stage loomed I urged Dave to not do anything daft...and it was a good job we didn't as literally 150 yards from the stage finish a deceptive crest plus off camber bend nearly got us...on the long flat in top approach we noticed a fair few fans stood on top of the crest/hillock and thought...mmm why are they stood there? We just got round but many didn't...just watch the various vids of SS16 on YouTube as car after car came to grief...and no it wasn't mentioned in the road book!!

At the finish back in Vimmerby it was a happy team all round...both cars had finished with Ian/Paul finishing in 70th place with us in the mid eighties...Tuggers and Robin were both superb in looking after the cars and Pat and Annie had sorted out all the essential support a team needs and all done with a smile. A fantastic effort all round really! This just left the post rally banquet and what a doo it was...circa 600 people in the marquee with the organisers making sure the overseas contingent got a table at the front and provided with free wine and beer! Silver service and beautiful food, a professional MC and band provided the background to the prize giving whilst most of the prizewinners seemed to err on the mature side and indeed there was more than one Harry Sea-combe lookalike...it made it a real occasion and unlike anything I have witnessed in the UK. The highlights were when "Viking" Phil Mills took his team out as they seemed to be getting very enthusiastic on the free vino..looked like a school teacher taking his class out, the one and only real Stig getting a huge reception and the overall event winner Matts Jonsson get a standing toast from all assembled which was a classy touch I felt. Garry Green said some lovely words on Robbo's behalf who had driven well to finish in eighth...apparently he didn't go to the prizegiving as he only eats KFC! The star turn on the late night dance floor was the one and only Tuggers...a slightly enthusiastic display of dad dancing it must be said, with females scattering everywhere as he went stumbling backwards on his arse after one strange move appeared to fail...and no he didn't meet Agnetha but we all couldn't help noticing one or two strikingly beautiful Swedish ladies around us!! An absolutely fantastic night to bring to a close a superb once in a lifetime event.....

As Ian/Dave/Pat/Robin departed for the airport it was a subdued driving team that made a late start on the return journey home...a tiring three days back to the UK tracing our steps back the way we had come but again no issues apart from petrol costs!

I must express my thanks to Pelle and Håkan plus the Yoko team for their support, the enthusiasm of the organizing team and all we met – you all bent over backwards to ensure we enjoyed ourselves and also to Tuggers who proved to be a most amiable travelling companion...if anyone is considering doing this event don't hesitate...you wont regret it I can assure you...a wonderful experience!

Tony Vart : Co-driver : Car 90
Clitheroe & District Motor Club

Warrington & DMC JRT Enville Stages

Anglesey Circuit 2nd July

Anglesey, Wales with Adrian Lloyd in the E46 coupe with full 3.0 M3 competition running gear was the port of call this Sunday. The day started off with planning and chatting about the stages and checking intercom and seating position, before no time passed and we were into stage one.

Stage one went like this...5, 4, 3, 2, 1, GO!!! Medium left into open hair, and before I got the chance to say pin the back end came loose and we were in the centre of a smoky spiral! This was the sign of the rest of the stage...sloppy and hard to control. Upon arriving at service the Michelin WRC tyre's were sticky hot?? I suggested dropping the pressures, and also adding hankook Z209 T91 to the front, the second stage would

be faster and car handle superb! In fact the car has so much grunt there was much show boating and wild drifting ensued throughout the stage. However there would be a drama, we would take full fight off the top jump and a fast heavy landing would push the rear drop link through the brake pipe! It was a short stage and only became an issue at the end of the stage! This was solved by continuing on three brakes!!!

It was becoming hotter and hotter throughout the day, which is excellent for driving conditions and spectators but not so much in the car!!! The heat inside meant keeping refreshed to stop heat stroke and sweating! The two stages three and four were fast with little drama...with the usual wild slides until we clipped a tyre and how the car didn't roll is beyond a fluke or luck! Stages five and six were fast but the rear tyre's started moving about a bit more.

The rally stopped for about an hour whilst a local church service took place which allowed a dip in temperature. We headed out in the queue with rally cars in all directions. The car was on the start line we got one loop and immediately after the merge the car became loose and broke away, it locked into third gear...we were passengers. Our rally ended backwards into the centre of the grass off the circuit.

The car is surprisingly fast with oodles of torque. It's great fun and thank you to Adrian for great fun, and Donna and the rest of the guys for making me welcome. Also the organisers and marshals for allowing us to have fun! Till the next time

Dean Ross : The brains (?) side of the car

Warrington & DMC JRT Enville Stages

Anglesey Circuit 2nd July

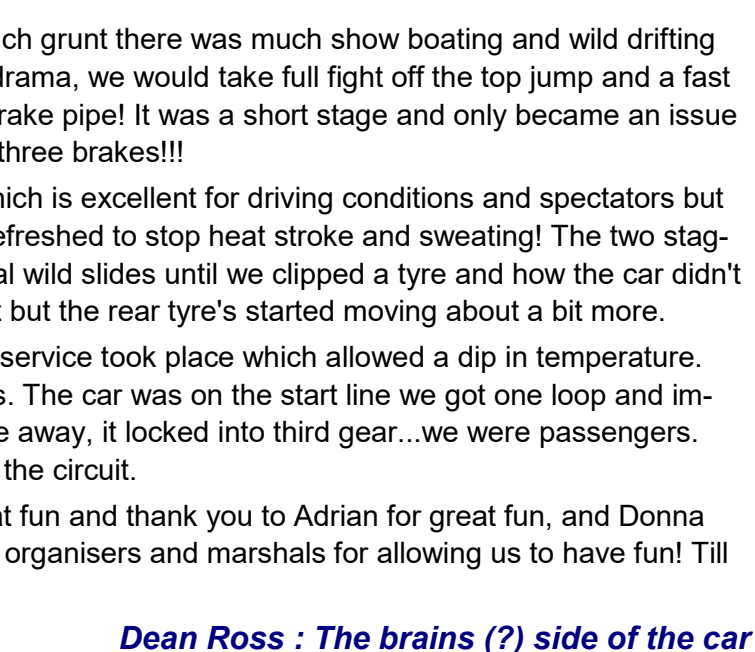
Leaving home Saturday in the glorious sunshine, crossing over the Britannia bridge the sky darkened and it started raining, great, not what the forecast said!

Gazebo set up rather awkwardly in the windy conditions ..headed to noise, decibel reading ok, cut the engine to chat to the steward, .. attempted firing the M3 engine wasn't having any! .. great! .. again, not playing .. Right, ... walked away from it, left it for 15 mins, returned, turned over and started. Plugs must have fouled up in the short distance from paddock to noise.

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JRT Envile Stages **Continued from Page 24**

Onto scrutineering, a bit of a wait in the queue, sailed through there without any problems.

Sunday morning greeted with sunshine, excellent. Met my navigator Dean Ross at the circuit entrance gate with his pass. Dean headed straight to sign on and helmet, hans and race suit check. We checked the car over before heading to the start time at our allotted time.

Into SS1, open left first corner, through into fast hairpin right. Well. Complete spin, loads of blue tyre smoke from the rear as the unused Michelin Port Sports try to find grip .. wasn't impressed one bit!!..great, these will need changing for the hankooks as soon as we get into service.

Deciding to decrease the pressure in the rears but change the fronts to hankooks to stop the understeer, this made considerable difference to the car. Turn in was as it should be but still had more oversteer from the Michelins, do decreased the rear pressures some more.

Out onto SS3 was improved but still had oversteer, not as good the Michelins as people say in the dry!.

SS4 up next, we clipped the tyres in front of the control room going into a square right into square left, causing the car to flip onto two wheels, .. bit of excitement here, not just for the spectators but us too!!! .. me looking down onto Dean for a split second, turning out to bring the car back down, luckily not going all the way over .. the jump at the top of the circuit, not too bad of a landing I thought but felt the brakes not as good as they should be, towards the end of SS4 we had no brakes which was quite entertaining to say the least!...

In service we found on the jump landing, the rear anti roll bar drop links have both sheared and had cut through the nearside braided brake pipe resulting in fluid loss.

No spare brake pipes were found so clamping the pipe with a pair of mole grips was all we could but at least we were still going with only three brakes!...this should be fun.

SS5 and 6 were both fun having less brake efficiency and have to pump the brake pedal into each corner and Chi-cane.

A long brake was had as a Christening took place at a nearby churchman hour passed before SS7 started. Into SS7, reverse way round, tight left into open right, through the tyres into hairpin left, dropped into second gear, big spin. Into first gear, wouldn't go, tried other gears, no joy... great.. no gears!!

Well, that was the end of our rally. Dean and myself spent the rest of the rally spectating on the far high bank. We had some good fun but a shame it ended early.

Would like to thank Donna for marvellous support, food prep and cleaning up too and Paul for a great job with keeping the car going Next event hopefully the Heroes Stages at Weeton

Adrian Lloyd : Liverpool MC (The talent side of the Car)

Warrington & DMC **JRT Envile Stages** **Anglesey Circuit** **2nd July**

A lovely bright summers morning, and dry, just what we wanted, last time me and Geoff were out, was on the Lee Holland in March, unfortunately we retired whilst leading, when the engine swallowed a bolt or something, causing an expensive rebuild, so three months later, we enter the Envile.

Car 6, behind previous winner John Cope in his Impreza WRC, we were happy with our seeding, and looking at the entry list, a winner could come from any of the top six, or even car twenty John / Alex Stone in there S2500 Fiesta.

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Photo Courtesy of Sion Williams



JRT Enville Stages *Continued from page 25*

SS1 out from behind the pits, round the circuit, through the first chicane, and car 1 (Kevin Procter, Fiesta S2000T) on his second lap, spins in front us, only cost us a second, or two at the most, on our third lap, round the complex, we catch cars 8 and 9, having a battle, we lose a few more seconds, and Geoff recons the tyres have gone off. Into service, I check times with a couple of other co-drivers, and were six behind Copey, and joint forth, Geoff's not happy, "we lost 4/5 seconds to them muppets who wouldn't let us pass" !

SS2. Geoff puts on some harder compound tyres at the back, they don't work, we drop ten to the leader, the Darrian is all over the place at the back end, into service, and Geoff is off to buy some new tyres. Time for a cigar. SS3/4 the car is mint again, and Geoff is happy, back up to forth, Copy is flying, Willet behind, and first 2WD car, then Adrian Spencer in his WRC.

No more dramas, and that's where we all finished, with a well deserved victory to John, and his stand in co-driver Clive Molyneux. We were happy with forth, and second in class, and the car performing as is it should, we weren't taking the jump flat, as most of the top ten would have been, as the most important thing was getting some miles on the new engine, so that probably cost us 3/4 seconds a stage, in hind sight, we could have pushed for third, or even second. Will settle for forth, and look forward to the Promenade stages next.

Geoff Roberts / Terry Martin. (Clitheroe & DMC)
Darrian T90

Warrington & DMC **JRT Enville Stages** **Anglesey Circuit** **2nd July**

After their recent 4th O/A on the Warcop stages the next rally for Adgespeed. RED Industries, ABR Engineering supported ex Petter Solberg Subaru Impreza S11 WRC rally car of Adrian Spencer along with Mark Hewitt on the notes was the Enville Stages Rally at the Anglesey Race Circuit where several months earlier the team had a fraught day having only completed 200 yards before having to retire with a broken windscreen caused by the bonnet not being shut properly. Seeded at car 4 and not having been to the venue since 2008, it was going to be a steep learning curve as most of the front runners were regulars of the circuit and would be able to push early on. With the weather being both warm and dry the odds were against them as at car 1 was Kevin Procter in his Fiesta 2.0l turbo'd S2000, Dave Willetts at car 2 in his Escort Mk2, Brandon Smith in his Darrian T9, John Cope in his S6 WRC Subaru Impreza and Geoff Roberts at car 6 in his Darrian T90 and with the conditions it should favour the Darrian's and Escorts.

ANWCC WIN **MSA Inter-Association** **Car Trial** **Team Challenge**

ANWCC team of Henry Kitching (Corsa), Rupert North (Mini) and John Wadsworth (KA) take victory on the MSA Inter-Association Car Trial Team Challenge today at North Wales Car Club's Cymru Trial!

First time ever for ANWCC to win this prestigious trophy, narrowly beat ASWMC (South-West) by just 3% aggregate.



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JRT Enville Stages Continued from Page 26

After the 1st stage John Cope a previous winner there took the lead in his Impreza WRC, 1 second up on Dave Willett with Brandon Smith in 3rd and Adrian and Mark taking equal 4th O/A with Geoff Roberts. Stage 2 a repeat of 1 and Adrian stayed 4th O/A after improving on his 1st stage time by 6 seconds with the 2nd quickest time, but 4 secs slower than John Cope. With a new route for stages 3 and 4, Kevin Proctor was getting his foot down to set some stage winning times, but it was an impossible task, due to the amount of time lost on the 1st stage and then a stage maximum on stage 8 left him way down the order and out of contention at the end of the day. Adrian and Mark then upped the pace even with the intercom giving problems, which were sorted with a change of intercom at service after stage 4, to move clear of Brandon Smith and Geoff Roberts in their Darrian's and into 3rd O/A. Brandon Smith was having a few problems as he dropped back during the day.

The fight back was hampered a bit on stage 5 when an argument with a chicane cost about 12 seconds, but at least the damage was minimal. From stage 6 to stage 10 Adrian and Mark consistently set good times with 2 stage wins, to beat the eventual winner John Cope by 9 seconds and 2nd placed Dave Willett by 2 seconds, but not enough to make up for the time lost in the morning.

So at the end of the day it was John Cope taking the winners spoils with Dave Willett 10 seconds behind in 2nd and Adrian and Mark another 11 seconds behind in 3rd O/A, Geoff Roberts came 4th, 31 seconds slower than Adrian and Mark.

The team are now getting the car ready for the Harry Flatters Rally on Epynt on the 30th July where Adrian and Mark finished 2nd O/A last year even after the incident with the sheep!!!, here's hoping for a clean run this time.

Adrian Spencer : Wigan & DMC

July with Chonka Motor Sport

So after being hassled into doing a little write up of my goings on here we go. *(Bruce you are not the first and probably not the last, but it wasn't that hard really. Was it? Moz)*

July saw me and Dave Johnston entered into the **JRT Enville Stages**. We were carrying Dave's highest seeding at this venue running at car 30 and 2nd 1600cc.

The day started well with is justifying our seeding sitting comfortably 2nd in class all day when on the final stage we saw the class winner pulled over and under the bonnet, when results came in it looked a bit suspicious as he had taken 47 secs out of us ????

Upon correctly filing a result query form it turned put he had come of 1 lap early missing a split. This then gave him a stage maximum handing us class victory.

Once again a fantastic day organised by a friendly club see you all next year.

And so on to the 9th July and we were at the **Legend Fires Greystoke Stages** another fantastic social event that fills up instantly.

My steed for this event was The Subaru Impreza with Jan Budge I've been Jans regular co driver this year for various forest events on the BTRDA series. Again we had a great seeding of Car 22 and from the off we justified this setting 19th fastest on SS1 and then 14th on SS2. Unfortunately SS3 ended in tears as the top radiator hose exploded 2 miles in and that was it, a failed head gasket had put an end to our charge. "THAT'S RALLYING"

Next up is Otterburn with Micheal Farmer with high hopes of class honours after our early exit on the Manx National.

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GREYSTOKE STAGES RALLY
Sponsored by Legendfires



Bruce (Chonka) Lindsay : Pendle & DMC



GREYSTOKE STAGES RALLY

Sponsored by Legendfires

BDA, Forest, Maps and Sun

Greystoke Stages is always a popular event offering crews the opportunity of good quality forest rallying for just a little more money than a circuit based single venue, so it was no surprise that this year's event had reserves within days of entries opening. I had been asked by Craig Cleaver if I'd like to navigate for him in his Mk1 Escort to which I duly agreed. I've sat with Craig twice before and knew that not only was the BDA engined car immaculate but he knows how to drive it as well. The other attraction for me is that the event is on proper OS maps only, no pacenotes, so it gave me chance to crack the Poti out and do some proper navigating. As it's only a couple of hours from



home I headed up to Greystoke on the morning of the event, signed on and waited for Craig to arrive. The format was 6 stages all using 90% of the same roads with each pair of stages the same repeated and service between each stage. Luckily the weather was good and we risked sunburn more than a soaking although a damp few days before the rally helped keep the dust down early on.

Stage one was essentially an anti clockwise loop of the forest and despite it being 12 months since Craig last competed he didn't take much getting back into it. This opening test went well with Craig committing to what I was calling without taking any big risks and saw us 14th fastest ahead of most of the 2 litre class with Matthew Robinson and Steve Bannister obviously way out in front but the Mk2 of Ross Brusby was close with several other crews just seconds behind. As stage 2 was a repeat of Stage 1 I knew a couple of places where we could make up time. Calling off a map it's always tricky to pinpoint exactly how far after a crest a corner is so after the first run I was able to tell Craig a couple of places he could keep on it for longer. We did have one slight moment when the car slid further than expected on a 90L and evasive action was required to miss a ditch although it probably cost us less than 5s and we still managed a time 9s quicker than our first run.

After a longer service Stage 3 started with a tricky section through the middle of the forest that hadn't been used yet and ended with the majority of Stage 1/2 in reverse. Mid way through this stage whilst pushing hard on a 90R the car was sideways a bit too long and caught the grass on the outside nearly pulling us into a ditch. Luckily Craig kept his foot in and avoided the ditch on the other side after it shot across the road. Then nearing the end of the stage the road went 500, 5R, 3L, 3R around island however it was tighter in this direction than the other and we caught the bank on the exit putting the car up onto two wheels. Thankfully no damage was done although the wheel marks we left on the bank confused a few of the later crews. Stage 4 was incident free and we were 10s quicker.

Stage 5 was a reverse of the opening stage and we were now starting to really push as the stages became dustier but quicker. The stage flowed nicely and was probably the best layout of the day. 15th fastest we were now in a close battle with several cars around us. After a bad opening stage Tom Hewick had snuck in front of us so we were now trying to hold on to 5th in class with a charging Andrew Robinson taking precious seconds from us on each stage after we got ahead of him early on. With one stage to go we had just 2 seconds in hand and knew there could be no coasting home for a finish. Craig was on a mission on this final stage seemingly braking later for every corner and at times putting the car fully broadside into corners what felt like 50 yards before we even reached it. We managed a time 9s quicker than Stage 5 and Craig remarked that if Andrew Robinson beat us he deserved it. In fact we had done just enough and finished on identical times but our faster time on Stage 1 gave us 13th overall and 5th in class, a very pleasing result against a very strong field.

Interestingly the top 6 positions in the 2 litre class were all Historic crews with only Ross Brusby's Escort getting amongst them as he took 3rd in class. Is this because Historic rallying is now so popular that more people than ever before are using Historic cars even on events that don't have Historic classes such as Greystoke, or is it that BDA engine cars (of which 4 of this top 6 were) are such a good engine that even against modern engined cars they can still be competitive. I certainly know that not much sounds better from the Navigators seat than a BDA screaming through the forest.

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Greystoke Stages Rally

Continued from Page 28

Another interesting point about the event is how quickly it fills. The entry fee is £360 and for that competitors get 32 miles of rallying making it £11.25 per mile. Compared to the latest BTRDA round, the Nicky Grist which was £12.10 per mile. Greystoke is however all multi use as the same 5 miles are used all day, but because of the nature of Greystoke and how well it is looked after I felt the stages were in better condition after over 300 cars had been over them (6 stages, 50-60 cars) than some stages in Wales or Scotland are after only 70 cars have been over them. I do feel this type of event could become more common as traditional multi venue forest events become harder and more expensive to run. With this single stage type event there is less setting up to do which means not only is it quicker but there are fewer set up diagrams required and a simpler safety manual. It is also easier to control spectators as they are on one stage rather than three or four. From a marshals point of view it's a better day as there were only a couple of junctions that didn't see cars on every stage as opposed to a multi venue event where you may see cars only once or twice with a long delay in between. As for competitors it offers a day's forest rallying for a reasonable price albeit with a shorter route than other events.

Sam Spencer : Clitheroe & DMC & Malton MC



GREYSTOKE STAGES RALLY

Sponsored by **Legendfires**

After missing out last year because entries went live at 7.00am and I'm too lazy to be awake at that time of day, waiting until I got into work at 9.00 to put the entry in, I was determined not to miss out this year. Despite being on signing on duty at an autosolo when entries went live, out came the phone and 10 minutes of faffing about with sausage fingers meant we were still 12th reserve! Luckily, at least 12 accepted entries pulled out and Steve got the call a couple of weeks before the event that we were in. Brilliant!

This was planned more like a weekend away with the lads than serious rallying, the lads being me, Steve J, Dave Barratt and Jim Livesey who were doing radio (think more Last of the Summer Wine than Ibiza). Staying at Jim's delightful holiday lodge near Penrith (thanks Jim) with a good restaurant on site and a bar that served decent cask ales, the sunny weather set us up for a great weekend. Although we might have sampled a bit too much of the local beer than was appropriate for rally preparation on the Saturday night.

The good weather stayed with us on Sunday and the weekend continued to consist of sitting in the sun with the occasional trip round a forest in a rally car.

Settled into our designated service area, being car 53 we had a bit of a wait until we could get cracking, with the cars starting at minute intervals. This was the first time we had been into the woods for a few years, the first time on maps with no notes and only the third time in total, so I did what I could to prepare. I managed to get hold of a stage plan the week before and put a bit of time in studying the maps and youtube footage. Not sure if it helped, though. With my aging eyesight it seemed like a good idea to try using a poti to read the maps, and it took me four out of the six stages to realise that it wasn't really working!



**Photos Courtesy of Graham Wingfield
'Ladythorpe 2'**

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Greystoke Stages Rally

Continued from Page 29

Being rusty on the loose, we were a bit hesitant on the first stage and the freshly graded tracks were incredibly slippery in the bone dry conditions. After stage 1 I reckoned we could be 30 seconds faster on the next stage and I wasn't far wrong, making up 22 seconds. Unfortunately, everybody else improved their times so we didn't exactly start romping up the results.

Which brings me to the fantastic results service. After each stage no sooner than we had just parked up and sat down for a spot of sunbathing, a delightfully cheery young lady presented us with a printed set of results to the stage we had just finished. As a results service, it doesn't get much better than that. Well done results team!

As the day went on, we weren't making much headway up the table, but were beginning to have a bit of sparring match with John Livermore and Dave Terry in the Avenger, until their head gasket called it a day and spoiled the fun.

Steve was getting faster and more confident as the day went on and we had the occasional moment, one in particular being a "fast right over crest into fast left" that Steve took too literally and almost flat. "Well held", I think was the next call! Other than that and me having a minor panic when we seemed to be approaching a stricken Escort at a speed greater than I thought we could stop before hitting it (dodgy eyesight again not coping with distances) it was a steady run.

The service crew (Steve J) didn't have much to do on the Micra. He checked the tyre pressures once I think, and cleaned the dust off the windscreen. Hectic day in the pits.

Our times were definitely getting better and on the final stage, which was stage 1 reversed, we were 51 seconds quicker than the first stage. With that rate of improvement, it would have only taken another 12 stages and we would be catching the leaders!

As it was we ended up 43rd out of 45 finishers. Not our best result, but this event was all about having a bit of a fun and a weekend away. Not troubling the trophy engraver, we headed back to the lodge for more cask ales and a glass or three of red. All in all, a cracking weekend and I dare say we'll be back next year, especially if you can guarantee the weather. Properly chilled out.

A big thank you to West Cumbria Motorsport Club for putting on a superb, well organised slick event and thanks as ever to all the marshals and radio crews for disappearing under several layers of dust. Especially the marshal at the stage arrival control who was downwind of every cloud of dust kicked up by the cars leaving the stage. He's probably still cleaning it out of his car.

See you next year, if I can get my entry in quick enough.

Steve Johnson/Steve Butler, mighty Micra car 53
Steve Butler (Clitheroe & DMC)
chillin' in the left hand seat

Pendle District Motor Club & Garstang & Preston Motor Club

Heroes Stages Rally

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Weeton Barracks
24th September 2017



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In stage. Julie Raynor
julieraynor@btinternet.com
or 07870493027 (between 5 –
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(Supported by Gazzard Accounts)

Nicky Grist Stages

Saturday 8 & Sunday 9 July 2017



AHLIN & PETCH CLAIM NICKY GRIST SPOILS



Since my last visit in 2015, the mid Wales based Nicky Grist Stages has gained British Rally Championship status, and with it, an additional day of action of the very fast Tarmac roads of Epynt; uniquely making the event the only multi surface fixture on the 2017 BRC Calendar.

The 2017 British Rally Championship hasn't quite attracted the same level of interest as it's re-birth year however and thankfully the modest 28 international entries were swelled somewhat by a healthy 102 national B competitors taking part in the Saturday only BTRDA round; a pivotal round 6 of 8 in the 2017 championship.

There are few better views in British rallying than that offered by Route 60 and from our vantage point between junctions 5 & 6 it was easy to see why Osian Pryce and Dale Furniss had taken an early lead in their Spencer Sport Fiesta R5. Their commitment over the infamous crest was second to none with this moment alone making the 7 hour round trip worthwhile!

But, having been quickest on 5 of the 8 gravel stages and having built a lead of just over 19 seconds by the overnight halt, things would all go wrong for the Welsh pairing as the event headed for the Tarmac. Disappointingly, having played their joker, the pre-event championship leaders would initially pick up a five second penalty before being forced into retirement on stage 12 with fuel pump failure.

This left the door wide open for Fredrik Ahlin and Torstein Eriksen to claim their 3rd win of the year. Just eight seconds in arrears heading into SS12, the Swedish/Norwegian pairing were more than worthy winners and will look to consolidate their championship lead over the final 2 Asphalt rounds of the season.

Whilst not able to benefit from the same pre-event recce as the BRC competitors, the action at the front of the BTRDA field was just as fierce; a three way fight for the event win soon developing between the WRC fiesta's of Peter Taylor and Stephen Petch and the R5+ machine of Callum Black.

Two early stage wins for Peter Taylor, co driven by Andrew Roughead, had seen the Carlisle man take an early lead before a puncture in SS4 would drop them back to third. Taylor would fight back during the afternoon loop however, claiming 3 of the 4 stage wins, but the overall victory proved just out of reach.

Whilst consistency had been the key for Stephen Petch and Michael Wilkinson to emerge as leaders following Taylor's problems in stage 4, it was a turn of pace in stage 7 that would ultimately seal victory. Callum Black and Peter Taylor were just a respective 5 and 6 seconds in arrears heading into the second running of the Halfway stage, however a clear fastest time overall for the Bishop Auckland man ensured he and Wilkinson would take a relatively comfortable 9 second margin into the Crychan finale.



Continued on Page 32

Nicky Grist Stages Rally **Continued from Page 31**

And whilst Taylor claimed his fifth stage win to snatch second from Black, Petch maintained his nerve to record an 8 second victory. A victory which puts him right back in the title hunt with just the Woodpecker and Trackrod to run.

The production based Group N machines excelled in the dry and dusty conditions with eventual class winners, Sacha Kakad and James Aldridge, finishing the day in an excellent 5th position overall. Kakad didn't have it all his own way however; the evo X driver first having to fend off a fast starting Patrick Naylor and later an afternoon charge from the vastly experienced Richard Hill. Naylor and Hill's victory challenges would end with time losses in SS4 and SS7 respectively however, leaving the consistent Russ Thompson and Andy Murphy to claim second, just 5.7 seconds in arrears. An apt result given Kakad and Thompson shared fastest time overall on the days third test.

Class B13 honours would go the way of Subaru crew, Toni Carannante and Simon Coates, with 11th position overall; a class which Dylan Davies and LLion Williams had dominated before retiring with power steering failure in SS6. Davies' unfortunate demise did however throw the battle for class victory wide open with just 4 tenths separating Carannante and the Mitsubishi Evo 6 of Simon Rogers as they approached the final 2 stages. And despite Rogers, with Wyn Davies alongside, recording a time 6.5 seconds quicker in the Crychan finale, Carannante and Coates would take class victory courtesy of a super quick pass through Halfway.

With 13th position overall, Richard Sykes and Simon Taylor claimed an excellent Silver Star victory in their Citroen DS3; the Black Country/York based pairing dominating proceedings in both class B12 and the two wheel drive category to take victory by almost 50 seconds.

Second in category, and 16th overall, was the MK2 Escort of B11 class winners Owen McMackin and Lee Taylor. Strong performances in both runs of Halfway and Crychan the deciding factor as they headed home another MK2 in the hands of Nick Dobson and Steve Pugh and the Andy Davison/Tom Murphy piloted Sunbeam.

Just one place further back in 17th were 1400 victors Dave and Toby Brick. The "Flying Farmer" was at his flamboyant best over the morning run of Route 60 and would find himself locked in a day long battle for class victory with the Talbot Sunbeam of Chris Powell and Jim Lewis; the duo separated by just 4.2 seconds as they headed into the final stage. Unfortunately for Powell however, the Herefordshire Raceway backed machine would not emerge from stage 8 leaving Brick to take a very hard fought victory.

Bob Vardy and Keaton Williams fought off a healthy gathering of B10 rivals to claim class victory in their Ford Fiesta R2. Lying second at the mid point service, Barry Jordan and James Gratton-Smith had closed the gap to just 2 seconds after the second running of Route 60 but would ultimately drop to third behind another R2 in the hands of Jordan Reynolds. Neither of whom quite had the pace to catch Vardy and Williams as the pairing registered a 12.9 second class victory with 22nd position overall.



Continued on Page 33

Nicky Grist Stages Rally **Continued from Page 32**

Steve Ward and Mike Crawford enjoyed a strong run over the Mid Wales gravel to claim overall Historic and class H2 honours with 33rd position overall. Josh Browne had taken an early lead in a similar MK2 Escort but was forced into retirement after stage 4 leaving the way clear for Ward to take victory from the H3 class winning Ford of Paul Gunter and Jack Walby. Meanwhile Class H1 would go the way of Ken Davies and Alan Jones in their Volvo Amazon.

Elsewhere, Joe Evett and Matt Fowle would claim 1400C honours with a superb 35th whilst Sam Bilham and Cameron Fair would record class N3 victory with 38th position overall. Bart Lang and Sinclair Young meanwhile defied their seeding with a dominant Rally First victory in 53rd position overall!

Having not managed to attend any BTRDA events in 2017 prior to the Nicky Grist it soon became apparent what I had been missing. The variety of machinery is the key, made even better by the inclusion of the BRC competitors; the extra commitment of whom, probably aided by the recce, was at times simply breathtaking!

The addition of the BRC certainly helped bolster entry levels too; something which the Trackrod Rally in late September will be hoping to replicate as the event closes out the season for both the BTRDA and BHRC championships. With many events struggling for entries in 2017, maybe searching for more ways to entwine the 3 major UK championships is the answer

Report & Images : Paul Commons

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

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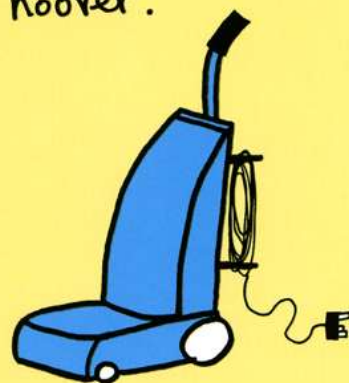
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I've decided to sell
my hoover.



Well, it was just
collecting dust.

Nicky Grist Stages

Saturday 8 & Sunday 9 July 2017

NICKY GRIST STAGES SUCCESS FOR MEADOWS

Clitheroe rally driver Tommi Meadows enjoyed a class podium on last weekend's Nicky Grist Stages Rally. The 17 year-old entered the gravel surface event feeling anxious to get a finish, after DNFs on the previous two rallies knocked his confidence back.

Joined by regular co-driver Ian Oakey, Meadows spent the early stages of the rally getting used to driving the Group A-spec Ford KA again after a recent lack of seat time. The welsh stages were rougher than expected, making it challenging for the smaller two-wheel-drive cars.

'Usually you try to hook the inside wheel onto the inside of the corner to pull the car round', Tommi explained. 'By the time we arrive at the corner around 100 cars have already been through and worn away the gravel really badly in places, so you can't always take the line that you want without damaging the car'.

The afternoon loop was a re-run of the morning loop, which included four special stages in the forests around Epynt Ranges. A different approach to the afternoon saw an improvement in stage times, after trying harder to neaten up the driving style. After a sensible drive, the pair made it back to the finish in Builth Wells with 47th o/a (102 starters) and 2nd in the 1400S class.

'I'm happy just to have a finish under my belt after the past two retirements - there is plenty more speed to come from me and the car, but today I knew had to drive with my head and bring it home safely to get the experience', said Meadows. 'It looks like we have cracked the set-up of the car now too - we tried some different compound DMACK Tyres and made some tweaks to the Proflex Suspension, and it's a dream to drive'.

Tommi is supported by DMACK Tyres, Morris Lubricants, Sagar Insurances, Motordrive Seats, Pacenote.com, Proflex Shock Absorbers, Zenith Racing and Gareth Hooper Motorsport.

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NICKY GRIST STAGES



GEORGIA TAKES 4TH PLACE IN IRELAND!

University of Bolton engineering student, Georgia Shiels, took on Ireland in her LOCO Energy Drink RX150 buggy, taking 4th place on Sunday at Mondello Park. Shiels' weekend did not begin well, with clutch issues on Saturday resulting in retiring after Q1. However, her improved pace was evident.

"I was so disappointed to retire on Saturday but it lit the fire in my belly to come back fighting on Sunday. You can either wallow in pity or come back stronger, faster and better," Georgia said.

Georgia did just that as she crossed the line in 4th place on Sunday in spite of contact with another competitor in two heats causing serious damage to her RX150, her gear-stick being pulled off and clutch cable niggles.

"I'm so thankful my fellow University of Bolton engineering students were there to fix my RX150. They even managed to repair my clutch cable and make it heat-proof to prevent damage. It's brilliant to see their confidence soar as their motorsport knowledge goes from strength to strength," Georgia said..

Georgia's next event will be at Lydden Hill on the 28th August (Round 6 of the British Rallycross Championship).



Chateau Impney Hill Climb

I have always wanted to go to Chateau Impney ever since the hillclimb was reinstated. I organise and marshal on events so the history associated with this event and the quality of the entry was simply too good to miss.

Even better we discovered several of our friends and acquaintances were either spectating or entering.

We got down the day before and booked into our hotel. Getting up bright and early we arrived as practice started. The venue was, if anything, even more spectacular than we expected and the cars - well what can you say! With the earliest cars from before the first world war and an entry stretching till 1968 it was like a moving history of some of the finest competition cars I have seen.

There were lots of good viewing points and grandstands suitably located all the way up the hill. In addition the paddock was open and you could get close to the cars and drivers.

We met up with fellow Lancashire Automobile Club members, Anthony and Carolyn Taylor, who had brought along their Can Am McLaren - quite a beast for a relatively tight hill. Unfortunately Anthony's support was unable to make it so I undertook the role of battery man lugging the jump start battery up and down the hill as well as pushing the car when necessary. The big 4.7 litre engine does not take well to long periods of idling and constant short moves are not good news for the clutch.

Young Mr Worswick was there doing 'demonstration' runs in his Ferrari rally car upholding the honour of the northwest. He provided great entertainment for the crowd doing doughnuts in front of the Chateau!

Anthony drove well learning the venue and his times were competitive on both days. A really good result from a fantastic weekend. Not what we expected but what a privilege.

To cap it all we were parked near David Mylchreest from the Isle of Man who's father was a great supporter in the days LAC ran the Tholt-y-Will Hiclimb on the Isle of Man. As a coincidence Anthony is the current holder of the Mylchreest Trophy originally presented by David's father to the Club.

I would recommend this weekend to anyone with petrol in their blood.

Chris Lee : Lancashire A.C



TOYO TIRES

MSA
BRITISH RALLYCROSS
CHAMPIONSHIP



PEMBREY

After two tough rounds so far this year, Tony and the team headed for South Wales keen to kick-start the defence of the Supernational Class title and although the end result wasn't what was hoped for, there was certainly light at the end of the tunnel.

Although unable to make use of his launch control system, Tony raced well in the heats to secure a place on the front row of the grid for the final - lapping within a second of his main title rivals.

Given the lack of track time so far this season, that pace was encouraging in itself and a sign that things are going in the right direction.

With the engine issues from Croft and Lydden Hill hopefully now long gone, strong points in the final looked assured only for a minor electrical gremlin to rear its head and rule Tony out of action.

Points for ninth place were the end result but once dropped scores are taken into account, Tony sits just 14 points off the championship lead - so it's very much game on...

"Ninth might not have been the result we wanted in Wales, but the performance of the car was much improved and it's the weekend where our season started," Tony said. "Had it not been for a small electrical issue, we'd have been on for a podium at least which is good considering the issues we've had so far this year.

"We know there is plenty more to come from the car with the new engine and we are only going to get stronger. Every round counts for us so it's important that we score well at every round, and I think that's realistic if we just have a little more luck.

"Certainly Mondello Park next time out should suit the KA and I feel sure that we'll be right in the mix at the front.



LORTON PARK HILL CLIMB

Tony Lynch was invited to drive this famous **GROUP B AUDI QUATTRO** monster up the famous Loton Park Hill Climb.

He was obviously slow in practice getting used to the car. He went on to set **FASTEST TIME** in his class and **WON** the class with a 59.45 second run on his last try up the hill. A fantastic result for Lucas Oil Team Geriatric.

A massive thanx to MICK HARRIMAN for the invitation and a great weekend

A man comes home from a night of drinking with the boys. As he falls through the doorway of his house, his wife snaps at him, "what's the big idea coming home half drunk?"

The man replies, "I'm sorry, honey. I ran out of money."



Lynch bounces back to form with fine Mondello Park weekend

Wigan racer Tony Lynch returned to form in fine style with a race winning performance in the latest rounds of the Toyo Tires MSA British Rallycross Championship at Mondello Park.

Tony and his Lucas Oil Team Geriatric squad made the trip to Ireland for the fourth and fifth rounds of the campaign seeking to bounce back from a challenging start to the season after a myriad of technical issues hit his Super-national class title challenge.

Armed with a new engine onboard his Ford KA, Tony was on the pace throughout the heats for round four, securing second place on the grid for his semi-final and then successfully making it through to the all-important points scoring final.

The decision to water the circuit just before the final would hand Tony the upper hand against his rivals in more powerful cars, and he made the most of the superior handling of the KA to storm to his first victory of the campaign.

Sunday's fifth round of the year would follow a similar pattern, with Tony running strongly towards the front through the three qualifying heats and then finishing second in his semi-final to earn a front row slot for the final.

Continuing to show strong pace, Tony took the chequered flag in second place to cap a fine weekend on track – with the results bringing him right back into contention for the title once dropped scores are taken into account.

"It's been a difficult season so far, so to come away from Mondello with two strong results is fantastic," he said. "We had a new engine for the weekend that allowed us to challenge for the first time this season and we made the most of the opportunities that came our way.

"We know we don't have the power of some of the other cars, so when the track was watered in round four we knew we stood a great chance; certainly more than in the dry during Sunday's race where we still picked up a podium.

"To have picked up our first win of the year is great, and the win is for the sponsors who have stood by us during our difficulties so far this season. It's also a reward for the team, who have worked long hours in the garage this year and have never let their heads drop even when things haven't gone their way; I wouldn't be able to do it without them.

"We're still the outsiders for the title but we have nothing to lose and will look to push for more wins as the season goes on. We have to maximise any opportunities that come our way and see where we end up."



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Gemini Communications Motor Sport Team

LEE SKILLING

I hope you will all join me in wishing Lee Skilling (Golden Microphone winner in 2008), our Gemini 37, the most speediest recovery following a severe Brain Haemorrhage he had about a month ago. I can tell you he is now making good progress.

Most of you will know Lee from his regular duties with our Safety radio team and two years ago came runner-up in our yearly championship. Apart from this he is a crew member on Gemini Recovery Unit and a trainee crew member with the Stoke Rescue Team.

He is a member of Knutsford Motor Club always out helping with the stage set-up teams on the Plains, Cambrian and hopefully the WRGB Gartheinog stage this year.

He's the designer running their clubs web page along with our gemini web page as well and I haven't finished yet, as he and his brother Paul are out with Van and Bus as event sweep collecting all the tiring riders and broken down bikes on all the Bike Events we run each year.

In his spare time he plays key-board in a local group for relaxation.

Get Well Soon Lee : We need you back Bill

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

Golden Microphone Trophy 2017

Following Greystoke Stages

G 23	IAN DAVIES	75	points
G 01	BILL WILMER	50	points
G 21	DEREK BEDSON	50	points
G 25	CHRIS WOODCOCK	45	points
G 57	JAMES ATKINSON	45	points
G 04	IAN WINTERBURN	40	points
G 17	ROBIN MORTIBOYS	30	points
G 13	STUART DICKENSON	30	points
G 55	STEVE & MATT BROADBENT	30	points
G 31	DUNCAN STOCK	30	points
G 37	LEE SKILLING	30	points
G 65	BRIAN EATON	30	points
G 03	LES FRAGLE	30	points
G 59	MAURICE ELLISON	30	points
G 50	DAVID PEAKER	30	points
G 11	MARK WILKINSON	25	points
G 56	TONY JONES	25	points
G 12	CHRIS JARVIS	25	points
G 14	ADIAN LLOYD	25	points
G 02	GRAHAM COOKSON	20	points
G 27	ROGER SCHOFIELD	20	points
G 50	DAVID PEAKER	20	points
G 09	KEITH LAMB	20	points
G 33	JOHN ELLIS	20	points
G 48	PETER LANGTREE	20	points
G 58	GEOFF INGRAM	20	points
G 28	ANDREW TAYLOR	15	points
G 28	PAUL HENRY	15	points
G 32	BRYAN FLINT	10	points
G 51	GERRY MORRIS	10	points
G 07	TONY & AVRIL LEE	10	points
G 26	MARK DICKENSON	10	points
G 41	JERRY LUCAS	10	points
G 62	COLIN EVANS	10	points
G 43	TONY TURNER	5	points



Seven months in and the current leader of Gemini Communications 'Golden Microphone Trophy Championship is last year winner Ian Davies with a 25 point lead over Bill Wilmer and Derek Bedson with Chris Woodcock and James Atkinson just a further 5 points in arrears.

There are still 155 points up for grabs, so there is still plenty of opportunity to overtake Ian and get your name on the 2017 trophy.

Ian has won the Trophy for the past two years, making it a Trio of wins - his first win was back in 2000 . . . Will it be a Quartet ?

Gemini Communications : 2017 Events Calendar



RALLYING

Gareth Hall Memorial Rally

Sun 13th Aug

Bala & District MC

Trawsfynydd Ranges

FIRE TRAINING

Sat 19th August

Darwen Services J4 M65

tracey.amsc@hotmail.com

Wales Rally GB

24th - 29th Oct

I. M. S.

WRC Round North Wales

Neil Howard Memorial Rally

4th Nov

Bolton le Moors Car Club

Oulton Park

Glyn Memorial Trophy Stages

Sat & Sun 25/26th Nov

C and A MC

Ty Groes, Anglesey

Hall Trophy Stages Rally

Sat 25th Nov

Clitheroe & DMC

Blyton

First on Scene

Sat 2nd December

Darwen Services J4 M65

tracey.amsc@hotmail.com

Gemini Awards Presentation

?? Dec

The Dressers Arms



BIKE RIDE Events

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 the last event of 2017.

Manchester to Nantwich Bike Ride

Sun 3rd Sept

Manchester to Nantwich & Return 100 mile Ride.



The event has now added a super special stage being run as SS1 on the Thursday Night at Tir Prince, Abergele:
Radio Crew spaces are filling up fast with many stages now full.

The stages are:-

Shakedown	Full
Myherin	Full
Sweetlamb	Full
Hafren	Half Full

Tir Prince	Full
Gartheiniog	Full
Dyfi	Available
Dyfnant	Available
Cholmondeley	Full

Aberhirnant	Available
Brenig	Full
Alwen	Full
Gwydir	Full

'The best-laid plans' : see msa update on page 67

Radio Mutterings

After last month's foray into bicycles, it was back into the forest this month for the Legend Fires Greystoke Stages 2017 and our friends at West Cumbria Motorsport Club. After an early signing on with Tony and Avril in Gemini Control, I'm allocated to the 'triangle' complex for the planned three pairs of stages. After chewing the cud with Tony about Land Rovers it was time to see the Chief Marshal and collect what was a first class and innovative 'goody bag', or in this case 'goody box'. Well done to whoever came up with the idea of packaging the marshals goodies in a quality reusable sandwich box, brilliant yet simple idea. I much also thank Legend Fires as the events main sponsor, who helped in bringing this classic forest rally to the clubman.



Although its a grey and overcast morning to begin with, the famed or should that be infamous Greystoke flies are already out in biblical plague like numbers and the dry weather promises a dusty day ahead. I make my way slowly through the stage and park up at the triangle in the designated radio car area, made clear in the very explicit junction set up plans provided by the organisers. There are already four marshals on location and after introductions we set about completing the set up of the junction complex and the associated media area before the various safety vehicles are due, including the MSA Safety Delegate. I don't think I've ever seen so much tape at a junction before !. One odd thing to mention is that the event didn't run yellow flags, yet there were short cuts across the stages that would have saved some considerable time if the rally emergency vehicles had been needed. However in the absence of yellow flags I can't see how you could use such short cuts, unless all competing cars had passed through each junction and been accounted for, something perhaps for both the club and MSA to digest ?. After a final radio check Tony confirms we are all in the right place, there or there abouts and the first car is given permission to start just after 9 o'clock.

The first pair of stages is completed without any drama and I mean no drama, there is almost radio silence apart from opening and closing details being passed and amazingly all 53 runners are safely through both stages. As already mentioned the dry conditions make for the all so familiar Greystoke 'fog' as huge clouds of dust kicked up by the passing cars linger in the tree line, hardly settling between competing cars. It's bad enough sat in the car, you either choke on the dust but stay a little cool, or alternatively keep the windows shut and suffocate !!.

The second pair of stages sees the stage direction reversed and both the weather and the action begins to hot up a little, literally in the case of Car 12. Lion 18 alpha makes a safety shout as Car 12 stops with them at Junction 11 and a small fire develops. A worried controller seeks updates and over some time the fire is put or abated, only to be re-ignited by the hot exhaust, several times over. The radio crew and experienced marshals on scene have the matter in hand and the stage doesn't need to be stopped or EMMU dispatched. Moments later Car 22 then suddenly goes off with a bang at my location with steam or possibly smoke pouring from the engine compartment, the crew coast the vehicle to a stop at the junction and are quickly out of the car and OK. A quick look under the bonnet shows some sort of mechanical woe and the helmets are soon off and the car pushed a little further clear of the junction. So our first losses of the day see 51 cars finish SS3 and it's a similar pattern in the next stage where we only lose a further runner, Car 46 who manages to stop at Junction 13 minus a gear lever, which probably explains their slow progress on 'hazards' past me.

Further changes are needed to the stage layout for the final pair of stages that start just after a very respectable 3pm. Unfortunately our very own Maurice Gemini 59 makes an early safety call as a photographer / spectator is standing in a prohibited area and refuses to move. To everyone's understandable frustration Stage 5 has to be stopped and marshals sent from either side of the reported idiot to try and ascertain who he is and to get him moved to a safe location. As the marshals get close the coward legs it into the tress and can't be seen !!. After halting the rally we soon restart and in the end the stoppage is only in the order of about ten minutes but that's not the point as we could have lost the stage(s). Anyway the dusty action continues and the competition is fast and furious with many cars clearly trying very hard in these two last stages. Stage 6 sees a reduced total of 45 starters and perhaps the extra adrenalin plays a part as we lose four cars in between the pair of stages due to I assume mechanical problems.

In the end we finish the event at about 5:15 with 45 very dusty runners making it to the stop line. Once the closing car is through it's time to tidy up the junctions, ready for the equipment van collection and time to hit the M6 south after a most enjoyable and well run event.

Ian Davies Gemini 23.

Peddle Pusher Jones (Gemini 56)

As one who normally sits with you all on the marshalling side of these events this year, me and a mate said in a flash of daftness... no not this year, as we are going to do the event for once !

So with Bill's permission I was granted leave from the event and we crazily found our way to the start line.

Very soon we were en route leaving the commentator and the masses of riders still signing on behind us.

No going back now ...

Now 2 overweight ageing rally bods were never going to be breaking any land speed records in fact we weren't even sure if we would find our way out of Manchester without pace notes and tulips but thanks to the signing team and the marshals we were being successfully and expertly guided along the route.

Now after about 1 hour into the ride things were going smoothly for us both, passing some and being passed by others (well a lot of others actually ha-ha) then I look across to find my mate fumbling in his back pack and watch him as he pulls out a small packet of some gel thing which apparently is an energy gel drink, he had sneakily been reading on the internet that that's what these professional riders do to keep energy levels up. He looks across to me and says "you have brought some haven't you? " Ermmm "I've got some Jelly Babies and mint imperials will they do the same thing? " was my usual flippant reply thinking I'll get some when we stop.

Feeling fresh we stroll past the first stop at Howe Bridge without stopping, obviously his Gel pack had kicked in but because we didn't stop my jelly babies were still sleeping in my ruck sack so I'm obviously running on adrenaline only, happy in the knowledge my body is doing the work and not the chemicals he was taking.

Now remembering we are rally lads we wouldn't do an event like this without preparation so we had our "chase crew" of two equally daft mates tracking us on our phones so they knew where we were at any point should we hit difficulty or mechanical breakdown etc. What we hadn't told them though was we didn't stop at Howe Bridge. So whilst they are sat there waiting for us to waddle in for a rest we silently pedalled on making good and steady on-ward progress.

Having worked on the route before and knowing how busy it can be the only advice I gave the chase crew was try to stay off the route for as much as possible and that way they will make good progress. Once the technology had caught up with us and them on iPhone thingies, they realised we were now ahead of them so they set off and tracked us to be around Westhoughton. Well when I say tracked us, had both of them lifted their heads out of the onboard technology and actually looked up out of the window they would of seen us as they drove past us, as I physically heard them say out of the open window "they are round here somewhere" so a swift sharp "oy!" got their attention followed by a "Haigh Hall" shout was all it needed to tell them where we were heading. True rally comms !

Cycling into Haigh Hall I know from past experience that this is where the photographer and a lot of known marshals start to appear.

So we have a little stop and chat to Heidi Woodcock and get her to take a group mug shot which was welcomed as she was quite busy in a usual Heidi way organising everybody so well.

More cheery marshals and expertly placed signs had us whisking merrily along the route and by now I could see Winter Hill up in the distance. So a quick call in to Stuart on my handheld radio who does a thankless job sat up there on his own as we don't get to pass him and he sees nothing so it hopefully let him know that he too was appreciated from us down here with frightened jelly babies and ever so expensive gel packs.



Continued on Page 42

Peddle Pusher Jones

Continued from Page 41

Again the miles rode past us as we planned out our next stop at the Bowling Green so conversation turned to food. I said to my mate I think I need some food at this next stop and we can re fill our water bottles too, "ok" he says then adds "I've got some nutrition bars, nuts and more gel packs to keep me going, as I read on the internet that's what these sporty types eat", "what have you got ?" To which I reply "errrm I brought my leftovers from Fridays Subway sandwich lunch and a donut that I didn't eat... But I wrapped it in silver foil so it will be ok" Hmmmm that's the rallyist in me again, waste not want not haha.

Funny meals these cyclists eat don't they, I'll be ok with a 2 day old ham salad butty and a cake, my mate just shook his head and laughed.

Quick chat and a thanks to Keith at the Bowling Green who again in true Gemini style had the place sorted, and with us both refuelled we head off north again giving the chase crew instructions to miss the next School stop but meet us at the Pub the one after it. They were now beginning to see a pattern emerging in our rest stops..

Now ok we may be daft for doing it today, but we are not that daft to attempt it without a few practice runs. Our personal best distance up to now was both around the 35 mile mark so we had worked out that anything after about here was all new territory for us both so every pedal revolution from here on in made us a new personal best distance, that was a good motivation factor plus knowing our next stop was going to be a pub just incase the worst happens !

More cheery marshals and waves and claps from the general public enroute keeps us going well through Preston docks and past the Lee County Primary School stop as the miles roll by.

Getting a bit cocky by now thinking we are nearly there... and obviously over fueled by my 2nd hand Subway sandwich I decided to try shifting gear on the front derailleur. It made 1 clunk then stopped doing anything it wouldn't go up or down, "great I have it stuck in top and can't get it out" I shouts to my mate. "Shall we stop" came his reply "and do what? " I reply, to which we both realise we don't have a clue as it's not an engine or neither does it have 4 wheels so we are both going to be clueless. "Naaa I'll soldier on in top" knowing or hoping with all my heart that there would be mechanics at the next stop, but if all else fails it was going to be a pub so a win win situation either way! Good planning see !!

Luckily we found the mechanic guys at the rest halt were not busy so it was straight in, straight on a stand and being fettled by a professional screwdriver before I needed new leg muscles or the shame of asking my mate for one of his expensive Gel packs to keep me going instead of him!

Bike now sorted I heard the marshal as we leave shout "17 to go guys, well done" .. 17 miles to go, 17 ... 17 tiny little miles my head thinks for the first time today to begin counting down the miles and not up as it had been doing since the start.

Blimey I think we are going to actually complete this, us two unfit overweight ex-rally people may have a chance of completing something that was a flippant comment dreamt up at the start of the year in a moment of madness.

10 to go passed

5 to go passed

Then you get the sight of the big dipper on the pleasure beach looming up like a beacon in the distance in front which brings out a smile on my face. I can almost actually see the finish... the finish a place where 5 hours earlier seemed like it could have been on the moon to me as far as I cared.

Soon we hit the road closure cones on the prom start and I give one a friendly tap with my foot knowing, now, for the first time that this thing was going to be actually achieved.

Watching out for friends and family on the run in to the finish line and the waves and cheers from the crowds lining the barriers made this I'd say for me on an equal par to crossing the finish line on the Tour of Mull rally, but that is done with engines and oil and petrol etc this was done with pure leg power grit determination and not a gel pack in sight for me at least !!!

Awesome simply awesome

Thanks for being out there working on the event marshalling it and keeping us and all the others safe and on the correct route. We salute you all.



***Tony Jones (Gemini 56) rider 1917
and Barry Bond rider 1918***

A month of Marshalling

At the beginning of July I was going to have a weekend marshalling. First up was **Barbon Hillclimb** to be followed by my first trip down to Anglesey for the Enville Stages. By doing both on the same weekend it meant an early start on the Sunday to get to Ty Groes for the 8:00am Signing on time. On the Thursday night before my marshalling weekend I get a phone call asking me if I was going to be marshalling at Barbon. 'Yes' was my reply. 'Well you needn't bother' my informant tells me 'its just been cancelled due to a waterlogged paddock'. Not that I didnt trust my informant but I thought it best to check with John Harden of Liverpool MC before I made any decisions. I sent John an email and he replied that Barbon was indeed cancelled.

On the Friday morning I thought why get up at stupid o'clock on the Sunday. So I book a hotel and go down Saturday afternoon instead. The Dinorben Arms in Amwch is not Clarridges but served its purpose and the food was darned good. So I arrive at Tye Groes to sign on for Warrington & DMCs **JRT Enville Stages** and was very, very and pleasantly surprised at what a good circuit this is for a single venue. Lots of room for variation and hills too. Brilliant weather all day and a superb view across to North Wales. A very pleasant day sat in the sun watching Rally Cars. The cool breeze disguised how strong the sun was and I went home as red as a beetroot. Rained off on the Saturday and cooked on the Sunday. Good old British weather.

Off to Mr. Wilsons Greystoke Forest on the Sunday following the Enville Stages for West Cumbria Motorsport Clubs **Greystoke Stages**. Greystoke is only 45 minutes from home but Signing on starts at 6:30am and the first stage is 'live' at 9:00am so no lie in for me. Get signed on and make my way to J9, a spectator area but I have seven marshals. We dont have any real problems until the change of stage between SS4 & SS5. Whilst the stage is being altered a bloke

walks down the stage past the large 'Prohibited Area' signs and then ignores our calls to come back and then he disappears into the trees. We point out to the 'Spectator Safety' car where he went when it comes round a few minutes later but they cant see him. After 10 cars have passed the bloke appears out from the trees and starts taking Photos.

He again ignores calls to return to our junction, and safety, so I radio Control and the stage is stopped whilst we go to find him, but he has done a runner. With just the last 5 cars to go on the last stage (SS6) he emerges from the trees and is walking down the stage to Junc 8. Two of our Marshals hot-foot it to Junc 8 (via a link road) and remonstrate with him. Here lies a story that I cant tell on these pages but one way or another I doubt he will do it again.

Sunday (16th July) spent at Darwen Services for the PCA and then on the night of the 22nd/23rd I am over at Beverley doing 3 controls on the **Beaver Road Rally** and then I was going up to Weardale for Hexhams **Northern Dales Targa Rally** (but was knackered so didn't go) finished a month without competing on anything for the first time in ages

Grumpy Old Git

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



On Friday the 7th of July it was the funeral of Roy Honeywell. The service was held at St Mary's Parish Church in Clitheroe. There was a hoard of Motor-sport enthusiasts present to wish Roy a fond farewell, enough to have a very well attended 'clubnight' as well as Family and friends

Things that you learn at Funerals that you never knew before. Roys first name was Frederick and he was wounded in WW11 and very nearly blinded.

Bill Honeywell : Well, as funerals go, that wasn't too bad. Roy Honeywell received a lovely send-off in church, thanks to Andrew Froud, was laid to rest in Clitheroe Cemetery, and then his long and full life was celebrated by family and friends at the Calf's Head Hotel in Worston. Lots of memories.

Thanks to everyone who came to make the day so special for all the family. I think he'd have enjoyed it

Ian Grindrod : If ever you were led to believe that you knew it all, one chat with Roy made you realise that you really knew nothing at all. A true gentleman whose advice was always gratefully accepted, his knowledge always generously given. He will be missed by so many

Some top navigators there to guide Roy on his final selective. I wonder which one he would have chosen if he were driving? Probably Bill.

It was an honour to say farewell to a true gentleman, and an indication of the man he was by who turned up to bid farewell. RIP Roy

Spotlight Mailing List

**When I sent out the July issue of Spotlight
I got a lot of rebounds**

If your e-mail account was with Orange or associated addresses you are probably aware it no longer works.

If this is the address on my mailing list then I will be unable to continue to send you Spotlight each month.

Please therefore send a message from your new e-mail address to **sd34news@gmail.com** to advise me of any change, I will also need your name.

This affects the addresses orange.net, orangehome.co.uk, wanadoo.co.uk, freeserve.co.uk, fsbusiness.co.uk, fslife.co.uk, fsmail.net, fsworld.co.uk, fsnet.co.uk and new.labour.org.uk - there may be others

If you know of anyone who wants to receive spotlight every month then please send me their Name & email address

(The above is almost a direct 'steal' from Dave Thomas who is having the same problem with competitors on the ANWCC Championships)

**I am informed that other ISPs such as AOL
might soon suffer the same problems**





Airedale & Pennine MCC

HAW PIKE TRIAL

Sunday 15th July

The entry of twenty drivers of widely varied experience was a good reward for the hardwork put in by our organising team. Dave and Rupert laid out the course whilst Helen was in charge of entries and food production. Marshals, John, Russ and Ellie were supplemented by Amy who marshalled as well as driving and passengering. They got off lightly as nobody brought a sweeping brush.

The non-existent award for the best turned out car could only go to the Trident of Mark Busfield whilst at the other end of the scale, Brian was heard to remark that his idea of car maintenance for the Dutton was to check in the garden to make sure it was still there. So much moss was growing in the carpeted cockpit that it must have been hard to spot it in the long grass. At least this time the diff held together. It broke on it's last event whilst in a clear overall winning position.

We had guests from Trackrod MC, Huddersfield MC, Ilkley DMC, and SD34 so the advertising worked. Thank goodness for Facebook, I rely on it, on Spotlight and our website to get the word around.

Notable failures included Dave's Saxo which bust a drive shaft whilst he was leading his class and double-driving daughter Amy was in third place. Also John Spencer's Clan (I remember that car years ago when it was shiny) bust a rubber drive coupling whilst he had three clear rounds and otherwise was going well. The new doughnut will double the value of that car but it does climb grassy hills very effectively.

All comments were very favourable with promises to come again and bring more folk with them. It is so satisfying for organisers to hear such things and especially when they come true.

Fortunately the brand new comfort suite, (a double size toilet tent) was also very welcome. Not exactly an F1 motor home but a big improvement on our previous facility.

Depending on the reception we get from a couple of land-owner prospects we may just do it all again in September. We are also pencilled in for a session of PCA's and a production car trial to compliment the hillclimb at Harewood in August and our previous efforts have been successful in gaining new members so I think we will be OK for entries.

John Rhodes : A&PMMC

Accrington MSC Auto Test, PCA & AutoSolo Saturday 14th July

I got dropped off bright and early ready to drive the mini with my cousin, Simon Robinson, this was the first time I had ever driven without Uncle David passengering me. It wasn't the best day to do autosolo, since it was all damp and slippery.

Me and Simon got our first 4 runs in before dinner all without penalties. Simon started his second set of runs and he thought the car had come out of gear at the top of the course, but in fact the passenger side drive shaft had snapped so we had no car to compete in for the rest of the day. Luckily Matthew Nicholls' dad saved the day by generously lending his Citroen C2 to me to finish the rest of the runs. I was very cautious whilst driving Matthews car, building on better times with each run, I have never driven a C2 before but I really liked it, mythering my dad now to get one. It was a great experience being able to have a go in another type of car. I was happy to get all my runs done, but was aware that I was in someone else's car and didn't want to damage this one so I was a bit slower.

Uncle David came to tow the Mini home.

All in all, quite a varied day.

James Robinson Age 14 (U17MC)



Pendle & DMC Scammonden Dam Hillclimb August 12th

I would like to start with a plea for marshals for the Pendle & DMC Hillclimb at Scammonden. I have persuaded Father and Son team Barry & Peter Wilkinson to take on the task of being co- chief marshal, so please give them and all the club the very best support you can, just drop him an email at blu161@gmail.com

Any offers of help are always welcome. The only down side this year is that the Huddersfield Butty wagon cannot be there to supply bacon butties and a brew..the van is being used for house removing ...how dare they !!!!.

Todate I have 20 paid up entries so it is a very good chance the event will run. With another 2 weeks I am expecting a few more. whether or not we attain the 32 of last years event who knows . . it would be good if we could

NORTH WEST RACERS

With Dave Williams, Phil Rainford and Rachel Bourne

©Phil Rainford



Garry Wardle powers to victory

NORTH WEST RACERS PLAY HOME AND AWAY

On 8th July, the CNC Heads Sports/Saloon Championship staged round 7 of their season at their home circuit of Oulton Park while a day later, the Avon Tyres National Formula Ford 1600 series had its annual away day at Donington Park.

CNC HEADS SPORTS/SALOON – 8th July, Oulton Park

The story of the weekend was another bumper entry with no less than 50 cars taking part in qualifying. Clearly, they all couldn't take to the circuit at once, even if the full length International configuration was being used, therefore Classes A, B & C and D, E & F ran separately.

During qualifying for the D, E & F encounter, no one could catch lady racer Ilsa Cox who made the long trip up from Brighton to put her Seat Leon on pole. She was clearly in harmony with her car unlike second placed Garry Wardle who was still getting used the Porsche 997 which was new to him for this season.

Once the race got underway, it was Wardle who had the greater speed and he saw the chequered flag 44 seconds before Cox despite an electrical glitch causing him problems when changing up the gearbox in the opening laps before the issue cleared itself. The first two cars home were also the Class D leaders.

Third overall was the winner of Class E, Robert Burkinshaw, who moved his Honda Integra ahead of Alistair Stenhouse's BMW M3 on lap 7. Class F went to Iain Gorrie in the Raw Striker who was on the tail of fifteenth placed Ford Focus of David Jones.



Garry Watson fends off Joe Spencer

Continued on Page 47

NORTH WEST RACERS

With Dave Williams

Continued from Page 46

With the field split, the fastest cars in Classes A, B & C were less affected by traffic in qualifying than usual. Joe Spencer was grateful to get a clear run to take pole in his Stuart Taylor Locosaki as his best lap was just a third of a second faster than Paul Woolfitt (Lotus Exige) and Danny Bird (Spire GTR) who set near enough identical times.

All their speed counted for nothing when the red lights went out as it was Garry Watson's Westfield who led the field into Old Hall from fourth on the grid. He had one less car to overtake than he expected because a blown supercharger prevented Woolfitt from taking part.

Watson's tenure on first place didn't last long as he was outbraked into Hislops by Spencer but it wasn't over by any means as Watson held on in the leader's slip-stream until lap 3 when he moved ahead into Old Hall. Next time around, Spencer was on the attack at Cascades and then again at Shell but locked up under braking for the banked hairpin and found himself beached in the gravel trap.

From then on, Watson was left in the clear, winning the event overall and taking Class B as he pleased in a race that was red flagged early due to a crash at Druids. The winners of Classes C and A – Dave Harvey (Locosaki) and Ric Wood (BMW M3) respectively – joined him in completing the trio who were the first home.

AVON TYRES NORTHERN FORMULA FORD 1600 – 9th July, Donington Park

The Northern series shared the programme with the Britcover National Formula Ford 1600 Championship although, unlike previous years when they ran in the same races, each had their own track time at this meeting due to the burgeoning National category attracting capacity entries.

Some Britcover runners also entered the Northern races to make the most of their weekend and, at the end of qualifying, it was one of these – James Scott-Murphy in the Oldfield Motorsport Van Diemen – who split the protagonists who hotly contested victory at Oulton Park's previous meeting, Josh Smith (Myerscough College Firman) and David McArthur (B-M Racing Van Diemen). These were all running in the Post89 Class.

The first of the Pre90 cars was eighth overall. This was the Van Diemen RF88 of Chris Stones who was a couple of tenths faster than Jaap Blijleven. The latter had an off in his UCLAN Racing Reynard 88FF at the Old Hairpin on the all-important final lap of the session.

As the field left the paddock in preparation for race 1, polesitter Smith and his Myerscough College mechanics hoped they'd been able to fix the carburettor problem that had cut short his National contest earlier in the day, but on the run from the collecting area to the startline it was already clear the gremlin was still present forcing him to park.

McArthur too didn't get to see the red lights go out as he headed to the pits with a misfire. His team tried to make repairs and sent him out for a few exploratory laps during the course of the 20 minutes.

All this meant James Scott-Murphy was able to cruise to a comfortable victory vindicating his decision to add this race to his programme as he recorded his first ever victory in Formula Ford 1600.



A first win for James Scott-Murphy



Nick Barnes takes the lead from Luciano Carvalho

Continued on Page 48

Luciano Carvalho was the second driver to take the chequered flag in the UCLAN Racing Van Diemen having never previously raced at Donington Park.

In third, another who ventured into new territory was Nick Barnes as he recorded his first Post89 podium since switching to his Ray at the start of the season. To claim it, he had to demote Archie Hine's Van Diemen with a couple of laps remaining.

Blijleven beat his Pre90 rival, Stones, into Redgate and did his best to stay in touch with the newer cars ahead. This tactic enabled him to build up a comfortable advantage over Stones who became embroiled in a thrilling battle with the Post89 Swift of George McDonald.

In between the first and second Northern contests, Scott-Murphy's car sustained damage in the last National race of the weekend which meant the final pole position of the day was vacant. Smith was another to be absent due to accident damage while McArthur suffered terminal engine failure and Hine's car had lost its clutch.

This tale of woe meant Carvalho and Barnes battled for victory. The former had the upper hand initially and built up a 1.3 second advantage but couldn't maintain the gap. Barnes has a timer on his dash and patiently waited until the end of the 20 minutes when he took the lead into Redgate at the start of what he correctly calculated to be the final lap to record his first ever victory in Formula Ford 1600.

Third overall was Blijleven despite a trip through the gravel trap at the chicane on the final circuit when his mind was already driving down the M1 to Heathrow to catch his flight home to Amsterdam (he missed it by 10 minutes!).

Stones and McDonald renewed their battle from earlier in the day. This time it was for fourth overall with McDonald coming out on top.

Report by Dave Williams,

Photos : Rachel Bourne & Phil Rainford

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Promenade Stages Motorsport Show 1st/2nd Sept.



Plans are well under way for the 2017 Motorsport Show, which is part of the Promenade Stages staged on New Brighton Promenade on the 1st/2nd Sept.

If you would like to promote your business, exhibit your pride and joy, bring along your Car Club or Motor Club then simply

email **foxmotorsportevents@gmail.com**

its easier than you think to be part of the ever popular event which attracts the rally masses as well as plenty of families. Definitely not to be missed!!



Shelsley Classic Nostalgia lives up to its name

Once again, the Classic Nostalgia meeting at Shelsley Walsh was everything it promised to be with a superb variety of cars of all ages. This meeting is aimed primarily at cars from the post war period up to 1980 but to give spectators of which there were many thousands the chance to see cars of other periods in action they do make provision to have a class structure that allows certain cars that the organisers think fit to compete as well. These “add on” classes certainly provided drama, variety and many heart stopping moments especially at the two right angled bends known as “Bottom Ess” and “Top Ess”.

Cars in these additional classes were from periods as early as the 1920s including one of the most famous machines ever to be seen at hill climbs that being the world famous contraption, it can only loosely be described as a car because it has a GN chassis, this is the ex Basil Davenport’s “Spider 2”. This machine is driven very heroically by Martin Spencer a lovely young guy who must have had all his fear and senses surgically removed. A really fearsome machine, it consists of a very basic pair of chassis rails fitted with an immensely powerful V Twin engine, a series of chains driving a narrow solid rear axle with no differential at all, yet differential is essential to allow the car to go around corners as one wheel by necessity has to slow down if it’s on the inside of the bend. The only way this projectile will go around corners is to slide round by breaking the grip of the rear tyres and drifting it around every corner.

The immensely powerful vee Twin has exposed chain driven sprockets on the engine with no guards on it what so ever just as it has done since the year it was built. Even more dangerous is the fact that the driver sits on top of four huge drive chains and sprockets with only a piece of half inch-thick plywood between his wedding tackle and the most acute form of torture ever devised should the plywood give way. Wheels are spindly spoked items such as would be fitted to a motorcycle sidecar sometimes with twin wheels on the rear, just study the photos to see what I mean it is virtually impossible to describe or visualise it.

At the other end of the time spectrum were over twenty group A rally cars mainly ex works ones formerly driven by such greats as Colin McRae, Carlos Sainz, Tony Pond, Tommi Makinen and other notables Former works Mitsubishi driver Kristian Sohlberg flew over specially from Finland to drive the Mitsubishi Lancer WRC04 and his efforts were rewarded as he put up the fastest time in the rally car class. All these cars were driven very enthusiastically, wildly and skilfully all these descriptions apply, they really attacked the hill some using not only the track but the banks and verges as well in superb well controlled slides the 4WD tearing out big chunks of scenery keeping the marshals working furiously with their brushes clearing the debris. The spectators and commentators loved it.



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Nicky Grist Stages Rally **Continued from Page 49**

Malcolm and Donald Campbell were honoured with a display of vehicles connected to the families involvement in World land speed records." Bluebird" was fired up at various times over the weekend, Gina Campbell and Don Wales took the stage in the courtyard and were interviewed and talked openly and frankly about the goings on in the Campbell family, for this they received tremendous applause.

So popular has this event become many people didn't get an entry or only got an entry on one of the days instead of both as organisers tried to accommodate all those entered in championships in which this event was a counter. These championships varied from the twenty or so Austin 7s in the Bert Hadley, another couple of dozen cars mainly Healey 3000s but also Sprites and a Jensen Healy in the Healey championship, it was a Paul Matty Lotus round, Volvo owners club consisting of mainly P544s and others too.

Bucklers are celebrating the 70th anniversary this year so the organisers kindly offered us a class of our own if we got a minimum of five entries, we managed nine entries each day, every car different in either body shape or engine type. The fastest cars by far in this class were two very low streamlined cars driven by Shelsley hill record holder for nine years Richard Brown with a full race 1380cc A series engine. The other driven by racing driver Rob Newall with a full race Coventry Climax 1500 engine, this wonderful car was imported from New Zealand, it will next be seen in the Magwick cup at the Goodwood Revival. Rob was also driving the ex Whitney Straight, Prince Bira of Siam's Maserati 8c. Both these cars are part of a stable of cars which also includes the ex Amhurst Villiers Bugatti 35, all these cars are owned by a lovely guy by the name of Chris Jaques who is one of the nicest, most interesting guys it is possible to meet. His interests include being a jazz clarinettist, he has played jazz in a band for 51 years and played for the Queen and other royalty numerous times at the Royal Yacht Club in Cowes week. I am still waiting to find out what I'm good at but like my Buckler being in my 70th year I haven't got 51 more years to find out what it is.

Graeme Forrester disappointingly only got an entry on the Saturday with his FIA MGB as he wasn't in a championship, however he turned disappointment into a successful weekend as he is training to become an MSA steward so he volunteered his services. This was accepted so he officiated on Sunday and he learnt a tremendous amount about event organisation that even Graeme with all his motorsport knowledge was unaware of. That is hard to believe I know but very true.

Graeme's other half Helen thoroughly enjoyed the weekend, she was seen sitting in the sun with other wives checking out that the temperature of the Prosecco that was offered was OK. They may not have noticed but they were in the background whilst a film unit from Channel 4 were doing a half hour film about the Campbells and Shelsley competitors so spent quite a bit of time filming and doing interviews with some Buckler drivers near them. This film will be on Channel 4 in September.

So, a very successful event once more, the organisers were wonderful as usual always trying to accommodate people if possible. Over the last year they have made vast improvements especially for members of the Midland Automobile Club which is the organisation behind Shelsley. They have put in a new road and members car park adjacent to the paddock in the orchard so It's well worth becoming a member of MAC if you wish to compete or spectate at the venue as being a member gives many other benefits too. Check out the Shelsley website for details.



Inside the Industry

with Paul Gilligan

UK Car Sales – Half Time Report

With half the year gone new car sales in the UK are just over 1% below last year, but the month of June continued the trend we've seen since the end of March at almost 5% down. Private customer sales are almost 5% down with fleet sales actually slightly up. Most noticeable diesels are almost 10% down (almost 15% down in the month of June), petrol 5% up and alternative fuelled cars over 27% up.

Biggest winner is Aston Martin (+110%), with Maserati 35% up. In bigger manufacturers Jaguar are +23% (F Pace), SEAT +20% and biggest growth in volume terms is Mercedes 10% up being almost 10000 more sales than last year in 6 months. Kia are over 9% up and Hyundai over 4% - the Koreans are definitely coming!

The worried ones will be Jeep -50%, Citroen -26%, Subaru -22%, SEAT -20%, Vauxhall and Mitsubishi both -15%, Mazda -14%, Peugeot -13% and Honda -10%.

The Future of Diesel

As noted above diesel sales are dropping fast, and in certain regions of the country (London most of all) this is particularly marked. This causes enormous problems for manufacturers who have been very reliant on diesel, they simply can't switch dramatically from producing diesel engines to petrol overnight or even over months. Those particularly affected are the German and French manufacturers, as well as Land Rover of course. A few days ago one of our business customers asked us to locate a new Skoda Octavia Estate for them with petrol power. When our dealer sent us the list of cars either in UK stock or on the way from the factory there were almost 400 cars on it. Of these FOUR were petrol and these were all the high performance VRS model. The cheaper petrols have all been sold, all you can get quickly is a diesel because people don't want them. We've had a similar experience with a petrol Mercedes C Class for a London customer, December delivery.

Autocar magazine recently carried a survey showing that more than half of those questioned who owned a diesel car intended to buy either petrol or hybrid next time. Only 23% of all the owners questioned said they would purchase diesel next time, last year almost half or private buyers chose this fuel.

The manufacturers are fighting back. Jaguar Land Rover's boss recently argued that diesel is being unfairly targeted with the debate being "dominated by misinformation". The truth JLR insists is that under the latest Euro 6 emission regulation Nitrogen Dioxide (NOx) emissions from petrol and diesel engines are very close together, but opponents argue this is true for results obtained under laboratory conditions not real world. What is true is that diesel cars are responsible for only 11% of NOx emissions in London, gas central heating is responsible for 16% and nobody's suggested banning that! JLR point out that if diesel sales dip the impact on their profits will be severe, starving them of funds to invest in developing new cleaner powertrains. True of course even if this does smack of blackmail!

The German manufacturers have taken some actions that would have seemed unbelievable a little while ago. Mercedes have "voluntarily" recalled 3 MILLION cars in Europe to upgrade the software and thereby cut NOx emissions. Mercedes insist that they have not been forced to do this but simply want their customers to benefit from advances in technology. The final part of their statement perhaps rings more of the truth: "It's part of a strategy that we hope will ensure diesel is perceived as a clean fuel that has a long term future ahead of it". This action will cost Merc £195 million, they're not spending that out of charity but because they are very reliant on diesel sales. To put it into perspective that's about as much as they spend on F1.

BMW and Audi are taking similar if less dramatic actions. Both have agreed after "discussions" with the Bavarian State Government to retrofit more than 50% of their Euro 5 diesel engine cars with "improved" software that will reduce NOx emissions by at least 20%

VW have introduced a new range of powerful, economical, and low emission engines into their Passat and Tiguan models, bowing to the inevitable perhaps?

Can Electric Cars Really Take Over

A lot of people were shocked when Volvo recently announced that it was going "all electric" from 2019. As ever many parts of the media reported this news in a pretty sensational way leaving people with the impression that in only 2 years time it would be impossible to buy a Volvo with a petrol or diesel engine.

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What Volvo actually said was that by 2019 all its NEW products would contain an "ELEMENT" of electric vehicle technology. Existing internal combustion powered cars will continue to be available for some time after 2019, until people stop buying them I'd expect? There will be 5 pure electric cars, the rest of the range will be hybrids with electric power in addition to a petrol or diesel engine.

The Volvo announcement is a reflection of how things are moving, but people are now beginning to look at the practicalities of a large scale move to pure electric cars. Here's some of the problems to be overcome:

1. Are there enough charging stations? The simple answer is no. The number of these in the UK has increased by 16% in the last year, sales of pure electric or hybrid cars have increased by over 27%. A very significant investment in more charging stations is needed.
2. Are electric cars as green as people think? Again the answer is no. Building an electric car generates considerably more CO2 because so much more energy is required for mining the lithium, nickel and other materials that go into the battery. With European mix of generating electricity from coal, gas, renewable, and nuclear electric cars will produce 20-30% less pollution than petrol/diesels over their life. Using Chinese or Indian electricity largely produced by coal fired power stations electric cars might actually be WORSE polluters.
3. Is there enough electricity to recharge all these cars? Again the answer is no, or at least not yet. A large scale move to electric cars would result in an increase of 15-20% in UK power demand. Which (if we're going to be green) means another 10000 on shore or 5000 offshore wind turbines requiring a subsidy of an extra £2 billion a year. Or 5 more nuclear stations like Hinkley, but we seem to be struggling to build the first one? Already our electrical infrastructure is marginal, and increasing demand by up to 20% is just not possible currently. One major power supplier has already said they will want the right to switch off car charging points at peak times to avoid power cuts.
4. What about the loss of tax on fuel? As electric cars replace petrol and diesel it's been forecast that the Government will lost £170 Billion in fuel tax over the next 13 years. That money will have to be replaced somehow. More toll roads and using GPS technology to charge motorists on a pence per mile basis are already under consideration.
5. Will customers be able to get them repaired and serviced? Whilst electric cars require far less service and repair only 1% of car mechanics in the UK have been trained to work safely on high voltage models. Almost all of these are in franchised dealerships. The industry has asked for a £30 million grant to support more training, no reply from Westminster so far.

Jaguar Up, Land Rover Down

The F Pace launched last year is now Jaguar's top selling car, and responsible for half of all new Jags sold. So if you thought Jaguar's role in life was to produce sports cars and refined sporting saloons think again. Now Jaguar has launched a smaller SUV version called E Pace to be available in the autumn with prices from £28500.

For Jaguar dealers these two cars will mean they are making money for the first time in years. Whilst the compact XE brought them volume it doesn't make them much money being sold at thin margins (expect discounts of £4-£5000 even on the bottom end models). Almost all Jaguar dealers of course now sell Land Rover also, and the LR bit has been extremely profitable for them in recent years. There are signs now of the fat margins on LR products which have largely been sold with no discount are coming to an end.

There has of course been a steady flow of new products from Land Rover. Discovery Sport was followed by "big" Discovery, then Velar which fits in between Evoque and Range Rover Sport. Each has been eagerly awaited and created waiting lists but these seem to melt more quickly now than previously. Discovery Sport has gone from no discount to several thousand pounds in just over a year, and LR have introduced a reduced price entry model so this car is now cheaper than the smaller (and much older) Evoque. Expect a few thousand off an Evoque as well as very cheap lease rates, and deals are now being done on new Discovery less than a year after launch.

Everyone seems to want the latest product if only for a little while but as margins slim for dealers they will be feeling the pain of the many millions the manufacturer has forced them to invest in beautiful new showrooms.



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Paul Gilligan

Lancashire Automobile Club COAST TO COAST



For those of you who don't know the Lancashire Automobile Club's Coast to Coast Classic Car Run is in it's 25th year. It is a Touring Assembly and Concours combined which tries to get classics and newer vehicles out for a good days motor-ing.

It takes about 13 months to organise and uses a Tulip style Route Book which includes both tulip diagrams and written instructions. The mileage is around 160 to 190 miles varying each year as we find new roads for the entrants to enjoy.

Recently we have thrown the entry open to all cars as we are concerned that if we don't encourage newer cars (and younger entrants) the complexities, and costs, of more modern vehicles may mean they will be lost (scrapped) unless we maintain owners interests.

So we had an entry of 68 cars ranging from a 1955 Porsche 356 Speedster to a 2015 Healy Enigma with cars ranging from a Ferrari F430 to a Nissan Micra with a brace of Mazda MX5s. One welcome entry was Ronn Middleton in his Jag. Not only is he a former Clerk of Course but entered the very first LAc Coast to Coast for Classic Cars 25 years ago.

As is now our tradition the cars started from the Midland Hotel at 2 per minute from 08.30. Conditions were foul - wet and cold quite a contrast from the previous week. Within 5 miles we ran into a road closure and had to do a rapid re route. (Yes we had driven the route 2 weeks before and checked the County Councils web site!).

The route wound its way north to Killington then west towards Meal Bank. By now the visibility was getting really poor. North from Meal Bank via Watchgate to the Shap Wells for coffee. Climbing Shap the fog had really closed in and you literally couldn't see from kerb to kerb in some places. Shap Wells itself was clear but with a dampening mist. Our official photographer, Brian Taylor, had to give up due to water affecting the camera. Leaving Shap we climbed into cloud. One bridge was an issue. Only 6' - 6" wide we had to include a diversion in the route book for the wider cars such as the F430 and Aston Martin Vanquish (such are the complexities of classic car events. Travelling marshal Ben Addison in front of me got through with less than 3" each side in his shiny new Jag F Type.

As we went east the weather improved and over Tan Hill (*highest pub in the UK by the way) we were literally above the clouds. On to lunch halt at Akebar Park then new roads to Thirsk and into the Yorkshire Dales. We took in the ford from the beginning of All Creatures Great and Small before a control in Scripps Garage in Aidensfield (OK really Goathland) from Heartbeat.

The final section went through Whitby over the swing bridge and onto a new finish at Dunsley Hall just outside Sandsend to enjoy a rather welcome buffet. The route this year was 182 miles and the first arrival in Dunsley was just before 4.00pm.

All that was needed then was the Mayor to select his choice for the Concourse, Tony Lund's Austin Westminster (the Mayor used to sell them so they have personal Memories) and Anthony Taylor, Clerk of Course, to select the Presidents choice a rather tasty Ferrari. The marshals voted for a special award to remember our former Clerk of Course David Cuff and of course this award went to an E Type.

All in all a rather brilliant if somewhat soggy day. Special thanks to all the marshals who stood out in some horrible conditions - we really can't do it without them.



*Photos above
Courtesy of Tony North*

Report & Photos Below : Chris Lee : LAC



2017 Calendar of Events

NESCRO

5th August

Club Triumph

Border Raiders

Simple Printed Navigation

Contact : Martin Randle

Tel : 07961 278265

raidertr7@gmail.com

www.club.triumph.org.uk

13th August

Spadeadam MC

Blue Streak TARGA

(TARGA & Classic Challenge)

Tests & basic route information

Contact : Barry Lindsay

Tel : 07745 450714

Barry.lindsay@tiscali.co.uk

www.spadeadammotorclub.co.uk

3rd September

Durham AC

Wearside Classic

(TARGA & Classic Challenge)

Tests only

Contact : Gordon Dundee

Tel : 07799 140427

gordon@dundee.fsforld.co.uk

www.durhamautoclub.org.uk

17th September

SOSCC

Doonhamer

(TARGA & Classic Challenge)

Tests & navigational

Contact : Ian Crosby

Tel : 07740 949240

iancrosbie@hotmail.com

www.soscc.co.uk

7th October

Kirkby Lonsdale MC

Devils Own Clubmans

(Classic Challenge)

Tests, & Regularities

+ Evening Section

Contact : Martyn Taylor

Tel : 07973 197102

martyn@devilsownrally.co.uk

www.devilsownrally.co.uk

15th 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

4/5th November

Stockton & DMC

Stocktonian

(TARGA & Classic Challenge)

Tests only

Contact : Steve Waggett

Tel : 07725 201705

stevevag@hotmail.com

www.caledonianmsc.com

TBA November

CCHMSC

Caledonian

(TARGA & Classic Challenge)

Road Rally

Contact : Jim Patterson

Tel : 01968 672644

jim.patterson@btinternet.com



www.nescro.co.uk

It's Now 2018

For Stockton & DMCs

Stocktonian

Well I was hoping to say the regs were out for the Stocktonian targa rally this year but we cannot secure a workable route at Catterick due to restrictions imposed on us.

We do have another great venue but cannot secure a workable date this year.

Looking at the early part of 2018 at present.

Still 20 plus miles of tests and great fun but alas it looks like we can't run this year

Steve Waggett



Hexham & DMC

Northern Dales

Classic & Targa Rally

AGELESS ARCHIE TOPS THE ACTION

An action packed Northern Dales Classic Trophy which packed no fewer than 1000 tests into a 5 hour timeframe saw the old maestro Archie Simmonds emerge victorious, in fact not only was Archie the winning driver but he even found time to guide Tom Hall's Riley Elf to 2nd spot with Danny Cowell/ Mark Shepherd the first of the Targa cars, their Subaru coming home in 3rd place.

The unique Northern Dales event, run within the confines of the vast former cement works at Eastgate in Weardale, attracted a cracking entry of some 50 plus cars, all eager to sample the fast flowing tests laid out in close proximity to each other, no road mileage on this event. With some 20 tests on offer for the cars to enjoy it was always going to be a busy afternoon for the drivers but the format seemed to be extremely popular, a lot of competitors relishing the fact that in between runs they could enjoy watching the other cars in action. Pre event favourites seemed to be last year's winning crew of Mark Thornton/ Willie Walker (Chevette) and Andy Beaumont / Andrew Fish (Sunbeam Rapier) but after the opening lop of 4 tests it was the diminutive cars that were setting the pace, Simmond's MG Midget leading Hall's Riley Elf with Simon Jennings/ Clive White (Peugeot 205) the best of the Targa cars. Unusually far down the field was the well turned out Escort MK1 of John Bertram but the likeable Berwick driver was giving Colin Fish (Andrew's Father) a ride round for his 70th birthday so probably wasn't going flat out !. The event's first retirement was the Mitsubishi of Alan Scrimshaw / Anthony Finn which suffered transmission failure.

The second loop of the same four tests saw Hall nip to the top of the leader board, taking 12 seconds out of Simmonds, Jennings / White continued to lead the Targa crews with Cowell/ Shepherd right behind, leaving them no room for error. It was a bad round for Peugeot crews, Stuart Leighton/ Tony Coates and Alan & Lynn Howdon both retired their 205's. A lunch break gave the crews time to pause for breath before another lop of tests which saw Simmonds overhaul Hall while a cone penalty saw Jennings drop behind Cowell, but it was all mighty close.

Another short break gave the hard worked organisers the opportunity to alter some of the tests, it also saw the arrival of the rain which made the surface extremely slippery in lots of places, cue an abundance of sideways motoring !. The final loop of tests saw Jon Shepherd/ Rachel Wilson (Ford Focus) put in a late spurt, they were quickest over the four tests from Ian Bell's Rover 25 however there was no catching Simmonds who came home to a well deserved, if close, victory some 11 seconds ahead of Hall with Cowell a mere 4 seconds further back.

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Norther Dales Classic & Targa Rally

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The format of the Northern Dales went down a storm with the entry, plenty of tests, no road mileage and a very sociable atmosphere, it was a formula that proved extremely popular and it is to be hoped that the Hexham & District Motor Club can retain the use of the venue and repeat the event next year.

RESULTS :-

1.	Archie Simmonds / Tom Hall	MG Midget	1412
2.	Tom Hall / Archie Simmonds	Riley Elf	1423
3.	Danny Cowell / Mark Shepherd	Subaru	1427
4.	Simon Jennings / Clive White	Peugeot 205	1443
5.	Jon Shepherd / Rachel Wilson	Ford Focus	1449
6.	Craig Stamper / Geoff Rae	Citroen Saxo	1450
7.	Ian bell / Stephen Brown	Rover 25	1452
8.	Mark Thornton / Willie Walker	Chevette	1466
9.	Andy Beaumont / Andrew Fish	Sunbeam Rapier	1476
10.	Joe Harwood / David Lumsden	Subaru	1485

Classes

1 st	Classic Trophy	Simmonds / Hall
1 st	Targa Trophy	Cowell / Shepherd
1 st	Class H1	Hall / Simmonds
1 st	Class H2	Beaumont / Fish
1 st	Class M1	Jennings / White
1 st	Class M2	Shepherd / Wilson

Ed Graham : Hexham & DMC
Photos Courtesy of Tony North

I went to the doctor to get my annual physical.

A few days later, the doctor saw me walking down the street with a gorgeous young woman on my arm.

A couple of days after that the doctor rang me and said, 'You're really doing great, aren't you?'

I replied, 'Just doing what you said, Doc: Get a hot mamma and be cheerful.'

The doctor said, 'I didn't say that.. I said, 'You've got a heart murmur; be careful.'



NESCRO

Historic Motorsport In The North of England And Scotland

Historic and Classic motorsport has enjoyed a successful year so far with excellent entries on most events, the numbers swollen by the inclusion of a "Targa" class on most events, indeed the balance is gradually swinging from historic to Targa cars as owners of classic machinery are using them less, no doubt due to their increasing value.

Following the opening round of the season, the Saltire, Berwick Classic produced it's usual excellent event with some exciting new test venues in the Borders, the event again attracting entries from all over the country. By comparison, the Shaw Trophy saw a rather thin entry although, again, the event featured some new test venues, it does, however, require better promotion if it is to gain a reasonable number of entries.

The Lake District Classic never fails to produce the good s and this year saw another excellent event in the Penrith area, well run and with a great variety of tests, it produced, despite an overabundance of dust, an excellent days sport for the large entry.

Next up is Spadeadam & DMC's Blue Streak Rally for which regulations are currently circulating. Looking ahead, we have the Doonhamer taking competitors back over the Border, the Stocktonian which I hear is switching venues and the Solway where again, Wigton Motor Club are promising something new and entirely different.

The ethos of NESCRO events is to produce cost effective motorsport for the clubman with the emphasis on classic machinery and on the evidence of events held so far this year the format certainly seems to be working.

Ed Graham (NESCRO & Hexham & DMC Chairman)

Larne Motor Club Autodock Laharna Lanes Rally

22nd July



. Due to the non-running of the Tour of Mull over the insurance etc. or what ever. I contacted Duncan Brown & Andy Irvine deputy clerk & clerk of course in previous years about the possibility of them running a targa style event during the weekend, I must admit at first they seemed a bit sceptical ...which you could understand, however when I mentioned the entry on the events I have done ...95 on the Ilkley Jubilee and the entry fee etc. they began to listen ..next I sent a list of personnel NOT required as I know how much a rescue crew cost for the day £300 plus a similar amount for both the doctor and recovery ,and how much they could save ..baring in mind every stage must have the people mention, and 5 or 6 stages per leg...would be quite a bill!!! Also no radios are required or the full team of Scrutineers who all need paying and housing for the event, it seemed to turn there heads, plus of course crews do not need helmets, overalls Hats etc. etc. even an MSA licence, just be a member of the organising club.

At this moment come in Larne Motor club and there Rally of the Lanes. Originally Charlie & I were going to do it in his Sunbeam, but problems occurred so I had to pull the entry...however Jonathan Miller offered me a MAZDA MX5 to compete in, I declined but told Jonathan I would come over etc. and see an event first hand. So myself Ian (Mills) and Diane decided on doing the trip, I had thought about doing this event in previous years ..but it was always on the same weekend as we set of for Mull.

As normal Jonathan got us a very good deal on the Ferry and we stopped in the luxurious Curran Court Hotel ..So Friday morning saw us heading up to Cairn Ryan to Larne Ferry...not before our traditional breakfast at Route 75 ...yes you guessed it on the A75 about an hour out of Cairn Ryan. Once in the hotel I rang Jonathan Miller (CofC) to aske did he want us helping out that after noon. No Probs ..see you at 9 Saturday...so it was a few pints of Cider and Diane on The Guinness and Blackcurrant.

Saturday morning saw us arriving at the HALF WAY HOTEL on the COAST ROAD at BALLYGALLY, where signing on ,halfway & finish were to be held.

We all signed on and I was handed an officials rally plate and the instructions follow the last car...any one behind you is then out of the event. That is the timing schedule !!1.with Ian driving and me on the maps ,tulip diagrams away we went to the first test. I have posted the route and the test diagrams so I am not going to read them through. A look at the entry revealed a huge compliment of Mazda's...must be a reason for it. One interesting entry at car 9 was Irish Rallycross championship winning driver Dermott Carnegie who was to finish 13th .If Maurice prints all the pictures. You will see the entry at signing on...a full breakfast and the dining room was full...I believe there was 85 entries ..filled up in 24 hours and the on line entry system turned off at 91.As we had no really effective handbrake, plus Diane was in the back of the car ..we just drove through the tests, just to get an idea of what was going on, it soon became apparent why the Mazda's were popular, they are a very agile car with a diff in them ...they made light work of the hazards ..all forward motion on all tests, also to do the slaloms ..HUGE earth removing tyres expertly placed on the tightest 90's.



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After time card one it was back to the hotel for lunch. chicken and chips, and although the event was running about 40mins behind the original schedule ... a competitor had a serious car a incident. Having clobbered a wall ... it put him out of the event.it was of note that there was quite a bit of carnage ... maybe due to the slippery conditions, as the fine weather for the start had turned to rain and the tests became very muddy and rutted. All farm tracks from 0.5 to 1.5 miles long ..and happy cheerful Irish Marshals, happy to point out any hazards we may encounter, like the first trip through a barn. be careful it is full of water ..okay thanks !!! water...it was the only yellow water I have seen ..cow p**s mixed with slurry ..what a lovely smell,

We carried and completed all the tests or at least went round the course...which was very cleverly sorted to run never more than about 25 miles from the start / finish venue. All in all a great event, with typical Irish friendliness... There was a lot of interest from quite a few crews asking if Mull is going to run one similar. I said I think it could be on the cards. Just wait for the announcements, they have the lanes, forests etc. to do the tests . One chap who runs his own Haulage company, has two car transporters. He was totally committed to taking at least 12 cars for crews to Oban, and there owners catch the ferry etc. etc. the one thing the majority said was not to run any regularities, but just a simple time schedule as they did , and get a winner from the tests, some of which had a stop/go line half way down the tests. There was a query at the end where one astute marshal had penalised 5secs a competitor who had done a 360 around a post but went the incorrect way, i.e. he went anti clockwise and should have gone clockwise, therefore I suppose doing an incorrect test. I did not get involved but all was sorted and results/awards given out.

In my opinion a great event ..but basically a multi venue Autotest. One has to wonder about the safety aspect . When hardly any of the cars had cages etc. etc. But no – one is complaining. But probably waiting until the MSA get involved.

Whichever way a good event and hopefully Mull could follow suit



Rod Brereton : Pendle & DMC



DEVILS OWN RALLY

Sponsored by www.motorsportmugs.co.uk



7th of October 2017

Regs available from 31st of July : Entries open 7th of August

www.devilsownrally.co.uk/

In 2016, the Devils Own Rally received several accolades and awards for what was a ground-breaking event. Thank you for all your comments and input, we hope to deliver something truly special for the 2017 event with a mix of night section, regularity and driving tests. We are also hoping to take you through some amazing venues and places during the event. The event is a traditional historic road rally, it isn't a tour or run, navigation will be challenging yet enjoyable. We look forward to seeing your entry.

Devils Own Rally Key Facts

Total Mileage	180
Number of regularities	8
Number of tests	8
Night section	Yes
Unsurfaced mileage	22

Malton MC

White Rose Classic Rally

A Clantastic Day Out

This years White Rose Classic was a slightly different proposition for me as I went from Assistant Clerk of Course to competitor. I had been asked if I'd like to navigate for Simon Frost (clearly Niall hadn't put him off with tales from the Berwick) who had a newly built Clan Crusader that would be making only it's second competitive appearance on the event. The big question was, would I fit in it?

My first chance to try the car for size was in the scrutineering queue and thankfully I fit, as long as I sat low in the seat, although I didn't share Simon's sentiment that there was loads of room once inside. Scrutineering passed we signed on, set the trip then headed home with four regularities to plot before the morning. All four were simple navigation that may have proved time consuming if on the move but at the kitchen table presented no real issue.

Sunday morning started in glorious sunshine as we were flagged away from the start in Malton Market Place. We were car 16 between an Anglia and the travelling spares department behind, Nick Pullan in his Hillman Imp. Regularity one took us from Castle Howard road, down the sheep walk, through Bulmer, Sheriff Hutton Bridge, past Pig-gots Scrap Yard then onto Eastmoor airfield. With this already plotted I didn't even need to look at the map as to where to go and the only slight incident was when pressing on towards Sheriff Hutton Bridge after a control to make up time before a speed change we came across a Fiat 500 that had no intention of moving. Going too fast to stand any chance of stopping Simon took to the left hand side grass verge and with all four wheels on the grass we got past.

Next up were 5 tests at Eastmoor Airfield, the first two were the same test repeated and were straightforward with a few slaloms and 180's to content with. The Clan quickly proved to be more than capable of hanging the arse out and nimble enough for the slaloms. Test 3 proved to be the trickiest with me calling one 360 wrong and having to reverse and re do it, sadly it went down as a wrong test and we were penalised with a test maximum on the longest test. Tests 4 and 5 involved several 360's but the loose surface meant Simon could put the nose of the Clan on the cones and drift round them with ease.

From Eastmoor it was straight into Reg 2 going via Farlington, Snargate Bank, Hovingham Woods, Caulkley's Bank and Nunnington to Wombledon Airfield. Again there was no need for the map on this one and I was confident the IRTC times would be good. After the final control we checked the ideal times and to my horror we were 4 minutes wrong at the final control. I rechecked my plotting and discovered I had missed a loop from Nunnington, through West Ness to Wombledon. I was fuming. It was such a stupid mistake to make when I had had so much time to plot it. I had even been back through the handout to check I had Caulkley's Bank triangle correct but hadn't spotted a more glaring error. Quite frankly if I'd been able to go home there and then I would have done.

Following a brief ice cream halt and petrol in Kirkby it was up to Gillamoor for Reg 3 that went via Church Houses to Blakey. Only two controls and no speed changes meant it should be easy enough and we actually got our only 0 score of the day at IRTC3.1 despite me beginning to nod off (very out of character for me). Reg 4 followed starting further north towards Castleton. This was another that was pre plot but looked the trickiest of the day with lots of slots, triangles and speed changes. In fact the very first slot left caught a number of crews out as we saw 3 cars coming back having missed it, I can only assume the shut gate and cattle grid confused some but to me it seemed simple enough. What followed were some excellent little lanes over to Danby with the wrong slotters darting around us trying to make up precious time. At the first IRTC we were caught out after bumbling round a LWR triangle and drop 15s then through Castleton got stuck behind a dawdling pensioner and were late for two speed changes. This meant I had to do some rapid maths and clocking resetting whilst Simon drove at a brisk pace to get back on time. Thankfully the long gaps between IRTC's meant I had a good amount of time to sort it all out and the penalties at the following control was only 5s, thankfully the displayed ideal time was wrong as initially it looked like we were over a minute adrift. From the regularity end it was into lunch where quiche and scones were enjoyed before heading back out over the moors for Reg 5.

From lunch it was over to Rosedale, up Chimney Bank, through Lastingham and Cropton to Stape. Other than a couple of cars coming the other way we had no issue up to IRTC5.1 unlike some who got caught behind some rather slow vintage motorcycles. In Rosedale we got stuck behind the world's slowest Peugeot driver and as we crawled up Chimney Bank behind them we were a minute down as I feared a control may well be at the top of the bank. Simon gave it all 78bhp as we passed them on the final ascent and we legged it towards Hutton le Hole. Luckily we were soon back on time but I was so busy worrying about the control I could see in the distance that I missed a speed change, luckily we only did 0.2 miles at the wrong speed but it upped the penalty to 12 seconds. Through Lastingham and the long way through Cropton I was making use of all my local knowledge and we didn't put a foot wrong unlike the Anglia in front that seemed to be having a confusing moments at some junctions.



White Rose Classic Rally **Continued from Page 59**

From Stape we crossed the newly re-built forestry road to the old Gale Rigg forest drive (if only it had been competitive) then after a few minutes train spotting at Levisham Station headed to the start of the penultimate regularity. Having been given the route instructions at lunch this had been the subject of much debate. I had plotted as going from Levisham station, through Levisham village, out of Lockton via a white, past the Fox and Rabbit then via the Forest Drive Toll Booth, through Low Dalby, up the workshop road to the fire tower then down to Ebberston. Several crews had different interpretations of the section through Dalby but I made good use of my knowledge of the forest as the only rational way to go was via the tarmac road up to the fire tower and as there is only one way through Low Dalby it was simple to negotiate. Sure enough my route was confirmed by an orange arrow at Low Dalby and we achieved a time 2s off the ideal.



From Ebberston we headed across to Wykeham estate for some very nice scones then the final four tests, the best of the day. All were linear tests with minimal cones to go round, just a few to slow us down and the occasional stop astride. On test 7 we had to collect a ping pong ball on one stop astride then post it at the next which frankly didn't cost us anymore time than a regular stop astride. Test 8, the longest of the event, started on the tarmac "Electric" road on Wykeham Estate then onto a good quality farm track with a tricky reversing manoeuvre to finish. Test 9 was another Wykeham farm track and this time we had to collect a menu card, fill it in the deliver it at a stop astride. Thankfully it wasn't our order for the finish as I ticked every box just to make sure we were correct. The final test at Sherburn was another good gravel track and allowed us to open up the mighty 998cc engine without damaging the car, much like all the later tests.

The final regularity would take us from Ganton back to Malton and was the only proper plot and bash section with a handout at each control. The first handout was a series of spot heights which plotted easily but whilst concentrating on the speed tables I misread what appeared to be a T junction and told Simon to go right. I was wrong and realised as soon as we turned right and I saw a farm name sign. Whilst doing a three point turn the car stalled and typically the IRTC was round the next corner. The damage, 31s. The next two IRTC's were less eventful as we took in familiar territory including the infamous Sherburn white complete with codeboard. There was no chance of us missing this, after all I did use it on last years WRC although the Anglia in front had to double back for it, I suspect they took the earlier and much rougher white. Through West Lutton we headed across towards Settrington and with the end of regularity already given and a blackspot there was only really one way to go which was lucky as the final handout was a mixture of spot heights and green dots and as I was using an old map 100 I didn't have any green dots. The arrow on the edge of Settrington was a god send and sent us down to the much talked about fords. The first was easily passed but a crowd had assembled at the second, this was clearly going to be more interesting. We had been told it could be up to 6" deep, it wasn't, it was 9.5" deep, but still the little yellow canoe got through without so much as a splutter. Sadly we did discover it isn't quite water tight and Simon got a rather wet foot which wasn't helped by the fact he has to remove his right shoe in order to be able to get his foot on the throttle pedal. With the fords passed and a bit of guess work we made it to the final control and headed to the finish. Given my earlier mistake and a test maximum we were essentially ten and a half minutes down on where we could have been so we didn't need to hang around for the awards presentation.

All in all it had been an enjoyable day. The regularities were tricky but not stupidly hard and I was pleasantly surprised how little traffic we encountered given the weather and the time of year. The tests were a good mix of tighter autotest style tests and longer special stage type challenges with a bit of something to suit most cars and drivers. My thanks of course go to everyone involved in organising what I know is a difficult event, especially after losing Wombledon Airfield just days before the event, all the marshals that seemed switched on and enjoying the day and to Simon Frost for putting up with my questionable navigating and occasional outbursts of excessive swearing. Next up is the St Wilfrids in August when hopefully I'll have mastered the simplest of plotting without error.

Sam Spencer : Clitheroe & DMC

1000 Mile Trial



After the abandonment of last year's event due to a broken half-shaft Stephen Owen's and I were back again in the Jaguar SS100 to have another go at the RAC 1000 mile trial. This year a loop event from Woking in the SE to Epsom at the RAC club with sections through the Peaks and Wales it was to prove to be a proper test.

Day 1

With over 200 miles covered each day I'll keep it to the highlights of each day! The formats of the road books get more challenging on the regularities so today was simple tulips and descriptions with the highlights being 3 tests at Bicester (we made it through this year with all wheels intact) and then 2 tests at the Kart track at Whilton Mill. Our class was extremely competitive with the MG TB supercharged of Paul Crosby/Ali Procter, BMW 328 of Peter Lovett (former touring car driver and Le Mans competitor)/Matt Fowle and a brace of Aston Martin 15/98s. My regularities were middle of the pack and as such we found ourselves back in 13th on the first day.

Day 2

The rainy one... we did the whole day with no roof up and full waterproofs as did many competitors. When the old cars get damp and you put the roof up you are constantly fighting screen mist, so getting wet is the only viable alternative. Fortunately the organisers provided road-books in waterproof paper, which is massively appreciated. We had a grand day in the rain retracing previous road rallies through Goyt and diving through Tissington ford with a sneaky control just before. The first time I've seen Goyt in the daylight with sadly no NAMS or trips up Goyt forest, another time maybe. We were making progress and I think finished up 11th overnight.

Day 3

The Welsh Leg, Chester to Chepstow.

We started off with a car park test which caused a few crews to fail to wake up and 50% of the field did a wrong test. Stephen and I cleared it and posted one of our most competitive times yet. Stephen getting the hang of wrestling the big car around. But the best was yet to come a regularity round Lake Vyrnwy was much fun and great views, Clerk of the Course Guy Woodcock remarking it was a popular road rally route of old and I can see why with its deceptive corners and little to be read as map. On the uphill test to the café break I called as I normally do, Stephen flung the car right and caught the clock which followed his steering path and ended up flying out of the car! Much laughing followed and we nearly forgot to stop at the end of the test. We had a few tricky regularities until a blast up the famous hillclimb Shelsley Walsh which brought back a few memories for me having spectated for many years at this venue.

Our final test of the day was at Chepstow race course with an intricate and flowing test which allowed Stephen to hang the arse out on the Jag much to the spectators amusement. At the end of the day we'd again climbed up and were solidly into the top 10, avoiding all the tricks on the regularities gained us a few places.



Continued on Page 62

*Photos Courtesy of
Bernadette Quinn and Tony North*

Day 4

Stephen and I were getting the competitive bug now and could smell a strong top 10 position. Sadly the first reg saw some horsing around and we got stuck behind a rider who refused to move and we dropped 24s. Through no fault of our own we now had it all do to. Fortunately there is a joker card which reduces lateness penalty to 5s for your single worst lateness score, but 5s in this company is a lot so we were still wound up. Three excellent tests at Castle Combe calmed the stress a bit and let us unwind the Jag on the long straights. The afternoon saw the trickiest map based regularity of the event where a number of crews struggled to stick to average speed and the correct route, through a combination of team-work and fortune on the traffic Stephen and I nailed it and dropped very little over the 13 miles or so. The final reg saw traffic issues which the organisers scrapped for fairness and we found ourselves 7th overnight. The fight was on.

Day 5

The shortest day I expected to be easy, I obviously underestimated the fight in the organisers and trick after trick fell today. The first map regularity had a 90R on map with a white going straight on, upon arrival it was Hairpin right with a control straight after, I think nearly everyone dropped 7s minimum here which when we had 8s to play for in front of 8th was a bitter pill. Fortunately everyone struggled so we didn't necessarily lose anything. Our next trick was a neat little slot left through a hedge which many missed and saw us climb up to 6th when those around us missed it. Things were looking up. One final reg and then 3 tests and we smashed the map regularity with 0,3,0,0 over 4 timing points and held onto 1st overall on the day for regularities. We held on at the tests at Brooklands (amazing place) and then down the captains drive to the RAC Club in Epsom. We'd finished and a strong top 10 as well.

The final day saw Paul Crosby and Ali Procter take the lead for the first time on the event from Bill Cleyndert and Dan Harrison in the Bentley. A nervous run in and they held on. You could see the emotion on both of them, although drinking champagne from shoe Paul, really?!?! After their win on the Flying Scotsman they are obviously the pair to beat this year.

In summary, what a fantastic event, the level of organisation really has no equal in the UK that I have come across. Live reports daily plus facebook live, a video summary at the end of the event and there was nothing for competitors to complain about getting in the way of competition. Clerk of the Course Guy Woodcock said that this was the closest fought event in years and I think that is something to be proud of on an event which caters for a wide variety of competitors.

Next year will see the event spend more time in Wales so I can only imagine there will be a few more tricks thrown in, looking forward to it already.

Niall Frost
Car 55, Jaguar SS100



Photos Courtesy of
Bernadette Quinn and Tony North



BW



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MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT



WELSH GOVERNMENT CONSULTS ON CLOSED ROADS

The Welsh Government has launched its consultation on adopting the closed-road motorsport legislation that commenced in England on 10 April.

The Motor Racing Regulations consultation document states: 'This consultation is about proposals to bring into force Regulations that would specify those motor sport governing bodies which are authorised to issue permits under section 12B of the Road Traffic Act 1988 ("the RTA") for the purpose of motor racing on public highways in Wales. Section 12B(6) of the RTA requires the Welsh Ministers to list the motor sports governing bodies authorised to issue permits for the purposes of section 12B.' The document asks five questions and has a closing date of 29 August 2017.

Rob Jones, MSA Chief Executive, said: "As the governing body we urge Wales to adopt the closed-roads legislation already introduced in England. This would further enhance the country's reputation as a world-leading motorsport venue, known in particular for hosting the types of events that would benefit most from this new development.

"We strongly encourage all those in the Welsh motorsport community to respond to this consultation and to share it far and wide to maximise the response. Strong and positive feedback will deliver a clear message to the Welsh Government that this is a great opportunity to boost a proud part of the country's sporting heritage."

To view the consultation document, please visit

<https://consultations.gov.wales/consultations/motor-racing-regulations>

"As the governing body we urge Wales to adopt the closed-roads legislation already introduced in England. This would further enhance the country's reputation as a world-leading motorsport venue"

ORGANISERS REVISE WRGB ROUTE

Organisers of Dayinsure Wales Rally GB have announced a revised four-day route following the discovery of tree disease in mid-Wales by Natural Resources Wales (NRW) who manage the forest estate in Wales.

The original itinerary announced in May included two runs through the full Myherin Special Stage on Friday – this has now been shortened to allow contractors to remove infected larch trees. The spread of fungus-like Phytophthora ramorum can only be detected with the advent of early summer growth – hence the belated need to amend the previously confirmed route.

However, the rally still features 187.5 miles of competitive action, as crews will face a second run through Aberhirnant. This has been added to Saturday morning's schedule and will offer the fans and crews an early sighter in advance of the evening's final stage.

"Come October, NRW will be clearing the infected trees out of Myherin, so we have to make other plans," said Ben Taylor, Managing Director. "Luckily, we have a route guru in Andrew Kellitt who has crunched the maps and the figures to replace the lost mileage by adding another run through Aberhirnant on Saturday morning."

Spectators are advised that the changes in Myherin have necessitated the creation of new car parks and viewing areas. As a result, fans will not be able to access the stage through the normal routes and should check the rally planner in September for parking directions.

Organisers have also confirmed that the first running of the Gwydir stage on Sunday morning has been cancelled from the original schedule, with the final day now starting at Alwen.



SECOND ANNUAL PRC REVIEW



The MSA and the Marshal's Working Group will be commencing a second annual review of Personal Record Cards (PRC) following last year's initial check.

This review is due to take place within the next month, before licence renewals open in September. A percentage of individuals from an identified set of requirements have been randomly selected and requested to send in copies of their PRC.

The purpose of this check is to ensure that MSA-registered marshals are meeting the maintenance of grade criteria, in the interests of safety and on-going personal development. The maintenance of grade requirements can be found on the msa website

If you do not currently have a PRC please email training@msauk.org with the relevant discipline. For further guidance on how to complete the PRC visit

[www.msauk.org/assets/
race.speed.kartprcguidancenotes.pdf](http://www.msauk.org/assets/race.speed.kartprcguidancenotes.pdf)

The MSA team is in process of finalising the Rally guidance notes and hope to publish them very soon.

The MSA and the Marshals Working Group would like to thank all marshals not only for their cooperation but also for their ongoing support and dedication to the sport.

OFFICIALS FORMS MAILING SOON

The MSA Licensing Department will be mailing out the 2018 Officials renewal forms on 21 July and will be asking for Officials to return their completed applications by the 25 August this year. This is to ensure that relevant personal details will be included in the 2018 MSA Yearbook, subject to consent.

Want to register as marshal?
Visit members.msauk.org

OPTIONAL REGISTRATION FOR COMP SECS

The MSA is introducing voluntary registration for Competition Secretaries for the first time. No Competition Secretary will be obliged to register with the governing body but those who do will receive a registration card, lanyard, quarterly magazine, annual report and a copy of the MSA Yearbook. The registration form is available on the MSA website – www.msauk.org/assets/competitionsecretaryapplicationform.pdf

RESCUE COURSE PREPARATIONS IN FULL SWING

The MSA's Alan Page and James Betchley joined Northamptonshire's Lace Rescue at Holmatro UK in Nottingham to assess new tools in preparation for an upcoming rescue training course.

Betchley has recently been appointed Training Officer in addition to his current position as the MSA Stewards Coordinator – he will be representing the governing body at the forthcoming Rescue Assessors Train the Trainers course at Thrupton in September.

MSA APPOINTS TRAINING OFFICER

The MSA has recently appointed James Betchley as Training Officer, working in the Development Department.

Betchley has worked at Motor Sports House for the past 10 years in the Competition and Clubs Department, most recently as Assistant Manager with responsibility for allocating MSA Stewards to events – a role he carries over into his new position.

Many will recognise James as a member of the 2017 Licensed Officials seminar team and he will now be leading the development and delivery of Stewards' training.



Regulations for consultation

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

Technical

Updates, clarification & advice

CHECK YOUR HELMET STRAP



The helmet pictured was presented to a Scrutineer at a recent event. As can be seen, the helmet strap is severely frayed and cannot be expected to function as required in the event of an incident. Such damage is clearly not acceptable and it goes without saying that the helmet was rejected at pre-event scrutineering.

FIA HARNESS HOMOLOGATION LABELS

Competitors are reminded that the FIA harness homologation standards (8853/98, 8854/98 and 8853- 2016) all require the FIA homologation label to be sewn into the left shoulder strap of the harness (from the point of view of the wearer). Therefore competitors must install the harness correctly, making sure that the left shoulder strap is the one bearing the FIA homologation label. The MSA Technical Department has received reports of harnesses with the labelled shoulder strap fitted on the right rather than the left – this could cause the buckle not to align or close properly, potentially seriously affecting the efficiency of the harness. There have also been reports of harnesses presented with homologation labels on each shoulder strap; this can only be a case of ‘mix and match’ and is equally unacceptable.

LED LIGHTS IN ROAD RALLYING



Road Rally regulations are specific in not permitting LED auxiliary lamps, or retrofitting LED headlamps, as per regulation (R)18.5.5. The only time an LED lamp can be used on a Road Rally is if it is a Standard Part for the vehicle – see the definition of Standard Part in Section (B).

The two photos were taken by a scrutineer at a recent Road Rally event and show LED bulbs retro-fitted into an auxiliary lamp and a headlamp unit – in both cases a clear contravention of (R)18.5.5. Competitors should note that Scrutineers have been given advice on how to spot retro-fitted bulbs.

ROPS PADDING

Competitors are reminded that there are regulations relating to Roll Over Protection Systems (ROPS) padding to protect the vehicle occupants in areas where the helmet or body may come into contact with ROPS members.

The security of this padding is vital to its effective performance. Often the padding only covers the inside half of the tube (closest to the occupant). This is acceptable, however the padding must be secured so that it cannot rotate around the tubing. Attaching the padding with cable ties alone is not sufficient; an adhesive tape should be used to secure the padding in position, with the cable ties as a secondary securing method. Indeed, FIA-homologated padding is supplied with double-sided tape.

GoMotorsport

Club Spotlight

Developing club motorsport for people of all ages and backgrounds



SD34 MOTOR SPORTS GROUP

North West RDO Steve Johnson explains the history behind the northern motorsports group

SD34 Motorsports Group was founded in 1964 by Gavin Frew, then chairman of Longton and District Motor Club, with the aim of promoting cooperation between local clubs, marshals and competitors.

The name comes from the Ordnance Survey map known as SD(34), of which all founding member clubs were within.

The group grew quickly, with member clubs covering the whole of the old Lancashire from Kirkby Lonsdale in the North to Liverpool in the South, from Colne in the East, to Blackpool in the West.

The group coordinated the sporting activities so that dates did not clash and mutual support with entries and event officials. Friendly competition between the clubs grew as the Group organised annual championships in most disciplines of the sport.

As with most organisations by 2010, the group needed to look to the future. Member clubs had changed but 16 clubs was still the maximum number at that time, this was viewed as restrictive; so the members clubs removed the maximum number! Another rule change, to accept a club could join the group if it would be of benefit. This allowed clubs not just in the old Lancashire area. The current number (2017) is 26 clubs including Mull CC and Manx Auto Sport club with over 100 competitors now registered for the group's championships.

In October 2011 the club launched Spotlight Magazine, a monthly newsletter with a readership of almost 10,000 people. The magazine has given the group and its championships great coverage and increased awareness in the group.

In the last three years the group has attracted new officials and has multiple clubs wanting to join a positive Motor Sport Group that provides benefits for its member clubs.

Member clubs attend North West Country and Town shows; including Pendle Powerfest, Tatton Park Show Myerscough College, Event City Classic Car Show. Some of these also have taster events promoting grass roots motorsport.

SD34 MSG clubs and marshals work together to run the North West Stages, Manx National Rally, and a host of larger club motorsport events. There are also many local SD34 championship events that cost under £30 per car to enter.

Marshals are regularly out supporting on each other's events and the clubs that put the most effort into the group clearly see the benefits of working together.

Is this a formula that would work in your area?



The best-laid plans of mice and men often go awry

The saying is adapted from a line in "To a Mouse," by Robert Burns: "The best laid schemes o' mice an' men / Gang aft a-gley." What it means is that no matter how carefully a project is planned, something may still go wrong with it.

And so it is that a new route and time schedule are being announced today for the 2017 Dayinsure Wales Rally GB. In the last week Natural Resources Wales (NRW), who manage the forest estate in Wales, has informed us that an outbreak of tree disease has been confirmed in parts of Myherin forest. To deal with this outbreak all the infected trees will be removed in the next few months and this work will mean that many of the roads that we use for the Myherin stage will not be available in October for the event.

The roads in the northern part of the forest are still available but this means that the original 32 km stage has been reduced to 18 km.

A considerable amount of work has gone into the revised route to minimise the competitive distance loss to just 6 kms and the changes to the route already published are;

Thursday

- The newly announced Visit Conwy Tir Prince will open the action with the start of the rally taking in this specially created short gravel special stage

Friday

- The Myherin stage is reduced to 18.2 km
- Sweet Lamb and Hafren remain as already published

Saturday

- A second use of the Aberhirnant stage has been added which means that, although it is a much longer day, marshals here will now get to see the international field twice as well as the National event
- Aberhirnant and Dyfnant are now the first two stages of the day. They will run in the same direction as 2014 (the reverse of last year)
- Dyfi is extended from 22.58 km to 25.86 km and will be run in the same direction as 2015 (the reverse of last year)

After discussion with the FIA and the teams, we have also cancelled the first running of the Gwydir stage on Sunday morning. There was a safety concern about the late night/early morning requirements for the teams' mechanics and drivers. We obviously pointed out that their schedule would be luxurious compared to that of the marshals! Nonetheless, we have made a small amendment so that the final day now starts at Alwen.

walesrallygb.com

Information is a valuable tool to everyone involved with the preparation of the UK's round of the World Rally Championship. Very shortly there will be a section within the Marshals' pages of the event website where the staffing status of each special stage can be viewed.

This will allow stage commanders, radio controllers and each volunteer to see immediately what stages have reached their maximums on required numbers, which are almost full and what opportunities are still available to marshal across each section of the rally.

Remember that the event is much more than the 12 special stage locations. There is the Rally Village in Deeside, the regroupings in Newtown, Chester, Corris and Brenig, plus the refuel locations across the route and the high profile finish in Llandudno on Sunday. All need to be marshalled and operated to the highest standards by you; the rally marshal.

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 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



www.volunteersinmotorsport.co.uk

DATES

Marshal Introduction

Fire Training

19th August

Darwen Services J4, M65

Marshalling

21st September (Evening)

**Marshalling Theory,
Spectator Safety, First on Scene,
Fire Theory, Incident Handling**

Darwen Services J4, M65

First on Scene

Sat 2nd 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

Or phone (Jon Aston) 0333 0022 510

Under 17 Motor Club NW

PCA

**16th / 17th September
Event City Manchester**

Under 17 Motor Club NW Production Car Autotest
These events are fun championship PCAs at large exhibitions to show members of the public about cheap motorsport.

You may be allocated passengers subject to the MSA regulations and your experience in the sport. This event is similar to the NEC Autosport show.

Please use your club or Go Motorsport clothing to promote grass root motorsport. A maximum of 20 drivers at each event (includes free ticket to the Event City for each driver). Get your entries in early - discounts are available for more than one event.

REGS are available online at www.anwcc.org.

Liverpool Motor Club



Aintree Sprint, 2nd September

We are still taking entries for the LMC Aintree Sprint on 2nd September.

So far, not many entries received, so now would be a good time to get your entry in. Plenty of runs for everyone! It's a round of these championships: Liverpool MC, ANWCC, Auto 66, BARC SBD, Longton, Cross Border, and SD34. And of course, any competitor who belongs to a club in the ANWCC, ANCC or SD34 is entitled to take part too. Rally cars welcome, all you need is a minimum non-race Nat B comp licence. If your rally car doesn't fit into one of our existing classes, we'll add a rally car class if there are enough of you!

Will you join us? See www.liverpoolmotorclub.com/aintree-sprints for more info & regulations.

Help needed at Aintree!

Marshals, can you help at the LMC Aintree Sprint on Saturday 2nd September?

Volunteers receive £10 towards their travelling expenses and we provide a free buffet lunch too. And we guarantee a break of at least 40 mins for lunch. No previous experience required, nor orange overalls! Interested? Want to know more? See www.liverpoolmotorclub.com or our Facebook page or you can contact LMC's Chief Marshal Bill Gray via our website too. Everything from road-going hatchbacks to high powered single seaters taking part.

Sporting Bears' Charity Day, Aintree, Sunday 3rd September

During the year, Sporting Bears Motor Club members visit various shows and events around the UK and give members of the public rides in a spectacular array of exotic cars in exchange for a donation to the Sporting Bears Charity. These donations are then passed on in full to selected children's charities, all overheads being covered by the club members themselves.

On 6th September no money changes hands, the public don't get the rides, but instead the children, their carers, families and staff from selected North West children's charities are given a "sprint" ride around Aintree Circuit in the Bears' classic saloons and sports cars, modern super cars and an assortment of sporting kit and competition cars. To see the kids' expressions when taken round the circuit in a Ferrari, Porsche or Police car (yes, the Police give rides too!) is amazing.

Can you help? We need at least a dozen volunteers to keep an eye on the Circuit, to act as our eyes & ears and to report any problems so that we can ensure that the event runs safely. This is not competition, and overtaking isn't allowed, but many of the cars will be driven at high speed which is why we need volunteers to observe the on-track activities and keep everyone safe. Can you help? For more information, please contact John Harden by replying to this email by emailing him directly:

LMC-chairman@liverpoolmotorclub.com



Liverpool Motor Club



Wednesday 21st September

***Greenpower* Electric Car Races – Aintree**

We need people to help with this year's **Greenpower** event as once again LMC is looking after safety on-track for the *Greenpower's* ninth annual visit to Aintree.

We need a dozen people to act as our eyes and ears & to radio in when cars stop (which some do!) and to ensure the safe running of the event.

Would you like to be involved with this unusual event? It's a great opportunity for Motorsport enthusiasts to contribute towards the careers of the engineers of the future.

There will be two 90 minute races for the Formula 24 cars (secondary education pupils) separated by a 1 hour race for the Formula 24+ cars (further education and corporate competitors).

What is *Greenpower*?

The Greenpower Trust is a charitable organisation that promotes engineering as a rewarding career, while also focusing on sustainability, teamwork and the community.

How? Students have to design, build and then race simple electrically powered cars. Or the school can buy a kit-car to develop themselves. Greenpower specify certain design parameters, mostly safety related, supply a standard 24v electric motor and batteries, and then the teams get on and build a car. Several of the cars contain amazing leading edge technology, and some past pupils have gone on to careers in F1 motorsport. The project is part of the National Curriculum and even attracts teams from Europe & the USA.

For those of you who haven't been before, there's nothing strenuous or dangerous about your duty, but don't jump out in-front of one of the cars, some can be averaging over 40mph round the circuit and they don't slow down for the corners! The day is particularly suitable for our less active (or more senior) helpers as you can sit down in the comfort of your car or arm chair (if you bring one!) and watch the cars go by. Can you help?

Signing on is from 8.30 to 09.00am, and the last race will finish at 4.30pm. There will be free Breakfast from 7.30am for early arrivals. Hot and cold drinks and a sandwich lunch will be provided to volunteers too, but as the lunch break is just 30 minutes we recommend that you bring food & drink with you, as that 30 mins includes getting to & from your post.

We already have half a dozen volunteers but could do with several more. Motorsport marshalling experience is not necessary and there is no need for orange fireproofs! If you can help, or know someone who may be interested in coming along to assist with this charity event, please let me know. The more people we get, the more interesting it will be for all of us!

If you know of anyone else who would like to come along to keep an eye on the circuit on this great event, please spread the word.

**If you can help or for more information, please contact LMC Chairman,
John Harden – 0161 969 7137 or LMC-Chairman@LiverpoolMotorClub.com**



***Greenpower* Electric Car Races**

Calder Rescue : New Unit : Number 7

Since 1990 Calder Rescue have provided a medical rescue service, licenced and regularly assessed by the governing body for the UK.

The friendly crew are all volunteers. Nobody gets paid.

Our current vehicle, a Mercedes Sprinter converted ambulance has done a very hard 300,000 miles.

It has covered more stage miles than any rally car, always at the end when it's rattled.. We have literally worn out 6 units in covering well over 1000 events including over 350 blue light runs and over 100 casualties hospitalised. The boring bit is we need your help to buy and modify a new unit.



Thank you for your time and hopefully a donation.

<https://www.gofundme.com/calder-rescue-new-unit-number-7>

'Every Little Bit Helps'



*Following a phone call from **Kevin Procter** rally driver and the main person behind **Procters Coaches** I trekked North and he has given us this,*

I do hope it wasn't his comfort blanket. Quite a bit of work needed to get it sorted for a start then the big jobs come, putting h/d springs on instead of air, getting rid of the ramp new h/d shocks and wheels powder coated skidding and a full set of nobblies.

Then we start on the cab inside resigning, I think we are going to be busy.

It will take time but with your donations we can now do this right thank you to the ones who have donated, to anyone thinking of doing please do this is by no means the finished result.

New diesel and petrol cars and vans will be banned in the UK from 2040

RALLY SERVICE AREA 2040



DUE TO THE 12 HOUR CHARGING TIME ALL ONE DAY RALLIES WILL NOW LAST THREE DAYS. FOR THOSE MISSING THE HEADY SMELL OF RACE FUEL, DESIGNATED PETROL SNIFFING STATIONS WILL BE LOCATED AT CERTAIN VIEWING AREAS ALONG THE STAGES.



29th – 30th September 2017

The county's biggest and most diverse rally, Trackrod Rally Yorkshire on September 29/30, will be based in and around the historic East Coast town of Filey with the two-day event finishing with a ceremonial awards presentation during Saturday afternoon.

It will be a welcome return to the Yorkshire coast for the rally, which features a vast array of cars from the 1960s to the present day. As in recent years, Rally Yorkshire comprises two events: the Trackrod Historic Cup over six stages and covering approximately 55 competitive miles, and the Trackrod Forest Stages, with five stages and a total mileage of around 45 miles.

For more details of the Trackrod Rally Yorkshire, please visit:

www.rallyyorkshire.co.uk



POKER STARS RALLY

10/11th November

COMPETITORS

- 17 special stages over 1 ½ days starting Friday evening (8 stages) and finishing Saturday (9 stages)**
- Over 100 special stage miles
- Centralised service
- Compact route

OFFICIALS

Exclusive deals for those who wish to take part in the event as marshals, timekeepers and radio operators are available from our official travel partner Isle of Man Event Services Limited.

Contact the team today on
info@iomevents.com
or call +44 (0)1624 664460

Entry Fee
£330.00
excl. travel
or £620.00
incl. travel*

Entries Open
1 August 2017



**Entries Open
1st of August**

[www.rallies.info/webentry/2017/
pokerstars/webentry.php](http://www.rallies.info/webentry/2017/pokerstars/webentry.php)

Competitors and officials are welcomed to visit: www.manxautosport.org to keep up to date.

Email: info@manxautosport.org



*Travel package includes a van/car plus 2 adults and a trailer up to 10.5m in length.

Travel & Accommodation to be booked through our travel partner: Isle of Man Event Services on +44 1624 664460 or info@iomevents.com

**Route subject to final approval from MSA and DoI

Kirkby Lonsdale MC

Pendragon Stages

27th August

This year's rally will take place on 27th August 2017 entirely on the excellent Warcop Ranges, near Appleby. The format will be similar to last year so Competitors can look forward to 70 challenging stage miles with only 15 road miles over 8 Stages.

We are pleased to retain the support of Various Regional Championships and therefore entries are certain to be snapped up quickly. With only 90 available it is advisable to get your entry in straight away.

If you are successful in obtaining an entry, we thank you for your commitment and wish you a safe and enjoyable event. If you don't get an entry, then how about contacting our Chief Marshal and volunteering for some free entertainment we all wish everyone a good day's Sport.

Miles Whitelock : Clerk of the Course

REGS : www.pendragonstages.co.uk/Regs.pdf

Ilkley and District Motor Club, **Colman Tyres Navigational Rally**

**Thirsk Auction Mart,
9th 10th September 2017**

Plans are well advanced for this year's Colman Tyres which starts this year from the more northerly location of Thirsk Auction Mart. Once again we will be running a night navigational rally using some of the best roads in the Yorkshire Dales. The event will count towards the SD34, ANCC, ANWCC, KLMC and HRCR Premier Championships.

As part of the event we will be paying two carefully selected visits to the Military Ranges at Catterick Camp along the 150 mile route. Around 30 miles of this will be on 'White' roads. Most, but by no means all, of these will be on the ranges. The way the sections on the ranges will be run has been adapted following feedback last year to help the less experienced crews enjoy them more whilst also providing a unique challenge to the seasoned competitor.

The navigation will follow a similar pattern set by the last two Colman's with most of the route being plotted before the start of sections and an occasional bit of plot and bash thrown in.

We have some changes to the team, Andy Pullan will concentrate his efforts on the sections in Catterick camp and Niall Frost will join us as assistant CofC. As a team we are all active competitors and understand what you want as competitors – no nonsense competition.

This year's event will once again run on a Navigational Permit, most modern and Historic Road Rally Cars will be eligible but restrictions will apply to forced induction 4 wheel drive vehicles. NB R18.2 does not apply to Navigational Rallies and no Waivers are required.

The regulations will be out within the next few weeks and the online entry system will be live as soon as we have everything bolted down. We look forward to welcoming you in Thirsk.

Regs :

**[www.ilkleymotorclub.org.uk/colmannew/
home.php](http://www.ilkleymotorclub.org.uk/colmannew/home.php)**

Duncan Littler

SpeedSports (Wales) Photography

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

Tel:01248 430015,

Mob:07740 179619

e-mail: dunclitz@hotmail.com

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 and
www.sd34msg.org.uk**



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Sunday 6th August
& Sunday 27th of August

£30.00

Regs available at :

www.warringtondmc.co.uk
www.walleseymc.com
www.sd34msg.org.uk



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**Clitheroe
& District
Motor Club**



Taybridge
Clitheronian
23rd / 24th September

REGS out Monday 31st JULY at www.clitheroedmc.co.uk

Pendle & DMC

“August” Hill climb Scammonden

Saturday 12th August 2017

Round of the following Championships:

- The 2017 Liverpool Motor club Championship
- The 2017 Longton Motor Club Northern Speed Championship
- The 2017 ANWCC Speed/Hillclimb/Sprint Championship.
- The 2017 SD 34 MSG Sprint & Hillclimb Championship.
- The 2017 Cross Border Speed Championship

ONLINE LINK IS (entry Form):-

www.rallies.info/webentry/2017/scammondenaug/webentry.php



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1

All the latest British Rally Photographs

TEL : 01772 69-00-34

MOB : 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

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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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 years Rally Village; if you want more information or want to be added to the mailing list please contact

foxmotorsportevents@gmail.com



**WALLASEY
MOTOR CLUB**
presents the



Promenade Stages RALLY

**Friday 1st and Saturday 2nd
September 2017**

Kings Parade, New Brighton Promenade, Wirral

Including Friday night flood lit stages and Rally Village
featuring trade stands and rally car exhibitions



ANWCC Stage and Novice Rally Championship
ANWCC Ladies Rally Championship
ANWCC Allrounders Championship
ANCC Rally Championship
SD34 Stage Rally Championship

For further information please see
www.wallaseymc.com



Wigton MC Breakfast Meet

On Sunday Wigton Motor Club ran their first "Breakfast Meet" at Lingholm Kitchen Gardens on the Lingholm Estate, Port-inscale.

The event attracted over 40 cars plus ten visiting members of the Fiat 500 Owners Club who were touring the Lakes.

The cars were parked on the lawn in front of Lingholm House while owners enjoyed breakfast rolls and coffee in the excellent restaurant and visited the recently built walled gardens and walked down to the lake shore. With cars from around the county, there were many admirers amongst the visitors to Lingholm.

Organiser, Ron Palmer, of the Wigton Motor Club, said the meet up had been a great success and would be repeated next year.



 **The Footman James**
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- Live Entertainment
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- Plus - Live Classic Rally action
- Dream Rides in Dream Cars for charity
- Super easy to get to, just off M60 J9 or 10, right next to the Trafford Centre
- Free parking!
- Kids under 16 enter free (with paying adult)!
- A great nostalgia trip for motoring fanatics and all generations of families alike. Like Cars? You'll love this!

See the website to find out more and to get your tickets.

Just £12.50 for adults in advance (£15.00 on the door)

Kids under 16 accompanied by a paying adult enter free!

2300 Club The "Andy Mort Tour" 21st October 2017

Following on from last year's successful Andy Mort Tour in October 2016, the 2300 Club are organising a similar event this year in memory of former club member Andy Mort.

The event will be called the Andy Mort Tour and will take place on the 21st October 2017 and is a gentle run around Lancashire / Yorkshire. It is not a timed or competitive event and is classed by the MSA as a 'Touring Assembly' – for the layman that is code 'for a leisurely scenic run in the country on proper Tarmac roads.' ... so no need for roll cages, sump guards, etc! There will be prizes for the correct route as well as best turned out car etc etc. The navigation is via Tulips from a supplied Road Book.

The Event Regulations and Event Entry Form are now available on the 2300 website

www.2300club.org/

In the meantime a few details to whet your appetite are here:

- Start & Finish venue will be the West Bradford Village Hall (BB7 4TE)
- Morning route will be approximately 65 miles
- Lunch halt (approx. 1 Hour)
- Afternoon route will be approximately 65 miles

To round off the day a few 'driving tests' will be performed near the finish venue.

- The Entry Fee will be £50 (2 people) which will include a light breakfast and buffet style super at the finish venue. Extra passengers £15 (for food)
- All makes and types of vehicles are welcome

Minafon Garage Gareth Hall Memorial Rally Trawsfynydd Ranges 13th August

Just a quick note to see if anyone can help us with our event at Trawsfynydd Ranges on the 13th of August; ideally you need to be a licensed marshal, there's still time to apply or alternatively if you don't have a licence we can buddy you up with a licensed marshal

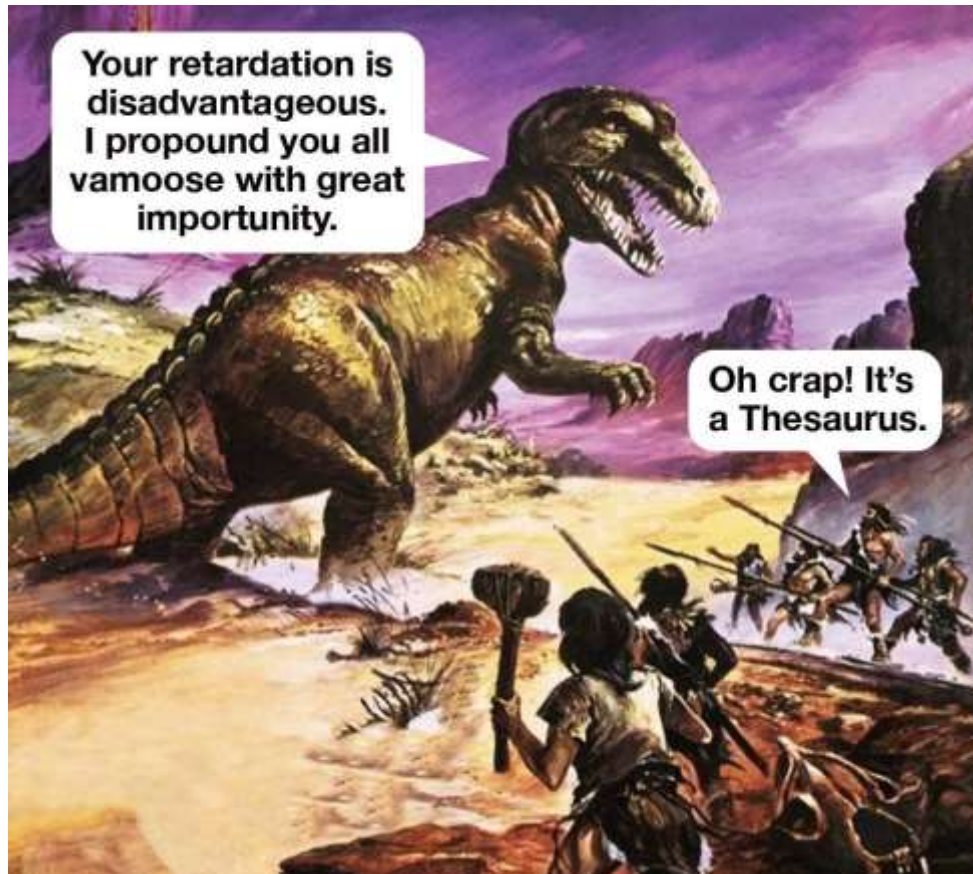
Signing on will be from 7.15 - 8.30am with the event scheduled to finish at approx 4.30pm after 12 stages. If anyone can help then please get in touch (apologies to those that have already offered help that have been copied in on this)

We're also short of a licensed safety car official to sit in as passenger in the safety car if anyone can help please?

For those that might fancy competing; the event will definitely be on; we have enough entries to run, but its no secret that we could really do with more please.

Please feel free to forward this on to anyone who might be interested in helping out or competing

Emyr Hall
emyrhall@aol.com



Joe said, "Know what, Charlie? I killed 5 flies yesterday, 3 males and 2 females."

"How could you tell them apart, Joe? asked Charlie.

"Joe replied, "It was easy. The 3 males were sitting onto a case of beer, and the 2 females were on the phone."

What's the difference between a sociopath and a psychopath?

You can't ride your bike on a sociopath.

Weight Watchers will meet at 7 PM at the First Presbyterian Church. Please use large double door at the side entrance.

RALLY XTRA NOW AVAILABLE AT CHOLMONDELEY CASTLE RALLYFEST

- New enhanced spectator experience is a winner with fans
- More affordable and relaxed hospitality upgrade on Saturday
- Dedicated parking, viewing, catering for great value

Organisers of this autumn's Dayinsure Wales Rally GB have announced the introduction of Rally Xtra at the Cholmondeley Castle RallyFest.

Rally Xtra provides fans with a premium experience, including a morning bacon roll, hearty hot lunch, convenient parking, dedicated toilet facilities, free tea and coffee, pay bar, commentary and a private viewing area from which to watch the world championship action.

The Rally Xtra experience has already proved to be such a big hit with rally-goers at Friday's Sweet Lamb stage, that a similar opportunity is now being offered to those attending Saturday's family-friendly RallyFest in Cheshire.

"This year we wanted to offer visitors an experience that was more authentically 'rally'," explained Ben Taylor, managing director of Dayinsure Wales Rally GB. "This new approach has clearly gone down extremely well and demand for Rally Xtra at Sweet Lamb has been much stronger than we could have hoped for, so it makes sense to bring the same concept to Cholmondeley."

Rally Xtra @ Cholmondeley Castle will be located on pole position, adjacent to the Dayinsure Donut focal point around which all the cars must complete a rubber-burning 360-degree spin turn. Tickets are already on sale priced at £160.

Those purchasing the premium four-day World Rally Pass, -that offers access to all stages, have the chance to include either one or both of the Rally Xtras for a significantly reduced rate.

For example:

World Rally Pass Xtra @ Cholmondeley Castle is just £204

World Rally Pass Xtra @ Sweet Lamb costs £164

World Rally Pass Ultra, which includes Rally Xtra at both Sweet Lamb and Cholmondeley Castle, is on sale for £319.

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,
Rod Brereton,	John Rhodes
Alan Bibby	Bruce Lindsay
Paul Buckel,	Jem Dale,
Steve Butler,	Alan Barnes,
Nick Townley,	Geoff Bengough
George Jennings	Keith Thomas
Tony Lynch	Sasha Heriot
Ian Mitchell	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Matt Broadbent
Niall Frost	Sam Collis
John Harden (LiMC)	Simon Frost
Paul Slingsby	Phil Rainford
Dean Ross	Gary Ross
Chris Lee	Adrian Lloyd

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

Dave Williams & Rachel Bourne (NW Racers)

Bill Wilmer & The Gemini Communications Team

Keith Lamb (Gemini 9) Ian Davies (Gemini 23)

Peter Langtree (Gemini 48) Tony Jones (Gemini 58)

Bryan Flint (Gemini32) Derek Bedson (Gemini 21)

Adrian Spencer (Adgespeed)

Phil Andrews

Lucy Owen-Moczadlo (Jucy Photography)

Andrew Shepherd www.rally-images.co.uk

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

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

SD34MSG

Wednesday
19th September

8-00pm,
Poachers,
Bamber Bridge
PR5 6BA

ANCC



Monday 13th November

Date might change because of WRCGB

Cleckheaton Sports Club,
BB19 3UD

Just off Chain Bar Roundabout, Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday August 14th

8.00pm

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

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

Deadline for copy
for the September edition is
Monday the 28th of August
which is due out on

Thursday the 31st of August

PLEASE Email Reports etc. to

Maurice Ellison at :

sd34news@gmail.com

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