

# July spotlight

2017



**ILKLEY & DISTRICT TARGA RALLY**



**4TH JUNE 2017**



*Steve Flynn / Tony Vart  
Photo Courtesy of Jez Turner*

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

**Volume 8 : Issue 7 : July 2017 : Maurice Ellison**

# Chairman's Chat

Well what a complete shock that the highlight rally of the year, the Mull Rally, has had to be cancelled due to issues with competition car insurance cover. You will read within the formal statement explaining the reasons but the decision will be devastating for the Mull community with the potential loss of the significant income the event brings every year not to mention the disappointment of all crews, marshals and spectators. The organisers are trying to put on some sort of event over the weekend but irrespective I and many other committed Mull Rally marshals and friends will still be making the journey to enjoy another week on the island. Let's hope that normal service will return for 2018.

As for another annual highlight, the WRGB, I have seen numerous negative responses to the revised 2017 schedule being dictated by the manufacturer's teams who want more time for their crews to sleep overnight Saturday to Sunday and for the service crews to repair damaged cars so they can enter Rally 2. Well I'm sorry but when I was a lad we thought nothing of spending 5 days and nights, kipping in the car, and travelling hundreds of miles around the whole country to marshal or spectate on a proper rally. I appreciate the event has to be safe but it should still be a tough event worthy of being a WRC round. The danger now is that dedicated marshals will say enough is enough and not register and thus risk the event running as planned. It will be interesting to hear Dave Richards view of current rallying when he takes over as Non-Executive Chairman of the MSA. Roger Albert will be turning in his grave !

Best regards, **Les Fragle,**

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

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## Comprising the following 10 Clubs



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



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



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



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



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



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



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



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



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



**Garstang & Preston MC**  
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**Contact either Les Fragle, Maurice Ellison or Steve Johnson for more details**

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## WANTED YOUR Clubs:-

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

**Send to : Maurice Ellison**

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

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

# 2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	562	1	1
Garstang & Preston MC	467	2	2
U17MC-NW	409	3	3
Bolton-le-Moors CC	282	4	5
Liverpool MC	235	5	7
Preston MC	230	6	8
Blackpool South Shore MC	164	7	11
Stockport061 MC	154	8	12
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	286	1	4
Airedale & Pennine MCC	244	2	6
Matlock MC	204	3	9
Wigan & DMC	176	4	10
Accrington MSC	147	5	13
Pendle & DMC	119	6	14
Manx AS	106	7	15
Wallasey MC	103	8	16
Division C		Position	
Club	Points	Div	O/A
Knowl Dale CC	69	1	17
Hexham & DMC	67	2	18
CSMA (NW)	12	3	19
Mull CC	10	4	20
Lightning MSC	10	4	20
High Moor MC	2	6	22
Lancashire A.C.	0	7	23
2300	0	7	23
Motor Sport North West	0	7	23
Last Updated 27 <sup>th</sup> June 2017			

## U18 Championship

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

# MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
= 1	Robert O'Brien	67	WaDMC	Y
= 1	William O'Brien	67	WaDMC	Y
= 1	Tracy Smith	67	AMSC	Y
4	Maurice Ellison	60	CDMC	Y
5	Amanda Baron	57	AMSC	Y
= 6	Alan Shaw	54	PDMC	Y
= 6	John Harden	54	LivMC	Y
= 8	Jez Turner	50	CDMC	Y
= 8	David Hunt	50	LivMC	Y
= 10	Alexander Baron	47	AMSC	Y
= 10	Geoff Main	47	LivMC	Y
12	Steve Lewis	44	CDMC	Y
= 13	Steve Price	40	CDMC	Y
= 13	Dave Barratt	40	AMSC	Y
= 13	Les Fragle	40	G&PMC	Y
= 13	Steve Smith	37	AMSC	Y
= 13	Barry Wilkinson	37	PDMC	Y
= 13	Peter Schofield	37	PDMC	Y
= 13	Peter Wright	37	PDMC	Y
= 13	Sean Robertson	37	LivMC	Y
= 13	Phil Howarth	37	LivMC	Y
= 13	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  
134 Marshals have scored points

## Individual Championship

O/A	Competitor	pts	Q	Club
1	Steve Johnson	60	Y	U17MC
2	Andy Williams	50	Y	U17MC
3	Steve Butler	44	Y	CDMC
4	Phil Shaw	41	Y	CDMC
5	Rob Jones	40	Y	CDMC
6	Russell Starkie	37	Y	CDMC
7	Lauren Cook	35	Y	U17MC
8	Louis Baines	33	Y	PMC
9	Steve Lewis	30	Y	CDMC
10	Maurice Ellison	27	Y	CDMC
11	George Jennings	26	Y	WaDMC
= 12	David Goodlad	20	Y	BLMCC
= 12	Kris Coombes	20	Y	PMC
= 12	Steve Price	20	Y	CDMC
15	Steve Frost	18	Y	GPMC
16	Ian Swallow	17	Y	PMC
= 17	Sam Coombes	12	Y	PMC
= 17	Craig Shooter	12	Y	PMC
19	Peter Sharples	11	Y	PMC

Only Showing Those that have Qualified (19)  
97 Competitors have scored points



## Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Myles Gleave	E	45	G&PMC	4
2	Matt Flynn	E	44	CDMC	4
3	Richard Hunter	E	41	MMC	6
= 4	Stan Featherstone	E	36	CDMC	3
= 4	Mark Standen	E	36	G&PMC	4
= 4	Jon Bossen	E	36	MMC	3
7	Paul Buckel	E	33	CDMC	4
8	Dan Sedgwick	S	32	CDMC	4
9	Tony Harrison	E	25	CDMC	3
10	Jem Dale	E	23	G&PMC	3
11	Steve Cotton	E	19	CDMC	2
= 12	Louis Baines	E	18	PMC	2
= 12	James Taylor	E	18	CDMC	3
= 14	Alan Young	N	17	MMC	2
= 14	Pete Jagger	E	17	CDMC	3
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	48	G&PMC	5
2	Rob Jones	E	38	CDMC	4
3	Sam Spencer	E	37	CDMC	4
= 4	Steve Butler	E	32	CDMC	4
= 4	Gary Evans	E	32	MMC	4
6	Sam Ambler	S	26	CDMC	4
7	Ashley Young	S	24	MMC	3
8	Maurice Ellison	E	23	CDMC	3
9	Steve Frost	E	21	G&PMC	3
10	Matt Broadbent	E	15	CDMC	2
11	Kris Coombes	E	14	PMC	2
= 12	Ian Graham	E	11	CDMC	2
= 12	Tony Vart	S	11	CDMC	2
= 12	James Swallow	N	11	PMC	3
15	Sasha Herriot	E	10	MMC	1
= 16	Ian Farnworth	S	9	G&PMC	1
= 16	Derek Lewin	N	9	CDMC	1
17	Sam Coombes	N	8	PMC	2
18	Simon Frost	S	6	CDMC	1
19	Lauren Cook	N	4	U17MC	1

**Results following R7 : G&PMC Memorial Rally**

## Sprint & Hillclimb Championship

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

**Results following R : Barbon**

## Non Race/Rally Championship

O/A	Driver	Class	Score	Club
1	Steve Johnson	A/F	50.92	U17MC
2	Andy Williams	A	50.05	U17MC
3	Lauren Cook	A	48.14	U17MC
4	Gary Ross	A	47.40	A&PMMC
5	Scott MacMahon	A	38.88	U17MC
6	Chris Livesey	A	37.10	U17MC
7	James Williams	A	28.36	U17MC
8	Steve Price	A	20.49	CDMC
9	Steve Lewis	C	20.43	CDMC
10	Phil Clegg	D/E	20.20	AMSC
11	Chris MacMahon	A	19.63	U17MC
12	Daniel Barker	C	18.58	AMSC
13	Steve Kennel	B	10.30	CDMC
14	Jamie Foster	B/F	10.01	U17MC
15	David Goodlad	A	10.00	BLMCC
16	Gary Sherriff	B	9.71	BLMCC
17	Maurice Ellison	A	9.15	CDMC
18	Warren Nichols	B	8.75	BLMCC
19	Hazel Johnson	A/F	8.42	U17MC

**Last updated : June 18th (Lymm)**

## Stage Rally Championship

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

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

**Last Updated Following Cetus Stages**

# 2017 SD34MSG Under 18 Championship Registration Form

Name .....

Address .....

.....

.....

.....

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

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

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

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

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

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

Please return the completed form to the championship compiler.

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

**Alan Shaw**

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

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

## SD34MSG Under 18 Championship Regulations

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

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

### Scoring

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

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

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

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

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

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

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

# 2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

## www.sd34msg.org.uk

NAME; .....

ADDRESS; .....

.....

.....

POSTCODE; .....

HOME TEL. NO; .....

MOBILE NO; .....

E-MAIL ADDRESS; .....

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

Please register me for the SD34 Championships listed below;

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

SIGNATURE .....

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

## CLASSES

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

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

### Non Race /Non Rally

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

### Sprint / Hillclimb

In accordance with the 2017 MSA Year Book, cars shall be entered in the following classes:-

Class 1 Road-going Series Production Cars conforming to Section S11 of the 2016 MSA Year Book.

Class 2 Road-going Specialist Production Cars conforming to Section S11 of the 2016 MSA Year Book.

Class 3 Modified Series Production & Specialist Cars conforming to Section S12 of the 2016 MSA Year Book.

Class 4 Sports Libre Cars conforming to Section S14 and Hillclimb Super Sports Cars conforming to Section S13 of the 2016 MSA Year Book

Class 5 Racing Cars conforming to Section S15 of the 2017 MSA Year Book

Cars must conform to the regulations of the individual event entered, including the event's requirement to use specific tyres.



# SD34MSG : 2017 Calendar

Date	Type	League	Club	Title	Venue - Notes
<b>July</b>					
1-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
2-Jul	Stage Rally	Yes	Warrington & DMC	Enville Stages Rally	Anglesey Circuit
15-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 2	Blackburn Services,
15-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 2	Blackburn Services,
15-Jul	Training	No	U17MC	Marshal & Timing training	Blackburn Services,
16-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services,
16-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services,
16-Jul	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 3	Blackburn Services,
16-Jul	Autotest	Yes	Under 17 MC NW	U17MC Autotest 1	Blackburn Services,
16-Jul	PCA	Yes	Under 17 MC NW	U17MC PCA 3	Blackburn Services,
16-Jul	Hillclimb	No	Mid-Cheshire MC	Hillclimb	Scammonden Dam,
22/23-Jul	Road Rally	No	Beverley & Dist MC	Beaver Rally	North Humberside
30-Jul	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
<b>August</b>					
6-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
12-Aug	Hillclimb	Yes	Pendle & DMC	August Hillclimb	Scammonden Dam,
19-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 4	Blackburn Services,
19-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 4	Blackburn Services,
19-Aug	Training	No	U17MC	Fire training	Blackburn Services,
20-Aug	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 5	Blackburn Services,
20-Aug	Autotest	Yes	Under 17 MC NW	U17MC Autotest 2	Blackburn Services,
20-Aug	PCA	Yes	Under 17 MC NW	U17MC PCA 5	Blackburn Services,
27-Aug	PCA	Yes	Wallasey MC	Gravel PCA	Wern Ddu
<b>September</b>					
01+02-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
2-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
3-Sep	Autosolo	Yes	Bolton-le-Moors CC	Bolton September Autosolo	DW Stadium, Wigan
3-Sep	Autotest	Yes	Bolton-le-Moors CC	Bolton September Autotest	DW Stadium, Wigan
3-Sep	PCA	Yes	Bolton-le-Moors CC	Bolton September PCA	DW Stadium, Wigan
9/10-Sep	Road Rally	No	Ilkley & DMC	Colman Tyres	Yorkshire
23/24-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
24-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks

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

Date	Type	League	Club	Title	Venue - Notes
<b>October</b>					
8-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
14-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
15-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
<b>November</b>					
04 Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
4-Nov	Stage Rally	Yes	Clitheroe /Malton MC	Malton Forest Rally	Dalby Not Stage Champ Round
04/05-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
10+11 Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
25-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield, Lincs
<b>December</b>					
2-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services,
2-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services,
2-Dec	Training	No	U17MC	First On Scene	Blackburn Services,
3-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	Blackburn Services,
3-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	Blackburn Services,
3-Dec	PCA	Yes	Accrington MSC	AMSC PCA	Blackburn Services,

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

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

<b>SD34MSG Sprint &amp; Hillclimb C/ship 2017</b>		
Date	Event	Organising Club
1-July	Barbon Hill Climb	Liverpool MC
16-July	Scammonden Hill Climb	Pendle & DMC
30-July	3 Sisters Sprint	Longton & DMC
12-Aug	Scammonden Hill Climb	Mid Cheshire. MC
2-Sept	Aintree Sprint	Liverpool MC
14-Oct	Anglesey Sprint	Longton & DMC
15-Oct	Anglesey Sprint	Longton & DMC

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

<b>SD34MSG Stage Rally Championship 2017</b>		
Date	Event	Organising Club
2-Jul	Enville Stages Rally	Warrington & DMC
01+02-Sep	Promenade Stages	Wallasey MC
24-Sep	Heroes Stage Rally	PDMC / GPMC
8-Oct	Adgespeed Stages	Wigan & DMC
03+04 Nov	Neil Howard Stages	Bolton-le-Moors CC
10+11 Nov	Poker Stars Stages	Manx Auto Sport
25-Nov	The Hall Trophy	Clitheroe & DMC

<b>SD34MSG None Race/Rally Championship</b>		
Date	Event	Organising Club
15-Jul	Autosolo/PCA	Under 17 MC NW
16-Jul	Autotest/AutoSolo	Under 17 MC NW
6-Aug	Gravel PCA, Wern Ddu	Wallasey MC
19-Aug	Autosolo/PCA	Under 17 MC NW
20-Aug	Autotest/AutoSolo	Under 17 MC NW
27-Aug	Gravel PCA, Wern Ddu	Wallasey MC
3-Sep	Autosolo/PCA/AutoTest	Bolton-le-Moors CC
2-Dec	Autosolo/PCA	Under 17 MC NW
3-Dec	Autosolo/PCA/AutoTest	Accrington MSC

## Lancashire Automobile Club 2017 Calendar of Events



Sat 15<sup>th</sup> July

### The 25th Annual Coast to Coast

#### Classic Tour

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

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

Entry fee includes route Book, route information book and rally plate. Refreshments are available at the start, rest halt, lunch stop and finish where a buffet is provided for entrants.

Thursday 21st to Sun 24<sup>th</sup> September

### The Highland 3-Day Classic Tour

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

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

ALL Car types welcome : [www.highlandtour.com](http://www.highlandtour.com)

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

Or email : Sandra Williams

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

or telephone 01772 79149

**manx auto sport**



### Manx Rally Championship 2017

- 14<sup>th</sup>-16<sup>th</sup> September : Rally Isle of Man (2 rounds within the one event)
- 10th-11<sup>th</sup> November : Pokerstars Stages

If any of your marshals are thinking of going to rally IOM this year this may help them out

Our friends at Isle of Man Events have arranged for some fantastic savings for officials travelling to the Island.

#### The Officials Package includes:

- Return sea travel as a foot passenger
- 3 nights' accommodation, self catering
- for only £35 pp

If you would like to take advantage of this limited offer, please contact the team at Isle of Man Events today.

Call: 01624 664460 or

E-Mail: [info@iomevents.com](mailto:info@iomevents.com)

## Liverpool Motor Club



Club members meet at the Unicorn Inn,  
Cronton, Widnes, Cheshire WA8 5QF  
on the 2nd Tuesday of each month  
from 8.00pm.

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

### Liverpool Motor Club 2017 Calendar

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

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

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

### Marshals wanted at Aintree

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

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

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

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

### Interested?

you can contact LMC's Chief Marshal Bill Gray  
via our website too.

- 1<sup>st</sup> July Barbon Hillclimb including the MSA British Hillclimb Championship.

And more events follow later in the year.

## Warrington & DMC

WDMC meets at 20.00 every Tuesday at

**THE ANTROBUS ARMS**

on the A559 between

**Warrington and Northwich.**



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

**WERN-DDU GRAVEL PCAs**

**Sunday 6<sup>th</sup> August  
& Sunday 27<sup>th</sup> of August**

**£30.00**

**Regs available at :**

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



# Clitheroe & District Motor Club



The Club Meets at 8-30pm

**Every Tuesday**

Waddington Sports & Social Club

Waddington, Nr Clitheroe

BB7 3HW

M/R 103 / 731 437

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

## 'What's On' at CDMC

### July

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

**Club Members Interview**

**Russell Starkie & Phil Shaw**

Russell & Phil are currently leading the  
SD34MSG Stage Rally Championship

**Tuesday 11<sup>th</sup> July**  
**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 18<sup>th</sup> July**  
**Neil Bye**

**Co-Driver & 'Controversial Character'**  
Should be a very interesting night  
Not to be missed

**Tuesday 25<sup>th</sup> July**  
**Walking Treasure Hunt  
around Waddington**

Start from 8:30pm.  
Waddington Club

### 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=PLvHjtnrZs9AJRqs4XZbPzZss9x4Osozrl](https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRqs4XZbPzZss9x4Osozrl)

## June Clubnights

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

**Technical Night & BBQ**

Winstanley Garage



Probably one of the worst days this year for weather.  
High winds and torrential rain and we are having a  
BBQ !!!!

Still a good night though with lots to talk about

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

**Memorial Rally Forum**

**Good Result for**

**CDMC Competitors**

**2nd, 3rd, 4th, 5th, 6th, 9th, 12th O/A  
+ 2nd Semi Expert + 1st Novice**

**Leah Brown, Samantha Ralph & Simon Boardman** : were all out Marshalling & basked in the summer evening warmth. Leah & Sammy had a trouble free night and enjoyed themselves. Simon was on Haylotts & Lythe and thinks that many of the Navigators could do with some training about how to present their timecards at Controls.

**Paul Buckel / Steve Butler** : were really looking forward to the event . Code Boards were a problem as was the car seeded in front of him, couldn't hear the marshal at controls over the noise. When they got to Simon Boardman's control on Haylotts Steve wondered where Simon had gone as he did a damage check. Coming down Gisburn Forest they were close to their minute and went into the control hot. Braked at the last second and spun the Proton damaging the car. Game over.

**Steve Flynn / Tony Vart** : Loved the route which was spoiled by the Code Boards and a long unplanned trip to Preston ! (see next page) 2nd Semi Expert Pot

**Gareth Shepherd / Dan Fox** : Couple of overshoots. Car ran well. Dan agrees with Simon that he needs to tidy up his procedure in Controls

**Steve Cotton / Matt Broadbent** : Matt had stood in for Robert as he had just finished his exams. Matt couldn't be with us as he was in Italy for work (how the other half live!) Steve was keen to have an experienced Nav in with him after the run on the Primrose with Steve Hudson as navigator (no offence Mr Hudson because you sitting in took a lot of pressure off him and all credit for stepping in). Steve wondered how Danny Cowells car got through the noise test. Good run with same concerns as every one else

*Continued on page 13*



# Clitheroe & District Motor Club



## Memorial Rally Forum

*Continued from page 12*

**Dan Sedgwick / Sam Ambler (The Dukes)** : To try and get a better seeding they lied and entered as Experts. It didn't seem to make any difference as they were still baulked by other competitors that they caught up. On the way to the start there was a strong smell of petrol inside the car. They filled up just before Myerscough College and noticed that the boot was full of Fuel. Work on the Fuel pump was carried out and the leak was cured. Had problems at scrutineering because Dan had put a personalised registration on the car and despite having the old log book and the new one. Were feeling slightly down as they waited in the queue at TC1 so they had a little sing song to raise team spirits. Whist sat at the start they were getting some grief from Louis Baines about their car (Louis runs a similar car and has spent an arm & a leg on his whilst Sam has spent almost nothing) So when they passed Louis's car broken down within half a mile of TC1 they both bust out laughing. Sam & Dan were clean up to Haylotts but dropped 3m 09s on this section which was the only time they dropped all night. On Lythe Sam was wondering why Sam had gone quiet and why the road was not reading quiet right. When they got to the end Sam discovered the reason . . He had been reading the road from Keasden Crossroads down Gisburn Forest instead of up Lythe and Dan was driving on sight and locating the NAMs and Code Boards all on his own !!!!! Chuffed to bits with 4th O/A. Next event the Colman Tyres

**Ayrton Harrison / Maurice Ellison** : Out in the new Rally car a Toyota Celica 1800cc. Couple of silly mistakes from the left hand seat but all where it didn't cause them to drop time (although sometimes it was a bit close). The Celica was just a lot quicker than the Micra on the uphill sections and over the moon with 2nd O/A, however, to come 2nd by dropping just 3 seconds more on Haylotts was a slight downer . Still chuffed to bits. Next outing sat in with Ayton's Dad, Tony, on the Lake District Classic in the newly built Peugeot 504 for its first run out

## Cock Up Trophy Winner



Boss Hog was away Clerking on Mull Car Clubs Argyle Rally. Tony Vart made the mistake of missing the last committee meeting and was therefor elected, in his absence, to do the 'Michael Parkinson' bit at the Memorial Rally Forum which then meant he had the dubious honour of presenting himself with the 'Cock Up' Trophy for his indiscretion on the Memorial Rally when he failed to give his driver directions from Petrol at

MTC 2 to MTC 3 and consequently disappeared down the slip road of the M6 resulting in a 24mile detour via Junc 32 at Broughton to get back to where they started from but they still made it within 1minute of maximum lateness



# Myerscough College

Providing opportunities for all

Sunday 11<sup>th</sup> June

## Myerscough College Open Day Auto Test & PCA

1st O/A PCA : Jack Hartley : CDMC



1st O/A A/T : Jack Palmer : WCMSC



Many thanks to all those that came along to make it another cracking event promoting motorsport to the general public. 136 Passenger rides were given and all the Passengers had a whale of a time. See you next year

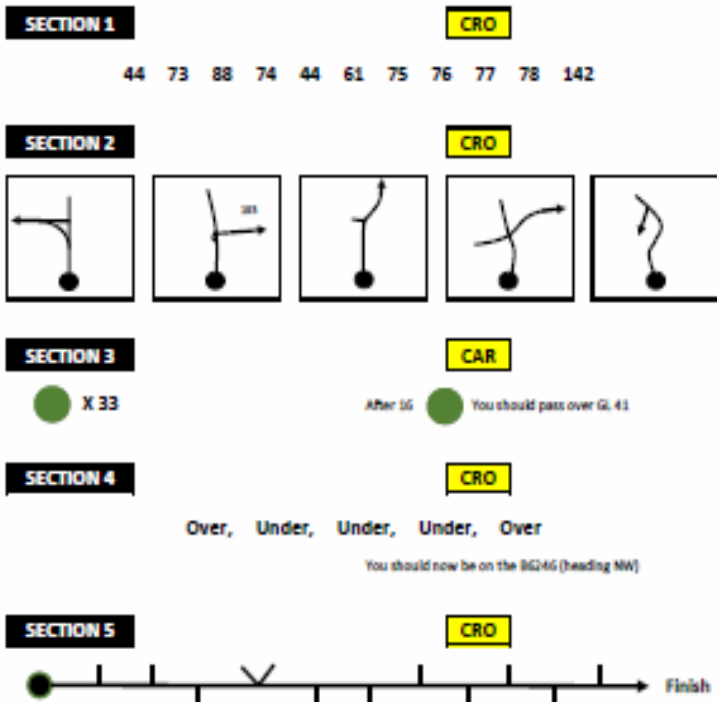


# Clitheroe & District Motor Club



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

## Navigation Training & Practical 'Run Out'



If you go off to Wales to do your Rallying then its (almost) all Pre-Plot. In the North the majority of Rallies are 'Navigational'. To give potential & even some experienced Navigators more map time of Navigational Rallies a short Theory session with a Practical exercise following was organised. The Practical Exercise covered some 20 (ish) miles on Map 103 covering just a few of the various navigational 'Clues'

## Primrose Trophy Rally 2017



I am proud to announce that the Primrose raised over £250 for the North West Air Ambulance this year.

Well done all!

I'd also like to take this opportunity to thank our sponsors again, YB Racing. The goody bags were very well received by the award winners.

Planning is already under way for the Primrose 2018; see you there!



# Burnley Classic Vehicle Show

Formerly the Towneley Classic Car Show, the Burnley Classic Vehicle Show is hosted by The Rotary Club of Burnley in conjunction with Burnley Borough Council. This was its 33rd year and was more popular than ever.

Held in the grounds of Towneley Hall it is a family friendly event with lots to see and do for everyone. There was a small funfair for the children, access to Towneley Hall and the grounds (which include walks, nature trails and even a pitch and putt course), plenty of stalls with information about local charities and attractions, plenty of lovely food with a bar and of course.

The weather was not the best but lots of 'local' people talked to about motorsport and a good turn out from CDMC Members



## Winter (2017 / 2018) Scatter Rally Series Dates

- Round 1 : Tuesday 26th September
- Round 2 : Tuesday 24th October
- Round 3 : Tuesday 14th November
- Round 4 : Tuesday 5th December
- Round 5 : Tuesday 16th January
- Round 6 : Tuesday 20th February
- Round 7 : Tuesday 20th March





**www.gpmc.org.uk**

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

## 3 AutoSOLOs and PCA's at Prestons College

They are :

**9th July,  
15th October  
26th November**

You can enter on-line at the Clubs Website



GPMC have presented The Space Centre in Preston with a cheque for £300. Every year we choose a local charity to receive a percentage of GPMC's share of the profits from the 3 rallies we run. GPMC are proud support such a good cause. The Space Centre provides multi sensor rooms for children and adult with limited mobility and additional needs.

## Race Café Meeting



A very good turn out at the race cafe this time, it seems to be attracting cars from all walks of life. We had the pleasure of seeing a Dodge Charger Hellcat at a mere 707 horse power, one very quick motor. Coupled with some seriously modified cars and this fiesta with a 2.3 galaxy engine. A really good night with like minded petrol/diesel heads .

**Next meet July 18th .**



### **A View From The Shore : News from Blackpool South Shore Motor Club by Phil James**

June was a relatively quiet month for Blackpool South Shore Motor Club members but despite that members showed their diversity with involvement in a number of different events. Chris Sharpe-Simkiss, who must be one of stage rallying's most prolific co-drivers, contested the Abingdon CAR-nival Stages alongside BMW M3 driver Chris Ransley. With neither having contested the event before they found themselves on a steep learning curve as they struggled for grip on a route predominantly marked out by traffic cones. Suffice to say it wasn't long, on the opening stage in fact, before one jammed in a wheel arch rendering the steering all but useless. Ransley was forced to drive in a series of circles in order to dislodge it and enable them to continue on the designated stage route. The incident meant they dropped 20 seconds and were left them playing catch-up for the remainder of the rally. They eventually finished sixth overall, not bad considering the driver's penchant in 'playing to the crowds' with some huge drifts, not to mention a 'doughnuts' for added effect! On the Targa front Quentin James and Tom Howe were back in pursuit of NESCRO Challenge points in their Citroen C2 GT with a brace of events coming within a fortnight. First up came the Shaw Trophy Targa Rally organised by Whickham & District Motor Club and based at the High House Farm Brewery in Maften, Northumberland. The event included 18 tests within an 80 mile route and the South Shore crew were delighted to finish fourth overall and second in class.

On then to last weekend's Lake District Classic and Targa Rally, this having a 95 mile route interspersed with 17 tests and based in Penrith. Sadly, on this occasion things didn't go so well as they slipped into a ditch on the Thornsgill test (part of a stage on last year's Malcolm Wilson Rally) beaching the C2 on a large rock. By the time they'd extricated the little Citroen they were OTL and all they could do was drive the car home, having first lodged their Damage Declaration form at rally HQ.

In recent weeks, South Shore members have also been out on marshalling duties of varying kinds, participating at the Frank Williams Memorial Stage Rally and the Manchester to Blackpool Run. Yvonne Robinson, Barry Hewitt and Martin Williams made the trek to North Wales for the Trawsfynydd Ranges based stage rally. The previous weekend Yvonne and Barry officiated a little closer to home at the finish location for Lancashire Automobile Club's Touring Assembly and Concours D'Elegance. That was at the Italian Gardens in Blackpool's Stanley Park so it was quite handy for them!

**Annual bike ride for  
Wallasey Motor Club  
to take place on the 22nd July 2017  
Tour de Wirral**

**Stage 1**

Meeting at the Hooton train station 10.00 and heading towards Eastham then up through new ferry shore then around Birkenhead docks and onto coast along front to New Brighton, where 1st refreshment stop will commence .

**Stage 2**

Then ride will go from New Brighton along coast towards West Kirby for second refreshment stop. Ride will be on tarmac for this part so full slicks required but knowing the UK weather maybe wets.....

**Stage 3**

Next part of the ride now goes off road and full gravel spec required, from West Kirby down to Parkgate where another pit stop is mandatory before final stretch back to Hooton public house. Anyone wishing to join or drop off can use train stations on route but last train station to use is West Kirby before the Wirral way to Parkgate .

**Stage 4**

Parkgate to Hooton maybe having remote service in Wilston Any bike should be ok for this ride but road bikes might struggle on the Wirral way depending on weather conditions. Recommend that a spare inner tube to be brought along and plenty of water  
Anyone wishing to join Please contact Neil Evans non members welcome

**Jackets**

A 3rd order for jackets has been placed and Steve T will be distributing them and collecting monies from members who have placed orders.



**WALLASEY MC**

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

**Promenade Stages**

Event organization is ongoing and there is a meeting scheduled with our sponsors AAS next week to finalize sponsorship terms and payment profile.

The Regulations are virtually complete and updates to the entry form will be completed in the next couple of weeks. It is currently planned that entries will go live on 8 July at 9 a.m.

As the garage needs to be emptied to enable a new roof to be installed, a garage clear out and event inventory check has been arranged for Saturday 17th June starting at 08:30, any help would be appreciated.

The next meeting of the Rally Committee is Thursday 15th July.

**Social**

**Summer Barbecue at Ty Croes**

Steve T is on the case organizing a summer social and barbecue at Ty Croes the evening before the Enville Stages. This was a brilliant get together last year followed by a good day marshaling on the Sunday. Those interested in marshaling to contact Gary M and if coming the night before let Steve T know.

**Summer Barby at New Brighton**

Steve T also intends to organize a barbecue at New Brighton during the summer – date to be advised.

**Airedale & Pennine MCC**

**Sunday 16th July,**

Airedale & Pennine's

**first PCT this year**

will be held at

**Haw Pike Farm,**

**Bolton Bridge,**

**Addingham.**

Invited clubs

include Ilkley, Huddersfield, Wakefield,  
SD34MSG and Keighley.

Regs and entry forms will be on

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

**Airedale & Pennine MCC**

**AGM**

The Annual General Meeting of the  
Airedale and Pennine Motor Car Club Ltd.  
will be held on

**Monday 10th July 2017**

starting at

**20:30**

at the

**Rock and Heifer,**

**Rock Lane,**

**Thornton, BD13 3RH.**



# North Humberside MC Warcop Stages

After finishing 2nd O/A on the Dixies Historic Rally on Epynt at the end of May, the Adgespeed team of Adrian Spencer and Mark Hewitt in the Adgespeed, RED Industries, ABR Engineering backed Subaru Impreza WRC S11 decided to try some where new and the North Humberside Warcop stages rally looked ideal as neither of the crew had been there before and with the event being based on the military ranges at Warcop on the A66 near Brough the roads would be of a similar nature to Epynt and Otterburn at which the team always go well.



With no recce and only a DVD to watch it would take a bit of time to get to grips with the stages, but if you don't go, you'll never learn and so the challenged was on. The day dawned dry which was better than the previous days thunder storms and meant at least the tyre choice would be easy with Adrian going for soft slicks. The team had also changed the suspension from the previous rally for a new set of Reigers, so that was another change which would take some learning.

Seeded at car 3 behind last winners and 2nd placed crews and with the car ready Adrian and Mark set off for the 1st loop of 2 stages. This was going to be interesting as the stages basically consisted of 2 loops of track and with the cars starting on 30 secs meant that on your second lap cars would be joining from lower down the field, in Adrian and Marks case the back end of the top 10 which as their were a lot of very quick cars out wasn't really going to be a problem, but when you had completed the 1st stage you then went straight back in for stage 2 but you were joining cars in the 30 - 60's which could be a big problem due to the speed differential between the cars, but at least it was the same for everybody.

A good steady run getting used to route and roads and only passing 1 car, saw Adrian Mark 9th quickest, with a much quicker time on stage 2 including a 10 second loss due to a spin and catching several cars Adrian and Mark remained in 9th place. For stage 3 and getting more confident Adrian started to push and with a clean run 5th quickest time was the result moving them up to 7th O/A. Stage 4, the repeat of stage 3 and Adrian was on the pace only 3 seconds behind last years winners Greg Mcknight setting 3rd quickest time which included passing 4 cars on stage, although to be fair most did get out of the way as quickly as possible. This the moved the boys up to 5th O/A.

Stages 5 and 6 were run in the opposite direction and with some suspension set up changes and changing to a harder compound tyre as the weather was warming up and becoming a very sunny day. Again the pace was good with Adrian and Mark setting 3rd quickest times although not as quick as the front runners, but getting baulked by car 41 didn't help and having a close battle with Martin Hodgson in his Mk2 Escort, 3rd overall was the result.

Going into the final loop of 2 stages which were shortened due to time issues and it all started to go wrong when at the stage 7 start the car stalled on launch losing vital seconds and fearing an issue with the car Adrian's mind wasn't quite focussed and then a spin losing another 20 seconds, the boys were caught by Martin Hodgson who had started 30 seconds behind who then had a great view following Adrian and Mark to the finish. The second run of the stage, stage 8 was OK but having lost a bit of confidence, only 6th quickest time was attained. The result then dropped Adrian and Mark down to 4th O/A, still a good result considering they had no experience of the venue and there were a lot of quick cars out.

So its back to Adgespeed to prepare the car for the next rally, the Enville Stages at the Anglesey Race circuit on the 2nd July and hopefully they will get further than they did last time in March.

**Adrian Spencer : Wigan MC**  
**Adgespeed**

## ADGESPEED

Unit 14, Thames Trading Centre,  
Woodrow Way, Irlam,  
Manchester. M44 6BP

Telephone  
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Mobile - 07960 964069  
Fax - 0161 777 9948  
E-Mail  
[sales@adgespeed.co.uk](mailto:sales@adgespeed.co.uk)





# ILKLEY & DISTRICT TARGA RALLY



## MG Tales

Now I must admit I run an MG myself and take plenty of abuse from my friends at CDMC (they are mainly Proton drivers so what do they know.....) but along with fellow ZT diesel man Paul Buckel we like them and that's that! So when the opportunity came to do a couple of events in an MGZR I readily accepted. The car in question belongs to fellow CDMC member Steve Flynn and anyone who has seen it close up will agree that it is one of the best-prepared cars in the area.... Steve had originally built it to tackle endurance type events (which he had done a few of, in a 106) but with that series being cancelled he has only done a couple of local events (and gone well) but like many others has struggled to get a regular navigator. The plan was to do the Ilkley Targa, a new event, followed by the GPMC Memorial road rally.

A beautiful morning saw us arrive in good time at the lovely start venue Ilkley had arranged near York and a early noise/scrutineering allowed us to observe a lovely selection of cars that began to arrive. I hadn't done a Targa event previously but I could see the attraction to people who wanted to run a classic type/older car without knocking hell out of it on the UKs gravel tracks...plus it is competitive motoring but not to the exclusion of friendly competition. Well it is fair to say that the opening tests gave us a shock...Tholthorpe1&2 were dismal failures...T2 especially seemingly baffling to the man in the LH seat looking for numbered cones over the wide expanse of an old WW2 perimeter track...this wasn't rallying as I or Steve knew it!! This muddling through was to continue for the rest of the day to be honest...Tockwith was easier (but we still got the skidpan test wrong!!), Philskirk was incredibly tight and very dusty, Rufforth was a more open set of tests although R4 was hard, the Gun Club test was short and tightish but the most enjoyable test venue was Sherburn...this felt much more like a rally section and not an autotest...although we still got it wrong in part!

In summary we performed poorly and with hindsight "less haste more speed" might have been the best approach on the day...at times the diagrams didn't seem to agree with what we could see, so actually stopping to study and compare the view with the test diagram would have most likely have paid off in terms of overall time, and reduced the number of wrong tests. It was clear that a number of crews had struggled but at the finish people seemed happy and a splendid Sunbeam Rapier H120 had finished second...he was rapid all day by all accounts. Would we do the event again.... not sure to be honest?



*Photos Courtesy of Jez Turner*



## Garstang & Preston MC Memorial Rally

17/18th June

We were both happy to be on more familiar territory in terms of both the event type and geography when we turned up at the usual start venue of Myerscough College...the sun was belting down and it was clear that the event was going to be fast on dry moorland roads.

*Continued on Page 19*



*Photo Courtesy of Joseph Gilbertson*



**MG Tales**  
**G&PMC Memorial Rally**  
**Continued from Page 18**

it was a real shame that GPMC couldn't attract a bigger entry with an unfortunate date clash not helping but it seems that not many youngsters are entering this level of grassroots motorsport at the moment...even standard cars can do well but it's the insurance costs, event costs and just more things to do generally that seem to be the main blockers. That said the top twenty were all quick lads so it would be difficult to predict a winner...in the end the Haylots section would determine the victor. Talking to Steve Kenyon the day after the event he admitted he had been surprised at the pace of the crews and in this area it is difficult to find enough ways of taking time out of crews. Last years event had run in torrential rain and more time was dropped and thus wasn't a reliable guide.... who would want to be a Clerk of Course eh!

The wheels came off our wagon at the watchtower on Appletree Fell with me thinking there was only a single board due to looking at the wrong diagram ....my fault entirely. Worse was to follow as we ended up taking the motorway slip road out of Forton services and not the service road down to MTC3...as Steve correctly pointed out I hadn't told him to take the service road...I had been too busy looking at what was coming up and whilst I knew where we should have been going.....doh!! At least this navigational faux-pas saw me awarded with the CDMC Cock-Up Trophy for the first time at last nights post rally forum....I wish my bollocks were that big and shiny! A sluggish performance on Haylots plus a wrong slot into Gisburn Forest before the last NAM were painful in terms of time lost to the quicker midfield crews...however we understand where it went wrong and so a day after the event I felt much better than I was feeling immediately after the finish. The car ran faultlessly and Steve drove well I thought...the navigator needs to up his game though!! We did get a pot for second semi-expert but only two finished but hey ho....in ten years time I can tell the grandkids we were awesome.....

A good event that was well marshaled with excellent breakfast sarnies...it was just a shame that one or two more droppers didn't materialize but it can be difficult in this area due to the nature of the available roads. Well done to Mr. Ellison on his second place with young Ayrtton...but they still didn't catch old man Cotton in the Q1 WRC all night . . . . *(oh yes we did but not until Easington and then had to let him go back in front at the control !! Mo)*

**Tony Vart Co-driver : Clitheroe & District Motor Club**



*Photos Courtesy of Joseph Gilbertson*

# Garstang & Preston MC Memorial Rally

## 17/18th June

It's a puzzler as to why this event only managed to muster 28 entries. You won't find a more straightforward road rally on the calendar. If any novices want to cut their teeth on a road rally, this is the one.

After a fairly disappointing performance on the Primrose, we weren't going into this event with a great deal of confidence, but were prepared to give it our best effort. What we were confident of is that that the heady heights of third overall last year were going to take some doing. As it turned out, we were right. Even if we had finished, we might have achieved mid table obscurity at best.

Less than a page and half of plotting was rattled off with plenty of time to spare and it was a short trip up the A6 to the first TC. Sat in the queue behind Danny Cowell as he pulled his Subaru up to the marshal and particularly when he set off up the road like a scalded cat, I was left to contemplate the nature of the logarithmic scale used to increment decibel readings, and wondered if the 1db difference between our car, measured at 97db and Danny's, which would of course have measured no greater than 98db, meant that it was a hundred times louder. It must have been around 20 seconds before I could hear the marshal well enough for us both to exclaim "Jesus, that thing's bloody noisy!" This was to be a recurring theme at controls throughout the night. I can't just recall the route of this year's Clitheronian, but if we're using some of the same roads, PR'ing is going to be fun.

As it turned out, there was no need for Danny, or anyone else for that matter, to charge into the night at light speed. An organiser's worst fear was to ensue, in that, for the top few cars at least, everything appeared to be cleanable. This first became apparent at TC2, when several crews missed a loop and appeared from the slot left ahead of the control. Not to worry, they had plenty of time to turn around and get back on route before anyone noticed. We turned up, from the right direction, around 3 minutes early. Mistakes were forgiven, which meant that when we missed the slot left to Pedders Wood (because for some inexplicable reason I called it 90 left and since the road looked to go straight on, Paul kept going), we could turn around and get back on route without dropping anything.

The first dent in our mission to get some kind of a result came between TC6 and TC7. Timed to the minute, you wouldn't have expected to drop anything here, but sadly, the positioning of the first code board in the NAM at the tower leading down to Quernmore was to be our undoing. Well, that and the fact that I can't swivel my head through 360 degrees in order to read the damn thing. Vital seconds ticked away as I tried to point my head torch at the board whilst Paul read it out, only for me to turn away to write it down before he'd finished reading it. It would have made a decent comedy sketch, but for all the swearing. The vital seconds wasted acting like two thirds of the Three Stooges meant we arrived at the control just over our minute. Very expensive.

Shortly after that was the only deciding dropper of the night, over Haylots. The route instructions told us to keep to the left of the second cattle grid before Winder Farm, where one Mr Simon Boardman was waiting for us. As I was winding down the window to present my card, he starts to wander round the front of the car heading towards the driver's side. "Where the F\*\*\*'s he going?" says I. "Oh, I forgot to tell you, he's doing a damage check" says Paul. Still undamaged, we were sent on our way. 3.48 dropped by the end.



*Photo Courtesy of Duncan Littler*



*Photo Courtesy of Duncan Littler*



After petrol the route took us over to the Trough, which should have been another dropper. Paul did his best to stay in front of Steve Cotton in the warp powered Toyota IQ, but to no avail. Just before the end of the section, We slowed to allow a white blur to hurtle past, only for us to both the clean the section, Steve by well over a minute, obviously.

Next over to Lythe, which was curiously split into four sections. We cleaned all but the final one, which cost us 25 seconds. Only 7 crews cleaned it, though. The next real dropper was the run over Clapham Common and down into Gisburn Forest. Pleasingly, we were one of 9 cars to clean that one. I say we, Paul was pretty much on his own over Lythe and Gisburn.

A short neutral past a PR sensitive bit and then the last part of Gisburn, which was to prove to be the end of our rally. All nice and tidy and cleanly getting all the boards, we headed down the long final straight to the control at the crossroads with the B road. Glancing down at the clock we were 4 seconds late. "Go straight in". The car wasn't for stopping, the back end stepped out and that was the end of that. Bent body work was all there was, but too bent to carry on and we limped home.

Thanks to Steve Kenyon and his team for putting on yet another Memorial for us. Shame about the low turn out, it really deserves a lot more. A lot of effort goes into running these events and it's disheartening when there seems to be a lack of interest. A big thank you, as always, to all the marshals. At least you had normal Memorial weather this year, rather than last year's biblical effort.

Hopefully Steve won't be put off by the low entry and we'll be back next year.

Steve "drive on sight" Butler : Clitheroe & DMC

# Garstang & Preston MC Memorial Rally 17/18th June

After the little accident two weeks previously, I wasn't to sure I could do the Memorial, my chest and neck were still stiff / sore, but a couple of days sunshine on my back sorted it. (see page 28)

Car 5 for us it was then, two hours to plot, chance to check a couple of amendments, and off up the A6 to the first TC. Just for a change, we turn right and head up to Brockmill, to TC3. Nice and steady, few minutes early, we join the queue, next thing a Subaru comes into the control WD from the left (Danny Cowell), Dave asks if were right, I reply yes, or us and the other four cars in front are wrong.

All nice and clean up to Crossgill, though it was getting a bit tight up over the Trough. Haylotts next for the first dropper, good idea about having a damage control at the GW at Lower Salter, but think they should have been signing the time card, Dave is driving well, but we drop over three minutes, and at petrol it turns out we are well down.

Second half was going to be the Trough, south half, Lythe and Gisburn, it's a while since I did a road rally with all three of these classic roads on. The Trough was good fun, trying to read the map, looking for the NAMs etc. but couldn't work out what was going on up Lythe!!! Then Gisburn split in two, was disappointing, (understand why though). Back at the finish we've ended up 9<sup>th</sup>, but we are happy with a finish, well done Ayrton Harrison, and Steve Cotton, you both deserve the drives of the night award, also top driving by Miles (again). Thanks to Steve and his team for putting on the event, pity about the date clash. Big thank you to all the marshals, I try to thank them on the way round, as well.

Dave Whitiker / Terry Martin. Honda Civic Type R : Clitheroe & DMC



Photo Courtesy of Duncan Littler

I changed my password to "incorrect" so whenever I forget it the computer will say, "Your password is incorrect."	If you can smile when things go wrong, you have someone in mind to blame.
Artificial intelligence is no match for natural stupidity.	Behind every great man is a woman rolling her eyes.

# Garstang & Preston MC Memorial Rally

## 17/18th June

I have a soft spot for GPMC's Memorial Rally – it was on the Gordon Musgrove Memorial Rally, as it was known then, I had one of the few relative successes from a brief foray into navigating in the mid-eighties in a clapped-out Mini Clubman, with a 9<sup>th</sup> o/a and second in class (to the Shields brothers in an Astra, who went on to do rather well in the MN 1300 Championship). The Mini was destined for the scrapyards and I took up cricket (!) Quite a few years down the line my curiosity in

road rallying was awakened and I decided to investigate by marshalling on the Memorial, which wetted my appetite once again and thought I wouldn't mind having a go. And on last year's Memorial I sat in with my son, Josh, on his first rally and we were chuffed to bits with a class win and 8<sup>th</sup> o/a.

Having said that, it looked like this year I was going to miss competing; Josh is saving up to go to New Zealand so is having a rallying hiatus and the other two drivers I have sat in with this year, Jonathan Hoggarth and Ayrton Harrison were both back with their regular navigators. Also the following day was my Mother's 80<sup>th</sup> birthday and she was having a bit of a shindig in the afternoon; with my wife and sister doing the catering I thought it may not be a good idea to be out all Saturday night, though I had contacted Ian Farnworth to say I would marshal if I could have an early control.

However, the week before the rally Jem Dale had posted on the Rally forum that his navigator had had to pull out and was seeking a navigator. We had bought a rally clock off Jem last year and had found him to be an interesting guy who drove an interesting car, an Alfa 145, which was certainly a departure from the Proton/Peugeot fest that seem to dominate road rallying in the North West. So I contacted Jem to say if he couldn't find anyone else I would sit in with him, but explained about the 80<sup>th</sup> birthday party. We agreed to leave it a couple of days, for Jem to see if he could find another navigator and for me to try and sweet-talk my wife into letting me compete. I had slightly more success than Jem and we agreed to go ahead, with Jem saying how much he appreciated my wife letting me do the rally and there was a bottle of wine in it for her.

I arrived at Myerscough at about 7-30, had a catch-up with Mark Dixon, who I had done the Memorial with 2 years ago, which was my first rally after the 29 year sabbatical - I suffered from bouts of mal de Nav, missed a code board and we ended up finishing late 20s – and told him I had discovered the travel sickness patches. Then I went to find Jem who promptly handed me a bottle of Prosecco "for the Missus." The Alfa had already been through scrutineering so I had a sit in and found it to be navigator friendly with comfortable but supportive seats, a slot to keep a clipboard and pens at hand, a clock, decent map lights, a wired-in potti and a clip centrally placed on the dashboard to attach the NAM diagrams so both of us could see them. We signed in and set to plotting the quiet spots and blackspots – no surprises and onto the drivers briefing, again no surprises other than the blackspot covering Dolphinhall had been scrubbed and that we would receive a handout with a route amendment at TC3. We had a generous 2 hours to plot and although I am possibly the world's slowest plotter (my excuse is I struggle to see the gridlines) managed it comfortably.

TC1 was in the same place as last year, turning off the A6 at Rogers Garage and over the M6 just before the junction. For some reason I had the route as going the long way round the triangle with a NAM (I wonder if I hadn't deleted the NAM from a previous rally?) but seeing cars leaving the control it was obvious to go right with a GW and then onto a series of junctions round Claughton, Brock Bottom and the hairpins at Brock Mill. We soon got into a good rhythm with me calling map features and Jem calling them back as he saw them so I didn't have to look up too often. The first section was easily cleaned and I was under the impression Jem was driving well within his limits. The next section took in the two tricky junctions at Barnacre before running through Pedder's Wood, finishing before the ford at Sykes Farm, again we hadn't dropped any time. It was here we received a handout with a route amendment and as I am not confident about plotting grid references on the move decided to stop and plot them to make sure we got them right, unfortunately the car behind, Dave Pedley, came past and we had to follow him into the next control just west of Forton Services. We decided to follow him out on the same minute through Bay Horse, Whams Lane and Five Lane Ends finishing just north of Dolphinhall (hence the scrubbed blackspot). The next section took in the NAM in the car park at Jubilee Tower with two code boards to collect, I checked the NAM sheet to make sure we got them in the correct order, following Dave Pedley in, he visited them in a different order and seemed to be out of the car park a lot quicker than us. Not sure of the exact location of TC7 I told Jem we needed to get a move on to remain on our minute, which we did with about 15 seconds to spare.



*Photo Courtesy of Duncan Littler*

## **G&PMC Memorial Rally** **Continued from Page 22**

The next section started on Rigg Lane, with a NAM in the car park on the right, again setting off on the same minute we struggled to keep with the pace of the MX5 on the long straight and I thought I knew where the car park was, though it had been many a year since I last visited it (and may be not on a rally!) I called it too soon and we lost momentum, so when we did get there we had to wait for the Mazda to exit before we could go in. There was a control going over the Cragg and a quiet in the bottom of Littledale but with no Q boards we weren't sure where it started and finished, then another control beyond Crossgill for the start of what was to be the first (and for some the only) dropper of the night. This section is very quick at the start before and after the hairpin at the old brickworks, then tight, twisty and a bit rough through Haylots and then some fast blind crests towards the end as you drop down to Butt Yeats – the only real surprise was the manned route checks that took us through the gates rather than over the cattle grids – at the end we had lost 3m44s, not sure how the time compared. A neutral along the A683 to TC13 south of Caton and onto a section of road I know well – it felt strange rallying on the road I travel most weeks when I take livestock to the auction mart at Lancaster - still on the same minute as Dave Pedley, I called the road without need of the map and we were pushing him all the way as we slotted left onto the road that runs alongside the M6, “flat over crest, 300m to give way T junction left, where there should be a code board” However, the codeboard was about 50m over the crest, Dave Pedley went sailing along way past, giving us room to stop without risk of running into the back of him, but he was quickly round using the handbrake and rwd of the MX5 to good effect. Jem had warned me earlier on that he had changed the brake pads and he wasn't sure how effective the handbrake would be – not very and we stopped crossways across the road effectively blocking the Mazda's path back to the code board. Jem being the gentleman that he is backed up and let them past and after picking up the CB another quick 180 on the handbrake and they were on their way, we took a rather more conventional 3 point turn but it didn't matter because again the section was cleanable. So into petrol at Forton services and the only time dropped was that over Haylots, which to be fair was the same for most crews – we were lying 12<sup>th</sup>, the top 2 crews, Myles and Ayrton were about a minute quicker!

The second half began with a run out to Street, over Catshaw Fell, the hairpin at Cam Brow into a control at the junction with the Abbeystead road and over the Trough; with 4 code boards to collect over the Trough itself you would have thought it would be a dropper, but nearly everyone cleaned it! A neutral through Dunsop Bridge and Slaidburn and then onto Lythe Fell, which went from TC 19 – TC23, some sections were cleanable to enable others to be droppers or I guess that was the thinking, however 6 crews cleaned it all and the rest only dropped time at TC23.

A short neutral past the Big Stone, and then onto TC 24 at Mewith, right at Keasden Cross Roads and onto Gisburn Forest finishing at TC28; a similar strategy to Lythe Fell was employed, again 6 crews cleaned it all, most dropped time at TC26 and TC28. It was on the middle section I made the most elementary of errors that dropped us about a minute – just before leaving Map 98 there were 2 NAMS, which we got, and then we went onto 103 with a cattle grid straight after, but on my map it looked like there was a NAM with code boards either side of the cattle grid. As we had gone some way past I said to Jem I think we had better stop I think we may have missed a code board. We studied the NAM sheet and something wasn't right, the number of the NAM was out of sequence and then it twigged - my clipboard with the code board checksheet was resting on the map and covering the Gisburn Forest road and I was actually reading the road back over Lythe Fell – what an idiot. At the end of Gisburn Forest it was straight across the cross roads, over Black Moss, a short stretch on the B6478 and then left passed Gawcar but as we were approaching Easington we rounded a corner hit a pothole and there was a huge hiss. “I think we have a puncture” so we stopped and sure enough the nearside front had deflated. “We might be only 400m to the end of the section” but because the exact location of some of the TCs had not been given it could have been over ½ mile away, so as to prevent any other damage to the car we decided to change the wheel. The control was only 400m down the road, but as the section was slack the time loss was not as great as it might have been.

Next was Waddington Fell – a wide, fast road run competitively at an average of 30mph – what is the point?? – run it as a transport section. The next sections were a lot more challenging running through to Bashall Eaves, Hodder Bridge and then Kemple End. It was here that in cricketing terms I got the “yipps” – that is, you over-think a situation and instead of doing what seems natural, you cock-up – at Kemple End there are a number of roads joining the correct route in very close proximity with a 90 right thrown in for good measure – this is the heart of Lancashire so it's foreign soil to a Tyke, but even so I got a panic on and sent Jem down one of the side roads. If I had said ignore road in from right and two from left I am sure he would have kept on the right route. Anyway it didn't matter as it was clean, as was the last section which finished where the Primrose started, south of Longridge Fell.

Back at the finish at Salmesbury we were able to reflect on an enjoyable night's rallying and 13<sup>th</sup> was a satisfactory result considering we didn't really know each other before the event. At the finish there was some talk of the timing being a bit slack, and I suppose deciding the top six places on one competitive section is not ideal, but to be fair to Steve Kenyon and the GPMC crew, the rest of us had at least 3 dropped times and the dry warm weather was ideal for quick times, if it had been monsoon conditions like last year it would have been a different story. I still really enjoy this rally and I would like to say thank you to the organisers and marshals for making it happen. And as for my mother's 80<sup>th</sup> birthday knees-up – I think it went ok, I went outside into the garden and fell asleep.

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



# Garstang & Preston MC

## Memorial Rally

### 17/18th June

We put the entry in for the Memorial rally almost as soon as the regs were out. The trusty red Micra was going to be our steed for the night. However, things changed. The little red Micra had been running a little warm on the last event we had used it on (the Morecambe) and Ayrton had used the silver one on both last years Clitheronian and this years Primrose. I had taken the red Micra to Pendle Powerfest with no sign of overheating but then I was not thrashing it to within an inch of its life. Turns out the red Micra needed a head gasket, which as I write is being done, and the red Micra is going to be sold on. (If you want a cheep and good little Rally car then this is the one) So a new steed was required for the Memorial because I had stuffed the silver Micra into the Quarry wall when driving on the Wern Ddu PCA, so that was not available. The obvious answer (not to me it wasn't) was to take Rachael's car (Rachael being Ayrton's girlfriend). So with 2 weeks to go the entry was amended and we were going to be doing in a Toyota Celica 1800. With a week to go to the Memorial I popped round to check on progress. Not a lot had been done. The brake pads had been changed and a sump guard of sorts had been fitted along with a rally clock and an interior light. By the night of the Memorial a lot of interior trim in the rear of the car had been removed but that was it. No spots, Rollcage or Rally seats but we had got full harness belts and a poti plug.

We arrive at Myerscough College and go through Noise and Scrutineering with very little problems. Plot up the Quiets and Blackspots which look identical to last years so it appears that we could be doing the same route again with maybe an odd variation. Attend drivers briefing and note the amendments and after the briefing put those amendment on the map. I get chatting to other competitors and nearly miss my allotted time at MTC 0 to collect the route instructions (made it with just 20s to spare). Ayrton has gone walkabout so I get started on the route on my own and make a mistake (not that I knew it at the time. Will get to that later). Ayrton gets back and we get the route all down with lots of time to spare and it looks very much different to previous years, but what were all those Quiets about on roads (mainly the A 589 & A 683 Lancaster to Melling and Wennington) that we were not going to use? The route this year looks a belter and far more intricate than previous years. Should be a good night.

We are seeded at Car 12 so when Steve Cotton (Car 11) in the Toyota IQ sets off to go to TC1 we follow. Whilst awaiting our due time at TC1 we get chatting and I tell Ayrton that I am a little concerned that, other than my outing with Dave 'Ticker' Whitaker on the John Robson (where I was very very ill) I have not done a Road Rally since the Clitheronian and might be a bit rusty.

Depart TC1, turn right immediately and down past Duckett Farm, glimpse Louis Baines stricken car sat at the side of the road as we go past (less than half a mile from TC1. First left up to Claughton and then down to Walmsley Bridge, left again at Throstle Nest and left again down Brock Bottom. Straight on at the Junction and straight on again . . . Only it shouldn't have been straight on. We should have turned right then first left. Remember me saying earlier that I had made a mistake in my plotting, well this was it I had got TC 2 one tenth out but it seems that I was not alone. We met Steve Cotton coming towards us and quickly realised the error (I had put a ? Next to the marking for TC2 and had meant to check it with another competitor but forgot to do so! ) and turned around and chased Steve and Matt to TC2. Lucky it was a little slack and arrived with time to spare. Whilst sitting in the queue the MX5 of Dave Pedley also seems to have made the same mistake but instead of turning round turned left and carries on, missing TC2. The 'funny' thing about that is that Paul Buckel then followed him to the next control and Dave did not get a fail for TC2. I have rechecked the reference and it was my fault. I did say I might be rusty. Hope that's the last error from me and I doubt Ayrton will make any and if he does it will hurt



*Photos Courtesy of Joseph Gilbertson*



*Continued on Page 25*

## **G&PMC Memorial Rally** **Continued from Page 24**

Out of TC2 and up past Lower House and into NAM 1. I don't know who the Set Up Crew were but they obviously had not been told the same as us at the 'Drivers Briefing' as to how the Code Boards were supposed to be or if they had then totally ignored the instruction. Instead of 90° to the CB Board this one was 180° and really hard to read because you had to go past it to get the numbers & letters and had no light to see them with. This problem with Code Boards was a recurring theme all night long. The only thing that could be said in their favour was that it was the same for everyone. It all depended on how well you adapted to the unusual (and contradictory to how we were told they would be) placing of boards. Up to the difficult slot that is Tudor House and left and down the hairpins and then up Peddars Wood. Into TC 3 - Clean. At TC3 we are given a route amendment that takes us off the plotted route and avoids us passing Cleverly Bank Fisheries and onto TC 4. The bloke who owns the Fisheries has been a pain for several years and has previously blocked the road. Best to avoid going past him (even though it's a cracking bit of road, but it's always going to be a quiet anyway).

TC4 is just to the West of Forton Services. Out of TC4 and then right at T through Bay Horse and right up to Five Lane Ends. It's then onto a bit of road that has not been used in years. Dolphinholme has been blacked since the late '70s. TC 5 is just before Dolphinholme and it's quiet to TC 5. Still clean.

TC 5 to TC6 takes us up past Darren Atkinsons house and then over Abbeystead Fell to the NAM at Jubilee Towers. We arrive just as our minute man (Steve Cotton) is exiting and get the first code board with ease, however, we have great difficulty spotting where the second code Board was and do two laps before parking up to try & locate it (another Board at 180°) then hot foot it to TC7 and manage to arrive in the dying seconds of our minute. Still clean but it probably caused some of the Semi and Novice crews to drop a minute.

Turn right in Quernmore (pronounced Quo-mer), quiet, and into TC 8 at the bottom of what used to be Quernmore White. Out of TC 8 and over Littledale into TC9 just past Crossgill. Still Clean. Out of TC 9 and it's over Littledale with an odd instruction to go left at Cattle Grid on the top of Caton Moor. Spot the Marshal as we approach the Cattle Grid. I switch on my interior light and grab my board for the Marshal to sign. Unfortunately the light I have just switched on temporarily blinds Ayrton and he misses seeing the Arrow pointing the correct entrance to the Control and we have to back up to enter the control the right way dropping about 10 seconds or so. Out of this check and on our way. Ayrton knows this road (Haylotts) fairly well and we had hoped to catch Steve Cotton on here. We kept seeing his lights in the distance but never really got close enough. Steve can really peddle that 998cc Toyota Igo. Get to TC 10 and we have dropped 2m. 45s. Turns out this was the only real dropper of the night. A gentle run back along the A 683 to Caton and turn left, just past Caton to TC 11.

TC 11 to TC 12 is a fairly straightforward run with the exception of RC1 (SGW) which plotted at the junction next to the M6 at West View. Except the board was not where it plotted at the SGW. It was some 200 yds before the SGW. So we sailed right past it and had to turn around to get it. Steve Cotton must have done the same because we thought we had eventually caught him as he pulled away from the SGW as we arrived but it was because he had also missed that board too! The temptation was to follow him out of the SGW but common sense did prevail. I doubt that we were the only two crews to have the problem with that board. We arrive at TC 12 (on the junction where we normally turn left to Kit Brow Ford) still clean. Just a little run past Smith Green and Hampson Green to MTC 2 & 3 at Forton Services on the M6. Talking to fellow competitors at Petrol it appears that we were lying in 2nd place behind Myles Gleave. Myles has dropped 2m 42s with us 3 seconds behind and Matt Flynn is third on 3m 01s

Out of Petrol and turn left and then right at crossroads and the double left at Street to the 3m Control at TC 15. Two Nams to get as we go North East along Marshaw. At the junction leading down to Abbeystead we spot Pete Tysons Mini parked up with Neil Harrison out of the car. As we wait for our time we ask Neil if everything is OK. Apparently not. Pete is suffering from Mal de Driver and they retire.



***Photos Courtesy of Duncan Littler  
SpeedSports (Wales) Photography  
e-mail: duncclitz@hotmail.com***



## G&PMC Memorial Rally Continued from Page 25

Then we have to get three NAMS on the Trough and into TC 18 still clean. Could very well have been a whole different story. As we were approaching the last NAM on the Trough we caught a Spectator who promptly pulled off to allow us to Pass & partially blocked our sight of the board. Not sure we got all of this board. Get our time and boards signed for at TC 18 and its then Neutral to TC 19 at the Bottom of Lythe

Four NAMS going up Lythe to TC 21. Get to the control and we are sat in a queue waiting for three minutes. Lythe should always be a dropper but it was easily cleaned. TC 21 to TC 22 was also easily cleanable. TC 22 to TC 23 turned out to be a dropper but was cleaned by us, Myles Gleave, Dan Sedgwick, Steve Cotton, Tony Harrison, Mark Standen and Dave Whitaker. Everybody else dropped time including eventual 3rd O/A Matt Flynn who dropped 6s.

Neutral to TC 24. Right at Mewith Crossroads and left down Aysingill before turning up to Buffet Hill and then right at Keasden crossroads and over to Gisburn Forest. Eight crews cleaned the section to TC 26 and 7 crews cleaned the section to TC 28 although we arrived with just 15s in hand to then see the car of Paul Buckel/ Steve Butler parked up after sliding on the gravel under braking and hitting the Marshals car.

We knew we must be getting close to our minute man as we then made our way up Threap Green as the dust was still hanging in the air but it took an age to get up behind him and it was only near the end of Easington before he pulled over (as soon as we were close enough he pulled over - thanks Steve)) and we went past him and almost immediately we were into TC 29 three minutes early. So we left room and Steve slid back in front again. *(Spent all night trying to catch that little IQ)*

Not far to the finish now. Just Waddington Fell and then down Rabbit Lane and through the Neutral at Bashall Eaves. Except I wrong slot Ayrton on Rabbit Lane and end up going down the white to Page Fold. Much swearing and we whip it round and back on the correct route. Still clean it to TC 32 despite that indiscretion by me.

Only got Kemple End to do now. TC 34 isn't where its supposed to be and our due time there comes and goes and we still have not come across it. Really giving it some gas as we eventually come into the control. Ask Ian Farnworth (marshalling at the control) which control he was. TC 35 he says. I then say have we missed TC 34 or was it missing? Missing he replies. Phew!! Was starting to worry then.

The Celica ran very well all night. Ayrton continues to try and kill me two or three time per event. I dont know if its because Ayrton has removed a lot of weight from the rear of the Celica but it was like sitting in a rear wheel drive car. We were sideways at most bends. Felt really weird - a front wheel drive car with ambitions to be a rear wheel drive car,

Thanks to Ayrton for another exciting ride. Sorry about the cock up near the end (and others!). Thanks to G&PMC. Best result for many a year for me but you had the opportunity to punish me when I made errors and you didn't take them. Too many cleanable droppers and the silly code boards were annoying

The marshals had a warmish, dry night and thanks to you all. Hope I said thankyou at the time. If I didn't Sorry and thank you now

Chuffed to bits with 2nd O/A but it's a pity that it all came down to one section. If you got that one wrong then there were very few (no) opportunities to make it up! **BUT . . Three bloody seconds !!!!!**  
**Why oh why did I switch my light on on Haylotts!**

All the chat at the finish was about what a good route it was, the Slack Timing, Codeboards and how did Danny Cowells Subaru pass the Noise Test or why some marshal had not pulled his Time Card (it was very, very loud)

**Maurice Ellison : Clitheroe & DMC**



**Photos Courtesy of Duncan Littler  
SpeedSports (Wales) Photography  
e-mail: duncclitz@hotmail.com**

### Top Ten

1	Myles Gleave /James Chaplin	2:42
2	Ayrton Harrison/Maurice Ellison	2:45
3	Matt Flynn /Rob Bryn "Chicken"	3:07
4	Dan Sedgwick /Sam Ambler	3:09
5	Steve Cotton/Matt Broadbent	3:10
6	Tony Harrison/Paul Taylor	3:11
7	Mark Standen/Peredur Davies	3:33
8	David PedleySteven Warrington	3:47
9	Dave Whitaker Terry Martin	3:50
10	Jon Bossom/Shawn Hughes	3:59





## BCCC lead for Birchall as season reaches mid-point

At the halfway point of the Britpart MSA British Cross Country Championship Burnley's Justin Birchall leads the title race on 248 points ahead of Adrian Marfell (224) and Ryan Cooke (211).

The championship started in April at Myherin in Wales. 2016 champion Martin Gould got his title defence off to the best possible start with a win in his Buxton 4x4 Rivet. Birchall overcame an engine fire to grab second place after a day two charge in his Lofthouse Freelander and Marfell took his former French title -winning Fouquet to third on his BCCC debut.

Radnor forest was the setting for round two and it was again Gould who was victorious despite Birchall setting the pace early in the event. Birchall had to settle for second with Ben Duckworth completing the top three in his Milner LRM-1 despite a few issues with the engine cutting out.

The title battle headed to South West Scotland for round three with an event at the very tough Forrest Estate venue. Gould was quickest initially but major engine problems forced him into retirement. A blown rear diff couldn't prevent Birchall from taking the win. Marfell was second and in third was Lee Mansfield who was racing a Milner R5. Mansfield last competed in the BCCC ten years ago and, up to a few weeks before the season start, the Milner he is racing had languished in a barn for several years.

In the National B BCC Trophy championship there have been different winners in each of the events. Simon Adams won in his Can-Am Maverick at Myherin, Joe Quirk took his Yamaha YXZ 1000R to victory in Radnor and Paul Rowlands won at Forrest Estate. Rowlands heads the leaderboard on 246 points and, after scoring good points on all three rounds, Jon Damrel is in second on 225.

Running alongside the BCCC and BCC Trophy is the Freelander Challenge. This is for mostly standard Land Rover Freelanders. Blackpool and South Shore MC's Pat Masters won the Challenge title last year and he's made a good start this season with two wins in the three events. Masters has 166 points, 33 ahead of second placed Ian Morson. Graham White, who has one victory this season, is in third on 110.

The next round of the BCCC is in Ceri forest in on 22/23 July with the remaining rounds at Bovington in Dorset and Walters Arena in South Wales.

**For more information on the BCCC please visit**

**[www.msabccc.co.uk](http://www.msabccc.co.uk) or [www.facebook.com/msabccc](https://www.facebook.com/msabccc).**

***Report & Images Courtesy of Songasport***





# Welsh Marches Mini Epynt Stages

Sunday June 4th 2017

Probably the best small rally in the country, IMHO, and the best way to get into rallying over the ranges. Ten stages, 45 stage miles and about 10 road miles, with no recce for £220.

I hadn't planned on doing it this year, but my mate Paul Culverwell from the midlands, who's just finished building a Honda S2000 powered Darrian, talked me into it, this was to be his third rally in the new car, having finished 9<sup>th</sup> o/a at Caerwent and 3<sup>rd</sup> o/a at Woodbridge.

We had Neil Weaver Motorsport servicing for us, and Damien Cole in his tasty Mk2, he was after the win, we would be happy with a top ten. First car away at 9.00, a run out to Dixies and down the dirt track, to SS1 at the wind sock.

As we left the service area on full slicks, the heavens opened, cant go back to change them, we will have to take it steady for two stages, before the next service, its really chucking it down as we enter the control, same for the rest of the top thirty though, 2L + 2L/c 130 HPR. And Simon Chapman is off on the HPR, into the gate! (see Photo below) We cant get any traction, braking is a nightmare, we are through the quarry C40 4L, and we are in the ditch, Paul keeps the power on, amazingly we get out, that's a first for me on Epynt, SS2 we take off at Barton's jump, (the one where me and Roger had a big moment 3 years ago) but doesn't land well, suspension feels to hard. Back to service, and I mention my concerns about the suspension, to Paul and Neil, fuel and tyres and back out for SS3/4 a repeat of the first two, were 40s quicker on the inters. SS5/6 no dramas, the rain is starting to ease off, but were still in inters.

SS7. There a delay, three cars off on the stage, and its starting to dry out now, again a clean run, Paul is starting to push a bit now, we've even used 6<sup>th</sup> gear. SS8. Down the steps, through the quarry, and up past the tank. We turn SqR Lg FI L + Lg FI1L/C @ tree.

Car goes light over the crest, we land on the bump stops, car is snaking down the road, we are on the grass, front end hits a tree, spins us round, we go up a grass bank, hit another tree, and land in a field, still going backwards, I'm waiting for another impact. We come to a stand still, about 150m off the road, no spectators, they are back on the SqR. I'm in pain, Paul's in pain, I try to get out, but the door is jammed shut, and no chance of getting out of the window, Paul eventually throws himself out of the car, and is lying on the floor, SOS board out. Ten minutes later, doctors and ambulance crew are attending to Paul, I'm a bit bruised and battered but okay. They take Paul to hospital, and I wait for the recovery.

Paul was out of hospital that night, but off work for two weeks, car was a mess, and probably needs a new tub, but it could have been a lot worse, thank heavens for our Hans devices. Massive thanks to the medical team, marshals, ambulance and recovery team.

Photo Courtesy of Geoff Bengough



**Terry Martin : Clitheroe & DMC**



# Gemini Communications Motor Sport Team

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

Newcomers Always Welcome.

Give Bill Wilmer a Call

07973-830705

w.wilmer@btinternet.com

MOTORSPORTS ASSOCIATION SAFETY

MEDICAL FREQUENCIES

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Administrator - Bill Wilmer

MSA Approved Regional Radio Co-ordinator:

For North Wales, Cheshire, Greater Manchester,

Lancashire, Merseyside & Salop:

Serving Motorsport for 52 Years



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	Almost Full
Sweetlamb	Full
Hafren	Half Full
Gartheiniog	Full
Dyfi	Available
Dyfnant	Available
Cholmondeley	Full
Aberhirnant	Available
Brenig	Full
Alwen	Full

## Golden Microphone Trophy

2017

G 23	IAN DAVIES	60	points
G 25	CHRIS WOODCOCK	40	points
G 04	IAN WINTERBURN	30	points
G 17	ROBIN MORTIBOYS	30	points
G 21	DEREK BEDSON	30	points
G 55	STEVE & MATT BROADBENT	30	points
G 01	BILL WILMER	20	points
G 02	GRAHAM COOKSON	20	points
G 11	MARK WILKINSON	20	points
G 13	STUART DICKENSON	20	points
G 27	ROGER SCHOFIELD	20	points
G 31	DUNCAN STOCK	20	points
G 37	LEE SKILLING	20	points
G 50	DAVID PEAKER	20	points
G 57	JAMES ATKINSON	20	points
G 65	BRIAN EATON	20	points
G 56	TONY JONES	15	points
G 03	LES FRAGLE	10	points
G 09	KEITH LAMB	10	points
G 12	CHRIS JARVIS	10	points
G 14	ADIAN LLOYD	10	points
G 28	ANDREW TAYLOR	10	points
G 32	BRYAN FLINT	10	points
G 33	JOHN ELLIS	10	points
G 48	PETER LANGTREE	10	points
G 51	GERRY MORRIS	10	points
G 58	GEOFF INGRAM	10	points
G 59	MAURICE ELLISON	10	points
G 62	COLIN EVANS	10	points
G 24	PAUL HENRY	5	points

## Previous Championship Winners

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



# Gemini Communications : 2017 Events Calendar



## Enville Stages

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

Warrington DMC

Ty Groes, Anglesey

## Greystokes Stages

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

West Cumbria MSC

Greystoke Forest

## Stage Timing

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

Darwen Services J4 M65

tracey.amsc@hotmail.com

## Gareth Hall Memorial Rally

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

Bala & District MC

Trawsfynydd Ranges

## FIRE TRAINING

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

Darwen Services J4 M65

tracey.amsc@hotmail.com

## Wales Rally GB

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

I. M. S.

WRC Round North Wales

## Neil Howard Memorial Rally

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

Bolton le Moors Car Club

Oulton Park

## Glyn Memorial Trophy Stages

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

C and A MC

Ty Groes, Anglesey

## Hall Trophy Stages Rally

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

Clitheroe & DMC

Blyton

## First on Scene

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

Darwen Services J4 M65

tracey.amsc@hotmail.com

Gemini Awards Presentation

?? Dec

The Dressers Arms



## BIKE RIDE Events

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

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

### Manchester to Liverpool Bike Ride

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

40miles, Manchester to Liverpool

### Manchester to Blackpool Bike Ride

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

60 miles, Manchester to Blackpool

### Peaks Bike Ride

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

Ashbourne, Derbyshire

### Manchester to Nantwich Bike Ride

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

Manchester to Nantwich & Return 100 mile Ride.

# Radio Mutterings

After a very hectic previous month of multiple rallies, June sees at least for me a lessening of the pace and a single bike ride event, the Manchester to Liverpool in aid of the NSPCC. Starting at Salford Quays with a choice of three routes, the event then snaked it's way to finish in the historic Croxteth Park in Liverpool. For me I'm allocated post 15, a key part of the route nine miles out in Partington where the riders turn left for the short route and straight on for the medium or long routes.

Like rallies it's an early start to be on the junction for 06:55 and about half an hour later Tony and the 'route opening' car makes an appearance. I'm informed that the first riders are about twenty minutes behind him, in fact the first riders arrive with me at 07:37 taking the long route.

Unlike rallying as well as the radio points, marshals and first aid we have on the event a small number of motorcycle bike marshals a very useful flexible resource that can be deployed along the route to incidents and trouble shoot problems as they occur. Today it's a burst water main that has the team working with Stuart in Radio Control to understand the challenge posed to bikes by the new water obstacle.

The riders are a friendly lot and there are plenty of shouted queries "which way mate" and "thanks for marshalling". Bill wanted someone with 'brains' on the junction and at times my work is cut out as riders circle the next roundabout looking for the route, a bit like lost rally cars on a single venue at the split junction !. About an hour in Stuart in Control calls to advise me that Tony is returning to my junction with a "present" for Bill ?. The mystery is solved when Tony arrives with two packs of gearbox oil, apparently Gemini One has sprung a leak !. Mechanical maladies hit bikes just like rallycars and a sorry looking rider 517 pushes his bike forlornly back into my junction with a front puncture, with no spare onboard I'm forced to radio control and seek one of the pickup 'recovery' vehicles to come and pick the rider and his bike up to take them onto the nearest rest halt where a mechanic can be found.

Perhaps the funniest sights are a caveman on a bike and several rather large gentleman wearing pink skirts and angel wings !. However what really makes me chuckle is the tandem bike that arrives with the front half shouting straight on and the back half shouting turn left, with somewhat inevitable results !!. After more or less safely ensuring that everyone passes through the nine mile route split I am stood down by Bill at round 11:05 and make my way home after an enjoyable yet different Sunday morning and at least it didn't involve any XXX politics !!

***Ian Davies Gemini 23.***

An Irishman was very overweight, so his doctor put him on a diet. 'I want you to eat regularly for 2 days, then skip a day, then eat regularly again for 2 days then skip a day ... and repeat this procedure for 2 weeks.

The next time I see you, you should have lost at least 5 pounds.'

When the Irishman returned, he shocked the doctor by having lost nearly 60 lbs!

'That's amazing!' the doctor said, 'Did you follow my instructions?'

The Irishman nodded: 'I'll tell you what though, I taut I were going to drop dead on dat tird day.'

'You mean from the hunger?' asked the doctor.

'No, from the bloody skippin!'



I bumped into an old school friend today. He started showing off, talking about his well paid job and expensive sports car.

Then he pulled out a photo of his girlfriend and said, "She's beautiful, isn't she?"

I said, "If you think she's gorgeous, you should see my girlfriend."

He said, "Why? Is she a stunner?"

I said, "No, she's an optician."

A little old man shuffled slowly into an ice cream parlour and pulled himself slowly, painfully, up onto a stool.. After catching his breath, he ordered a banana split.

The waitress asked kindly, 'Crushed nuts?'

'No,' he replied, 'Arthritis.'



# I might have got things a little bit wrong in last months issue

You might remember the short bit about the Morecambe Rally being cancelled.

When I emailed Derek Shepherd to check if the Morecambe Rally was postponed or cancelled he emailed me back and that email contained the following statement **'the lack of response from DC for the whites'**.

On the 17th of May I sent a proof copy of the little bit about the Morecambe Rally to Derek (*I do that with all contributions just so that any errors can be corrected*) and did not receive any corrections. So I thought I had got it right and published the following **'Due to a poor response from District Councils regarding the use of the whites on map 97 the Morecambe will not run in 2017'**

Two hours after I had sent out the June edition of Spotlight I had a thought . . . **DC** might not mean District Council! It might be the initials of the previous Clerk of Course of the Morecambe Rally : Danny Cowell.

So I apologise to the District Councils that I maligned . . . . However . . . .

## Whites . . . let's get them useable again

It seems to be a little known fact that most whites we use on night rallies are actually ancient highways which the local authority under the Highways Act 1980 are legally obligated to maintain to a usable standard.

So with this information in mind . . . . Poppy White, Selside, Sandbeds, Melling, Cantsfield, Over Leck and Gunnerthwaite are all publicly maintained roads, worthy of the same attention as the main street in your local town.

Now if you have a pothole outside your house, you ring up the local council and they send a man to fill it in.

Why can we not use the same logic on whites?

Let's flood Lancashire County Council, Council, Cumbria County Council and North Yorkshire with requests to make these roads useable again. So the sport of night rallying can survive and flourish again resurrecting some of the old names of years gone by.....

### In this modern age of the internet we can log faults on websites.

So pick a white from years gone by like the Sandbeds near Greyrigg, used on many events in the "good old days".

Let's highlight that these roads are used and are now impassable in a standard vehicle, require regrading and maintenance for the general public to use them again.

If we all team together perhaps we can prevent events like the Morecambe disappearing into the history books.

### Cumbria Highways Have a very user friendly online system for logging faults

<https://www.cumbria.gov.uk/roads-transport/highways-pavements/reporting-problem-on-highway/WDM/default.asp>

### Lancashire system again very easy to use

<http://www.lancashire.gov.uk/roads-parking-and-travel/fault-reporting.aspx?coords=&type=default>

### North Yorkshire is a bit more of a pain to use as you need to register for a log in.

<http://www.northyorks.gov.uk/article/25215/Potholes-and-road-condition-issues>

### Emails and Letters are powerful tools as the local authority will have to respond to you in writing.

So write an email about a specific white and see where you get.

Sandbeds is possibly passable in a tractor

Melling white is as rough as the preverbal bears backside these days but I can remember it when it was smooth

### Lets Get those Whites back in use

The white roads with red crosses are classed as a "BOAT", which is a Byeway Open to All Traffic. (Sandbeds)

A White road with red dots are classed as a "Other Route With Public Access" (Melling)

So both are maintained highways which cars are allowed, also note any blue signs which say Road unsuitable for vehicles, is for information only and has no legal clout.

## Grumpy Old Git

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





# Warrington & DMC



# Wigan MC



## Grass Roots Motor Sport

## TATTON PARK SHOW 4/5th June



**Warrington DMC & Wigan MC** joined together to display club members rally cars from several clubs in the North West on the Warrington & DMC Club stand at the Tatton Park show

Wow! . . . Fantastic weekend at the Tatton Park classic car show what a great turn out for the north west and north wales car clubs. Without all you guys and girls this would not be possible . Thank you giving up your free time and bringing your cars along and sit in the sun and talk about rally cars all day and to promote rallying and Motorsport in the north west and Wales . For me what made it special is we had cars and drivers from novices to top flight WRC car drivers all interacting with the public and bring new people to our sport .

I must say for a group guys and girls to take a great selection of rally cars some battle damaged to a to a prestige classic car show and come away with 3rd overall for Best Stand and 1st Overall Japanese car now that's an achievement and it's what we do best we make the best of what we have .

**I would like to say a big thanks to you all**

And the most important member (for looking after us all with food and drinks on her Birthday weekend) Lynn Jones





# DMACK 17

## Carlisle Stages Rally

### Disappointment for Tommi in Kielder



## Grass Roots Motor Sport

Tommi Meadows suffered another early retirement last weekend on the DMACK Carlisle Stages, based in the treacherous Kielder Forest Complex.

The Carlisle Stages was to be the Clitheroe teenager's third ever forest rally, running within the 1400 series of the BTRDA Championship. Meadows and co-driver Ian Oakey have enjoyed success on the Somerset Stages, before rolling out of the Plains Rally on the first stage. After a superb effort to rebuild the car in time for Carlisle by Gareth Hooper Motorsport, the plan for the event was simply to make it to the finish and gain valuable experience.

The Ford KA crew struggled to find a rhythm through the first stage in Ash Park, with poor visibility and slippery conditions adding to the challenge. "Things just didn't feel right from the start - it's the first time I have driven the car in the wet and I was really struggling to keep it in a straight line," said Meadows.

Things went from bad from bad to worse when the car cut out and wouldn't restart at the arrival of stage 2. Despite attempts at repairing the stricken KA, by the time the chase vehicle arrived it was too late as the crew had already gone OTL and were out of the rally. The issue was later diagnosed to be a faulty alternator. "It's really disappointing to be on the retirements list again so early on in the event, especially as I've not had the chance to get some proper experience on these unique stages" explained Tommi. "I'm sure everything will be sorted in time for the Nicky Grist Stages in July - the car has a lot of potential, and when we get it working properly it will be interesting to see what we can do!"

**Tommi Meadows : Clitheroe & DMC**

What a day taking part in the Myerscough College open day PCA for the first time. The day started off with a few laps in the morning, trying to remember which way to go, which proved a little difficult at the start. Once I got into it, I had a great day still getting used to the newly built car, which has only done the Lee Holland memorial stages at Anglesey until now. The day gave me an opportunity to get some time in the car before the Solway Coast stages in August. After the problems we had at Anglesey, winning the all forward autotest gave me more confidence in the car and more of a feel for it, even if it was only a bit of fun.

Throughout the day, we took passengers out in the cars, still being timed and competing in the auto test. The mini was quite popular with the passengers and both the kids and adults really enjoyed it, after they got over their nerves of getting in a car with me

The day gave the public a brilliant experience, which many had never had before, and a taste of motorsport whilst showing what the sport and Clitheroe motor club has to offer. Obviously, thanks is due to everyone from the motor club who organized the autotest and helped it run smoothly.

**Jack Hartley**  
**MiniSport | Clitheroe & DMC**



**Myerscough College**  
Providing opportunities for all

## Myerscough College Open Day Auto Test & PCA





# Frank Williams Memorial Stages

## Trawsynydd Ranges

The day started early for me and my team with a drive from our base camp in Machynlleth.

With a 35 mile trip ahead we arrived in good time to meet up with another colleague who works as a radio operator (call sign summit 5)

We all went to sign on at the signing on point and found out what post we would be manning.

After signing on, and picking up the goodie bags, we then followed the route of the course to our post. Radio checks done.

Then the safety cars did the run through stage 1 to check all is well that all went off without a problem. Then the course car came round and did his run all was well. Then the all clear was given for the rally to go.

So it all began cars running at 30 sec intervals All went well and the day got off to a great start. Stage after stage racked up with plenty of action to be seen from our vantage point we could see the start area and we could watch the cars run down the valley to the stage finish/ start down in the valley. Cars dropped by the wayside.

The rally continued so we watched as the cars came back and forth, then came the 12th and final stage of the day. First passed was 000 then 00 then next the course car 0 started his run and we heard him coming on fast. He blew passed us and hit a series of corners pushing hard.

Then it happened. He hit some loose grit and his car stepped out on him and he beached his car onto some tyres. Me and one of my team ran over helped by a couple of other marshals.

We worked hard to get him free. I was advised rescue unit was on way to assist. My team mate saw a chance and we pulled tyres from underneath the vehicle. I ask the guys to give the car a shove on my command. The rescue vehicle appeared so I said push we managed to get car 0 off the tyres, much to the delight of the rescue crew. We waved car 0 onward and then he did the same further along the course, but not as bad.

So he got off course and stage 12 ran without major incident. So that ended the 2017 running of the Frank Williams memorial stages.

**Barry Hewitt**

**Blackpool South Shore Motor Club**



*Photos Courtesy of Hairpin Media*





# Inter Association AutoSOLO & AutoSOLO/ PCA/ Autotest

boundless  
CSMA

18<sup>th</sup> June 2017

The organizing team from Boundless by CSMA returned to Lymm for their 10<sup>th</sup> consecutive year and 2<sup>nd</sup> event this year at this popular venue.

In addition to being in the various ANWCC and SD34 championships this event was also a BTRDA round and hosting the Inter Association AutoSOLO on behalf of ANCC.

The multi permit event had National B & Clubmans AutoSOLO, PCA and a Nat B Autotest included, all using the same test setup with the Autotest having different tests. A total of 50 competitors signed on in anticipation of an interesting day.

A total of eight teams were entered for the I/A from 5 Associations.

The quality field included current top 3 BTRDA contenders, most of the ANWCC championship field and other well known faces including Nick & Dan Darkin, John Fox and Mike Sones. This had the makings of a very competitive event.

Teams in the I/A had some likely contenders.

**The Welsh team** included Neil Jones and Howard Morris who convincingly won Nat B and Clubmans categories at Lymm 5 weeks earlier. Neil's brother Darren was a dark horse competing in his first AutoSOLO!

**West Midlands** fielded Nick & Dan Darkin alongside Jamie Yapp whose pace in the Nova is well known. On this occasion the Nova was unavailable, the standby Clio would be in the wrong class so Jamie had to substitute a Golf R. He claimed it would be uncompetitive because it was too big, turbo lag, with 4WD it would bog down etc, etc ..... Time would tell. At least he was close to the ethos of the regular, unmodified, daily use driver that AutoSOLO's are all about?

**Central & Southern** had current BTRDA leader Alan Wakeman with the rapid pairing of John Fox and Kevin Hardman sharing John's Mini.

**North West** had past championship winners and current front runners Steve Mather, Andy Williams and Steve Kennel. They also fielded a Junior team and a team of over 65's!!

**Two teams from ANCC made up the 8.**

The fun started at 10AM with 4 runs at 2 tests back to back.

First run at test 1 gave first blood to Neil Jones in his MX5 but only by a tenth to Dan Darkin. Jamie realized how much of a handicap the Golf was going to be by being two tenths behind Dan!!

To paraphrase Shakespeare ... 'the lad(y) doth protest too much, methinks' !!

First run at test 2 went to 16 year old Scott McMahon in his Micra showing the promise of our Juniors. Neil managed to pull 1.7 seconds out of Jamie this time, the 'huge' Golf obviously less suited to this test.

Obviously this contest was going to be fiercely contested.



*Jamie Yapp*



*Neil Jones : winner O/A*



*Nick Darkin*

*Continued on Page 37*

## Inter Association AutoSOLO Continued from Page 36

The rest of the morning tests had a familiar story. By lunchtime Neil had taken 6 out of 8 test victories with 2 to Jamie and was just 2.9 seconds up with Steve Mather a distant (!! ) 2.1 seconds further back . It was no takeover by these three as on all tests only 2 seconds typically covered the top 8-10 contenders with the same names consistently appearing in this group namely both Darkins, both Jones (Neil's brother Darren), Alan Wakeman, John Fox, Steve Mather, Steve Kennell and Scott McMahon.

The longer afternoon test had a greater spread of times but by then many were tiring in the 30 deg temperatures. Neil took 2 out of 3 tests in the afternoon although Jamie drove a blinder on his final run of the day to pull a whole second back!!

The competition was so close on this event that any errors hurt as all runs count ie no dropped scores. Steve Mather collected a penalty on his very last test cruelly dropping him from a creditable 3<sup>rd</sup> to 6<sup>th</sup>. John Fox & Alan Wakeman both had an early cone penalty which cost them 4 places in o/a results and class placings.

**At the close of competition at 3PM, after 11 tests Neil Jones came out a worthy winner but only by 4.6 seconds from the 'lumbering' Golf of Jamie Yapp.**

Dan Darkin took 3<sup>rd</sup> another 7 seconds behind. Now he has mastered the MX5 he is back to beating Dad Nick, albeit only by 1.5 seconds.

Neil's brother Darren had a superb result in 4<sup>th</sup> in a 1200 Nova with Nick Darkin and Steve Mather 5<sup>th</sup> and 6<sup>th</sup>.

John Fox, Kevin Hardwick and Dave Robinson battled Mini honours with just 4.9 seconds between them.

Just 1.9 seconds covered 3<sup>rd</sup> to 6<sup>th</sup> place!! What a tight event this had been.

The combination of speed, accuracy and crucially, consistency proved to be the winning formula. On test site 1 Neil had 3 times out of 4 within 0.7 sec, test 2 all four within 0.8 sec and test 3 all within 0.4 sec and his brother Darren was very similar. These Jones brothers are ones to watch.

Most of the other top drivers showed similar consistency but ultimately none could match Neil for raw speed.

**In the I/A the 3 class winning and 2nd, 3rd & 5<sup>th</sup> o/a performances of the West Midlands team meant they took the magnificent new trophy home.**

Howard Morris couldn't match the pace of the Jones brothers in the Welsh team on the day .

After a total of 33 tests the West Midlands winning margin was just 14.7 seconds from the Welsh, with Central & Southern team a further 20 seconds adrift, John & Alan cursing the penalties collected in the morning.

**The Clubmans AutoSOLO proved to be equally competitive.**

Joe Smart came to Lymm for his first time having 'discovered' AutoSOLO at Preston MC. He won but was just 0.3 seconds ahead of Sam Self who was hugely entertaining throwing his Nissan 200SX drift car around with impressive skill. Just 3.4 seconds covered the top 5 cars.

**There were 3 entries in the Autotest and they had a superb battle. The improving (and new to BTRDA) Dafs Roberts was delighted to beat Colin Moreton with Dave Goodlad in 3<sup>rd</sup>.**

**The PCA was won by 14 year old Lwi Price Edwards in a stunning Fiat 128.**

The day proved to be a celebration of AutoSOLO with competitors from across the country, 4 different class cars in the top 5 yet just 13 seconds apart, youngsters competing head to head with Dad's and a few Autotesters joining the fun.

By 4PM, after 3 different tests, and 11 timed runs each in 30 degree heat, the 50 weary competitors were on their way home, hopefully for all the Dad's to enjoy some Fathers Day treats.



*The winning Inter-Association Team*



**Graham Maxwell : Clerk of the Course.**





## Grass Roots Motor Sport

### Boundless by CSMA Lymm Truck Stop June Team Event

I arrived at Lymm truck stop with my uncle ready to drive once again. It was a sizzling hot day so we had to cool down the mini as best we could before driving. We unloaded the mini and then went to sign on, I got a red shirt for coming and so did every one else, ( I am surprised they didn't run out of shirts there were that many people there.)

I drove around to scrutineering to get checked over to see if we were able to race. My uncle was in the first group, all the groups were set into groups 1-3 A and B. I was in group 2b since we needed more time for the mini to cool down before it was to get thrashed about again.

In between runs we had to push the mini in the queue and along to the start and then we would start it up. On the final drive of the morning the mini wasn't a very happy bunny and decided to give up and the starter motor came loose. We needed a bump start across the line.

After I drove I had to go marshalling again, whilst my uncle and dad searched for the problem. They noticed the starter motor was on a bit strange, it turned out it had worked its way nearly off the engine altogether. I was driving in the national b so I wasn't expecting a great position, it was 26 out of 31 overall.

Another great day at Lymm, can't wait for next auto-solo at Darwen.

**James Robinson age 14**



## Liverpool Motor Club Summer Sprint

Aintree  
24th June



*Graham's FTD*

With a pretty poor weather forecast ringing in my ears I set off to Aintree under grey clouds and fearing the worst. However, things were not as bad as forecast and we even saw blue skies and sunshine. There was a good entry, however we again had several no shows, withdrawals etc leaving 131 runners.

Kicking off the timed runs were two Standard Car classes. In the Up to 1400 class the class record holder Chris Smith led throughout whilst both the Brogden's (Fiat Seicento) set personal bests in their pursuit of the fleet MGZR. In the two-litre division class record holder Paul Gorge had a Flymo moment at Beechers on his first run but recovered to take the win with Colin Smith second and Doug Gorge third, each in a Clio.

It was then the turn of the modified Road Going classes. In the 1400 class David Taylor in his Morris Mini Cooper S took the win. In the two-litre class Nigel Trundle (VW Scirocco) fought back from second spot on the first run to take the win from Keith Minshull (Pug 306) and John Earley (Clio's). Class 1D was a Mazda MX5 field trip. David Brown led throughout with Peter Brown and Phil Howarth equally comfortable in second and third. In 1E we 'lost' Aaron Perrot in his Aston Martin Vantage when the car broke down en route. Robin Grimwood (Porsche Cayman) was the class act leading from run one and finishing well clear of Heath Briggs (TVR Chimera) and Andy Williams (Saab 9-3 Viggen Convertible). Phillip Wood took the class win in 1G for the Elise cars but was pressured all the way by Steve Wilson.

In 2A for the up to 1700 Kit Cars the tyre smoking Martin Walker took the win in his Toyota powered Westfield whilst Bill and Carol Stevenson were second and third in their Crossflow powered Westie. In 2B Nigel Fox took a solo win.

**Continued on Page 39**



## Summer Sprint : Aintree Continued from Page 38

Into the Modified classes and it was kicked off by the 3B two-litre runners. Andy Larton led throughout in his 106 but just couldn't break the 50 second barrier, meanwhile Ian Johnson in his Polo came home second 2.2 seconds in arrears. In 3C Andy Davies took the win in his experienced BMW M3 whilst Stephen Norton and Colin Duncalf battled for second in their shared turbo diesel MG ZS. In 3E Paul Trill's shrill Mazda RX7 took the win with Emma Williams second in the Nissan 350Z ahead of co-driver Lee Scragg. In 3G for Kit Cars with car engines the Dynamic Duo reigned supreme. Garry Bunn and Derek Hodder, fresh from their trip to Le Mans, were 1-2 separated by just 0.04 of a second. John Hoyle, who only took two runs, came in third ahead of Chris Griffiths and Graham Frankland in a Westfield clean sweep. In 3H for the motorcycle engine powered Kit Cars I predicted a Riot. Chris Boyd with the Busa powered Sylva took the win with Bob Bellerby second in his Yamaha R1 powered machine.

Into Sports Libre and in 4A David Large took a solo win in his Radical PR6. In 4B Robert Tonge in his Radical SR8 took a solo win breaking the class record that had stood for nearly 5 years after David Marshall's Gardner Douglas Lola T70 replica expired during practice.

Into the Racing Car classes and in the 1100s there were just two runners. Ray Forward had his Mk 6 Jedi which he normally circuit races in a faux Ferrari livery and went faster on each successive run however it wasn't enough as Aintree regular Eve Whitehead was on fine form. Eve lowered her PB and won the class by well over a second in RBS8, a fitting tribute to her late father. Just 4 Formula Fords were entered and despite the normal depth of the class the competition was tight with the top three covered by less than a second. Geoff Ward once again won whilst Keith Rogers and Phil Perks took second and third ahead of Graham Curwen. The 1600 class was somewhat lopsided; Colin Birkbeck in his turbocharged Force PT took the win well clear of Ray Stockton who did set a new PB in the process. Glyn Sketchley took a solo win in the two-litre class with his turbocharged Force PT although on his third run the boosted Busa engine started to sound very rough and he called it a day. In the unlimited class John Graham was still not 100% at home with the up-rated Gould however he did take the class win and set FTD in the process, just over a second outside the outright circuit record. Graham Blackwell set a PB and also finished as fourth fastest overall in his Mygale EcoBoost despite a second run hiccup when the car swerved to the right at the 64-foot timing line.

Next it was time for the Classics and a smaller than usual entry in both classes was disappointing. In the Road class Alan Wilson (Healey 3000) again took the win finishing ahead of Simon Cooper (Anglia) and Trevor Jackson (Mini). In the Racing class Malcolm Evans (Mallock) took the win whilst Rod Stansfield (Elva) set a PB in second and the Vintage boys were third and fourth.



*Photo Courtesy of Brian Taylor*



*Photo Courtesy of Brian Taylor*

**Continued on Page 40**



## **Summer Sprint : Aintree** **Continued from Page 39**

Then it was the turn of the Invitation Classes. Just four of the Reliants turned up, all powered by the Nissan 1.8 Turbo engine. Stephen and Josh Oakes only took two runs apiece in Josh's everyday car which left Stephen Cork to take the class win ahead of Josh and then Stephen with Peter Smith fourth.

In the Lotus 7 Club Speed Championship classes there were some close battles. In Class One Paul Boston took the win but was hounded all the way by Clive Marsden. In Class 2 Paul Collins just kept ahead of Graham Howard who recovered to second after Richard Abraham had pushed him to third on the second run. In Class 3 Richard Price, Michael Calvert and Phillip Matchwick were covered by just 0.20 of a second after the first runs before Price eked out his lead on the fourth and final run. In Class 4 Phil Cook took the win well clear of Jon Davies and Charlotte Johnston before John Caldicott took a solo win in Class 5. With the husband and wife team of Shaun and Gill Elwell moving up to Class 6 the outcome would be interesting; Shaun took the win with Graham Denholm second and Gill third and closing.

Into the Luffield MG Car Club class and the 10 entries had four shared drives so they got a tad mixed up with the subsequent classes. Emerging from the 'chaos' came Andrew Wolf in his racing MG Midget whilst Nick Arnold and Graham Cherry in their shared MG ZR160 were second and third, all three covered by just 0.17 of a second. Worth noting the whole of the class was covered by just 3.4 seconds!

The Morgan Sports Car Club were next and on Scratch and handicap Simon Baines took the win with a new class record, in fact he broke his old record twice. Second on handicap was Paul Clarke and third the highly successful John Stephens who matched his handicap to the hundredth of a second!

Just Two Triumphs turned up for the Revington TR Register class and it was the elderly TR3A of Hamish Roscoe that took the win ahead of the TR6 of Martin Paine. In the Jaguar Drivers Club class Jim Scarratt in the supercharged XKR led after the first run although Anthony Taylor was handicapped when the bonnet of the Aristocat XK120 Replica flew off. Taylor then took the lead on his second run thanks to copious amounts of tank-tape which held firm through runs three and four!

The TVR Car Club contenders were next and it was David Barrowclough who took the win leading throughout. Richard Bream took second and Jo Briars third in a Chimera clean sweep. The final class was for the Pre-War Austin Sevens in the Bert Hadley Memorial Championship. The Road and Racing cars were combined and it was Paul Geering in the racing Pigsty Special who took the win with Gerald Mullord second in his Hamblin Special.

Once again Liverpool Motor Club had excelled giving their entrants two practice and four timed runs all of which was concluded well before 4.30pm and, despite the forecast, not a drop of rain! As always a huge thanks to all the marshals and 'behind the scenes' volunteers who made this possible.

Full detailed results are on our results page

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

**Report & photos by Steve Wilkinson**



*Photo Courtesy of Brian Taylor*



*Photo Courtesy of Brian Taylor*



*Photo Courtesy of Brian Taylor*



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



# ***NORTH WEST RACERS***

*With Dave Williams and Rachel Bourne*

## **SMITH ON FIRE AT SIZZLING OULTON**

The heat was on when the Avon Tyres Northern Formula Ford 1600 Championship and Electrovape.co.uk XR Challenge converged on a baking hot Oulton Park on 17<sup>th</sup> June. Both series had two races in the sunshine.



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

Despite being unable to do any testing the day before, Josh Smith set the fastest time in qualifying behind the wheel of the Myerscough College tended Firman RF16. He was the only driver to dip below 1 minute 50 seconds. The next two quickest drivers were both fielded by B-M Racing – these were David McArthur (Van Diemen JL13) and Matt Round-Garrido (Medina Sport JL17).

The latter made a poor getaway when the red lights went out for the first time. While he made enough progress on the opening lap to make it back on to the final step of the podium, the two leaders were long gone by the time he got then.

Smith and McArthur zoomed round the parkland circuit enjoying an intense battle. McArthur was right on Smith's gearbox but when his car began to overheat had to drop back to enable cooler air to get into his radiators. With Smith having a brake bias problem, once McArthur was happy with his temperature reading he reeled the Firman in again, looking to put in a big challenge as the 20 minutes drew to a close.

His plans were scuppered when a car further down the order spun at Druids and became beached on the kerbs on the outside of the corner right in the firing line. Race Control had no choice but to bring out the red flags... and there was no time for a restart.



***Continued on Page 42***



## **NORTH WEST RACERS**

**With Dave Williams**

***Continued from Page 41***

The Post89 and Pre90 categories ran together this weekend. Round-Garrido's slow start had quite an impact on the older cars as the log-jam which developed behind him delayed the erstwhile Pre90 points leader Jaap Blijleven in the UCLAN Racing Reynard 88FF as two of his main class rivals, Jack Wolfenden and Wayne Poole, charged by on the outside.

Wolfenden, who usually races a Post89 car in the National Championship, was having a run in his father's Reynard 88FF and was the star of the show as he finished a very competitive fifth overall ahead of many newer chassis.

Blijleven managed to claim second place on the Pre90 podium after Poole dropped to third with a braking problem.

Race 2 was more of the same with Smith and McArthur out front once more. This time McArthur was determined to win! He tried to pass Smith around the outside and then the inside but to no avail. Eventually, things got a little too close and he made contact with the rear of Smith's car in the Hislops braking area.

Smith was launched across the triangle of grass around which the chicane navigates but held on out in front to take the victory ahead of a frustrated McArthur.

For much of the contest, Wolfenden ran as high as third overall until a clutch problem forced him to relinquish a certain Pre90 victory and head for the pits. This allowed Poole to take the class win after he doggedly held off Blijleven.

## **Electrovape.co.uk XR Challenge**



*Justin Roberts leads the Race*

Justin Roberts must have run over a dozen black cats en route to Oulton Park as he had no luck at all during the course of this meeting.

Things started to go badly when a wheel bearing collapsed on his XR2 in the early stages of qualifying putting him at the back of the first Hot Hatch grid of the day. Starting from pole would be Mark Robinson who set a time in his Fiesta which was more than 2 seconds faster than his nearest challenger who was no less a man than former BTCC driver, Danny Buxton.

***Continued on Page 43***

## **North West Racers** **Continued From Page 42**

In the space of a few laps, Roberts charged up to second as his car displayed superb traction out of the slow corners. This put him in position take over out front when Robinson pulled into the pits – he too had suffered a wheel bearing failure.

Roberts appeared to be a sure bet for victory but on the last lap a front shock absorber lost all its oil. The lubricant was picked up by his rear wheel which caused him to lose control at Druids. He speared towards the barriers on the inside of the track but missed them by inches. Such was his advantage, however, he was able to re-join still ahead but, with his left rear providing no grip at all, he had another huge slide at the right-handed Lodge Corner which allowed reigning champion, Greg Speight, to snatch the win away at this the final corner.

Before race 2, Roberts repaired his shock absorber but forgot to clean the oil from his rear tyre. This resulted in a very sideways moment when he reached Shell before he spun off the track completely at Hislops which put him well down the order. He gained pace as running on the tarmac cleaned his tyre but he later retired with a seized gearbox. Robinson had also fixed his Fiesta and recorded a comfortable victory.

In the XR3i category, Michael Blackburn's sick car paved the way for Danny Leigh to do the double while Mark Noble was once again the only entrant in the Si Class. He had quite an exciting time nonetheless especially when Pete Lanaster's lost control of his XR2 the first time the field tackled Cascades in race 1. He appeared to be flying off towards the inside of the corner but managed to find some front end grip to change the direction of travel. Unfortunately, his rear wheels didn't have the same level of engagement with the tarmac and the rear end spun round sending the car back across the track where the red Fiesta was T-boned by Noble. Somehow the Si driver was able to continue and, indeed, finished both races.

**Mark Robinson records another XR victory**



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# ***Inside the Industry***

***with Paul Gilligan***

## **Brexit Dominates Industry**

As I write formal Brexit negotiations are starting. Not surprisingly this subject is THE topic of discussion between manufacturers and dealers just now, and probably will be for a long time. The leading industry association the Society of Motor Manufacturers and Traders (SMMT) has called on the Government to reach an interim agreement with the EU "to prevent businesses collapsing after Brexit". The motor sector faces "falling off a cliff edge" says the society.

56% of UK produced cars go to the EU. And it's not just complete cars that are involved. Components shuttle between the UK and Europe, and vice versa, so cars can be manufactured. The Honda plant in Swindon, far from the biggest UK car producer, receives 350 truck loads of European sourced components EVERY DAY. Unless these components can be moved around a tariff free trade area without significant border checks the problems are obvious.

Meanwhile Brexit is cited as the most important reason in dealers becoming more pessimistic about their profits in the next 12 months, with 76% believing that Brexit will have an adverse impact. On top of that they have to cope with the rise of internet sales and continuing demands for manufacturers for investment in new showrooms etc, so a lot of furrowed brows around just now.

## **Now Apple AND Amazon Get Involved**

Rumours that had long been circulating were confirmed recently, neither of which will improve the sleep patterns of manufacturer and dealer bosses.

First Apple finally confirmed that it is developing self-driving vehicle technology. Whilst not denying this previously they have simply dodged the question despite sighting of Apple test vehicles on California roads. Apparently Apple already have 1000 staff working on the project with more being recruited.

Then Amazon announced they intended to launch a pilot scheme selling cars in the UK "shortly" and admitted they were already recruiting car sales executives. As one industry observer said "From books to consumer electronics, Amazon has completely transformed the market wherever and whatever it has launched. Major motor dealers will be very worried, and if they're not they certainly should be".

## **Electric Cars To Be The Cheapest?**

Well that's what they think in California. One major study recently published there believes we are close to the "tipping point" where electric cars become genuinely cheaper and more attractive to the consumer than the internal combustion product. That tipping point they say is when electric car real world range is over 200 miles and the prices drop to \$20000 for a new car. Currently Tesla have that range but at a much higher price. Others are getting close on range but prices start at \$30000. Reduced battery costs are forecast to close that gap "quickly".

Once purchased of course electric cars are much cheaper to operate. The fuel saving is obvious, but maintenance savings will be significant, and bring more bad news to dealerships. In the power train of an internal combustion car there are around 2000 components. In an electric car about 20! A friend of mine recently visited Paris on business. He's a car nut so was interested that the taxi from the airport was a Tesla. He asked and the driver expressed himself very pleased so far with about 60000 kilometres covered since purchase. "How often has it been back to the dealer for service or repair?" my friend asked. "Never" the driver replied, then proceeded to grumble that he expected to have to buy new tyres in the next week or two. Dealers who rely on service and repair work for most of their profits have something else to worry about!

## **Clean Air Zones Coming to UK Cities?**

As I reported last month the Government has neatly passed the clean air problem to local authorities. Already the "Metro Mayors" covering West Midlands, Liverpool, Greater Manchester, and the West of England have come out in favour of the introduction of Clean Air Zones (CAZs) in their regions. London has already committed to a CAZ by 2020. Whilst not confirmed it is likely that a CAZ would set as minimum standards for cars and light commercials Euro 4 petrol and Euro 6 diesel. Congestion charges are also being considered, but outside of London there doesn't seem to be much support for these.

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The Mayor of London has just announced that by 2025 the minimum Congestion Charge for central London will be £25 and that this will apply to all but pure electric cars. The intention he said was for London to move to a future free of fossil fuels, conveniently forgetting that now and for the foreseeable future a considerable amount of the energy needed to recharge electric cars is produced from fossil fuels. All new taxis will need to be electric or hybrid from 2020.

Meanwhile the National Franchised Dealers Association has appealed for the authorities not to focus purely on diesel in these discussions. They rightly point out that diesel car emissions account for only 11% of the Nitrogen Dioxide in London and only 18% of roadside NOx across the UK. All the NFDA have asked is that the authorities look at the 89/82% of NOx emissions that come from other sources. Seems perfectly reasonable but that doesn't guarantee success with politicians does it?

## **Vauxhall/Opel Forecasting Return to Profit – Again!**

I think I've lost count of the number of times over the years that I've read a press release from Vauxhall/Opel (or GM Europe as it used to be) announcing the appointment of a new Chief Executive and his commitment to bring the company back into profit within a year or two.

Fact is they were all wrong – this company hasn't made a profit since 1999! Now it's been taken over by Peugeot Citroen the previous boss has left and been replaced by his number two. Who's been given the task of making a 2% profit on turnover by 2020 and 6% by 2026. Some task for a business that hasn't been in the black for nearly 20 years. I can visualise the 2019 press release now.....

## **Change At The Top For Ford**

Last month I discussed the pressure Ford boss Mark Fields was under, and the two mags that have slightly later deadlines got a stop press from me to say he had in fact been shown the exit door on May 22<sup>nd</sup>. As mentioned last month Ford shareholders were VERY unhappy that the stock price had declined by around 40% in the three years since Mr. Fields took over. Ford has an unusual shareholding structure. There are two classes of shares a situation that enables the Ford family to have 40% of the votes even though they actually own less than 2% of the shares in issue.

Whilst unusual that's the way this particular family operates. When Henry Ford II retired he remained as Chairman of the Company's all powerful Finance Committee. As a friend of mine then senior in Ford of Britain said "That's like leaving the building but taking the safe keys with you!"

Of course other Ford shareholders aren't happy about this voting situation. Like all company shareholders they tend to be pretty quiet when everything's going well, dividends are rolling in and the share price is steadily rising. However with the opposite being the case they came out in open revolt with almost 60% of non family shareholders voting for one share one vote irrespective of what you surname happened to be. Something radical had to be done and Mark Fields dutifully walked the plank, the pain sweetened no doubt by a multi million dollar severance package. Now Jim Hackett (shades of Yes Minister) has been promoted to put things right.

## **UK New Car Sales Continue To Decline**

Everyone expected April sales to be lower after the rush in March to beat the road tax increases, but it disappointed many that May registrations were 8.55 down on May last year. Diesel car sales were down a whopping 20%, although diesel demand in the used car market remains strong.

From what I hear the showrooms are pretty quiet in June as well, so the industry is now very much looking to the next new registration plate in September to stop the rot. Whether this will happen or not depends very much on the how much coal (i.e. discounts) the manufacturers are willing to throw on the fire. Once September has gone we enter the always quiet months of the last quarter, so those missing sales targets or carrying too much stock must catch up before October.

Which means I think there will be lots of great deals flying around in September. I'm certainly advising our customers thinking of a new car to wait a little while.



## What Price Originality?

Anyone involved with classic cars know that originality is very important and can make a big difference to a car's value. Even I know that but I was shocked about a couple of examples I came across recently.

Firstly I was chatting to a friend who used to run a Ferrari dealership and now supplies these and other prestige makes new and used. He'd come across what he described as "What could have been one of the very best Ferrari Dinos in the UK. Low miles, few owners, fully restored etc etc."

Problem was that all Dinos were originally supplied with black vinyl seat trim. The current owner has had that replaced with light tan leather (Crema in Italian). The car being of course red is now Rosso/Crema widely regarded as the best colour and trim combination for a Ferrari. Whilst I would have regarded this trim change as an improvement (PVC to Leather?) of course the originality has been destroyed.

This particular Dino my friend tells me could have been worth £400k with that cheap and nasty Black PVC trim (no longer available). With the "upgrade" to Crema leather it's now worth £300k. OUCH!!!

Then I was reading about an early E Type convertible. One of the very first released to dealers as demonstrators. This one was allocated to Rossleigh of Edinburgh. Who never registered it as a demonstrator? They may have offered test drives on trade plates of course, but after they'd had it about a month it was sold to a customer in Sussex who registered it as its first owner. Of course the waiting list was by then years long and people were paying 25% or more over list for a quick delivery, but the fine people in Rossleigh wouldn't have been tempted by that surely?

The first 478 E Type Convertibles were fitted with external body latches. Then Jaguar deleted these in favour of twin internal releases. So the early cars are now very rare and highly prized. The car I've been reading about had a bonnet replacement at some time in its life so was missing those two tiny chrome teardrop external locks.

It's worth a fortune, but £70k less because of the lack of original bonnet locks!



*Paul Gilligan*



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Three women go down to Mexico one night to celebrate college graduation. They get drunk and wake up in jail, only to find that they are to be executed in the morning – though none of them can remember what they did the night before.

The first one, a redhead, is strapped in the electric chair and is asked if she has any last words. She says, "I just graduated from Trinity Bible College and believe in the almighty power of God to intervene on the behalf of the innocent."

They throw the switch and nothing happens. The executioners all immediately fall to the floor on their knees, beg for forgiveness, and release her.

The second one, a brunette, is strapped in and gives her last words. "I just graduated from the Harvard School of Law and I believe in the power of justice to intervene on the part of the innocent."

They throw the switch and again, nothing happens. Again they all immediately fall to their knees, beg for forgiveness and release her.

The last one, a blonde, is strapped in and says, "Well, I'm from the University of Texas and just graduated with a degree in Electrical Engineering, and I'll tell ya right now, ya'll ain't gonna electrocute nobody if you don't plug that thing in."







A few photos from Kirk and Alanna's gathering , these are only a few of the cars present but do show the stunning variety of cars that turned up.

Luckily the rain clouds that were not too far away stayed away, the sun even came out for a while and it was a fantastic afternoon in every way. The cakes and refreshment stall did a roaring trade, the rustic café was cosy and warm and the immaculate gardens, meadows, pond and other areas were stunning, a real inspiration to us all.

Sadly that event was the last one to be held at Crookdake Farm as Kirk and Allana cant plan foreign trips with their vintage Bentley, XK and E type Jags which they so enjoy but as the car gathering has been so successful in bringing like minded people together that have no other common bond Kirk will investigate to see if it can be held elsewhere as he feels it would be such a shame for it to fold even if it takes a slightly different format.

If you have any ideas of a suitable venue get in touch with Kirk or myself and I will pass the information on.

So, a big thank you Kirk and Allana, for giving us all such a wonderful afternoon for many years and for doing so much to raise large amounts of money for charities, we all really appreciate the effort you and your hard working helpers have put in.

**Keith Thomas**





# 2017 Calendar of Events

# NESCRO

## 23<sup>rd</sup> July

Hexham & DMC

### Northern Dales Classic (TARGA & Classic Challenge)

Tests, & Simple Navigation

Contact : Ed Graham

Tel : 01661 833167

edgraham01@sky.com

www.hexhammotorclub.co.uk

## 5th August

Club Triumph

### Border Raiders

Simple Printed Navigation

Contact : Martin Randle

Tel : 07961 278265

raidertr7@gmail.com

www.club.triumph.org.uk

## 13<sup>th</sup> August

Spadeadam MC

### Blue Streak TARGA

(TARGA & Classic Challenge)

Tests & basic route information

Contact : Barry Lindsay

Tel : 07745 450714

Barry.lindsay@tiscali.co.uk

www.spadeadammotorclub.co.uk

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

Durham AC

### Wearside Classic

(TARGA & Classic Challenge)

Tests only

Contact : Gordon Dundee

Tel : 07799 140427

gordon@dundee.fsforld.co.uk

www.durhamautoclub.org.uk

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

SOSCC

### Doonhamer

(TARGA & Classic Challenge)

Tests & navigational

Contact : Ian Crosby

Tel : 07740 949240

iancrosbie@hotmail.com

www.soscc.co.uk

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

Kirkby Lonsdale MC

### Devils Own Clubmans (Classic Challenge)

Tests, & Regularities

+ Evening Section

Contact : Martyn Taylor

Tel : 07973 197102

martyn@devilsownrally.co.uk

www.devilsownrally.co.uk

## 15<sup>th</sup> October

Wigton MC

### Solway Classic

(TARGA & Classic Challenge)

Tests & simple navigation + run

Contact : Graeme Forrester

Tel : 01900 825642

gtfmg@yahoo.co.uk

www.wigtonmc.co.uk

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

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.caledonianmsc.com



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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](mailto:foxmotorsportevents@gmail.com)



# The trials and tribulations of lateral thinking.

By the end of last year's competitive season in historic rallying, in the Volvo PV, I'd pretty much made up my mind that to improve I wanted to develop a more nimble car. The Volvo is a lovely comfortable car, full of character and out of the ordinary when one looks around at the opposition, but the LSD and the design of the front suspension means that we are less than nimble around the tests on the majority of the regularity events that we have concentrated on. Generally in the top 5 on regularities, we were often round about 15<sup>th</sup> on test times, and I hoped that it wasn't all down to my driving incompetence. Managed 3<sup>rd</sup> o/a in the HRCR championship last season, though only second in class due to using a variety of different navigators through the year from different experience groups.

So I started looking around. Escort? – the standard setter it seems, but very expensive in competitive form, though readily available parts and well documented competition specs. Porsche 911? – another step up the cost ladder, though with investment potential, more expensive to look after maybe, too much for my pocket. MGB in various forms? – Nah, not my style, well documented development but probably unwieldy too. Alfas? – certainly some lovely cars about, but I came up against the depth of my pockets again. BMW 2002 in various forms? Lovely cars but probably scarce and expensive to develop. Then I remembered owning a Clan Crusader in the late 70s, lovely car, proven rally pedigree in period, reasonable to buy now and Imp development could be transferred across to a car that was different, light, relatively inexpensive (wrong!!) and had all the potential, if done properly, to provide a nimble competitive car.

The search began, and sure enough the idle cruising around Ebay and other auction and historic car sales areas soon brought up a car developed for sprinting and track days, up in Wigton, so not far from home at all, yet far enough away from mainland UK to deter interested parties in going to see it. With scabby bodywork but an essentially sound structure, all the plywood strengthening panels in the body being in extraordinarily good nick. Went to see it, bought it for considerably less than the previous owner had paid for it the previous year. Then to decide on preparation. It was set up low to the ground, with suitable imp crossmember strengthening, a 998cc engine running on twin SUs, not the usual twin 40s.

In discussion with Mike Dent it seemed that the best way to a competitive car was to be a rebuild and rewire, so deep into the pockets I delved and the project began, courtesy of Mercury Autosport. With tremendous attention to detail and a lot of original thought, the car gradually emerged just in time for a run on the Three Legs of Mann rally last month. MOT done, driven up and down the road for a day or two before the ferry and then.....the day before, a call highlighting the presence of water in #1 cylinder when having a final plug change before collection. So, no rally, and engine out for investigation, no real obvious problem, since there is no 'head gasket' it was thought to be a wills ring becoming unsettled after dry storing over the winter. Off to the engine builder then, who confirmed that though tired, the engine appeared sound but in need of a rebuild, guides, pistons (worn rings), rebore etc. All told, the dreaded 'while we're here, we might as well' syndrome. I was by now so deep into this project that to do anything less was going to take even longer, and probably mean more expense eventually.

It all meant that my season of historic rallies has been foreshortened considerably, including navigating for Dan Willan on the Ilkley Jubilee across in Yorkshire, bummers. Went and marshalled instead, cracking day but very cold indeed up on't moors. Eventually fed up of everyone asking, 'where's this new car then?'

Latest news? Engine is due from the builders as I speak, and Jill and I are going to Warwickshire to do a beginners regularity rally on the 20<sup>th</sup>, (her first attempt at this discipline). Then into Yorkshire the following month for the White Rose Classic, with Sam Spencer navigating his 2<sup>nd</sup> regularity event ever, though highly accomplished in all other aspects of rally navigation. After that we'll hopefully finish the years last few events and look forward to next year. Could be fun on the Devils Own, looking forward to it already.

**Simon Frost : Clitheroe & DMC & Kirkby Lonsdale MC**



***How the car looked in the '70s***



***How the car looks now***



# Summer Trial

## 1<sup>st</sup> outing in the Clan.

Jill and I had our first outing in the Clan Crusader on the Summer Trial in Warwickshire over the weekend 19<sup>th</sup> to 21<sup>st</sup> May. A bit tight with the engine build, I'd been due to pick up the engine from the engine builder, Andy Jones, on the Friday before the event, on my way up from Plymouth. Just as we approached Manchester he phoned apologetically and said that it had started to 'knock' on the dyno and was going to have to be dismembered to investigate. Oops! This was at 5:00pm on the Friday. We were due to set off to Stratford on Avon the next Thursday. To his great credit and my eternal gratitude he had the problem identified within the hour (I was there when he originally stripped the engine, all in bits in ..... 30minutes!) and diagnosed a cam carrier problem very quickly, and replaced it. The engine went in over the weekend ..... and ran hot, despite having a 'motorsport' quality radiator from a reputable Imp supplier in place, more head scratching, and a day modifying the cooling system from airflow to pipe restrictors (to push water preferentially through the rad rather than the heater core), and engine timing. Still running hottish, but better, so agreed to run it with a degree of caution, it was always going to be thus, a new engine not fully run in, a new to navigating wife as co-pilot, and a new to me car, although we had one in the 70s as a road car.

Arrived at the hotel on Thursday, expecting scrutineering etc to be on the Friday morning, but as we unloaded the car it was clear that there were officials moving round the car park doing all the necessary to reduce the queues in the morning, noise passed 'just'! and onto scrutineering, no problems, lots of interest in the car, and plenty of positive comments on the attention to detail and degree of preparation evident, I hope I gave appropriate acknowledgement to Mike Dent and Mark Gilmour at Century Autosport (I think I said Mercury Autosport in the last newsletter...Doh!). Their determination encouragement to help me develop this car and realise its potential has been fantastic, big shout out to them, their support continues, it has never been a case of 'here's the car, now go away', it's always 'how is it, what can we do to make it better?'

Classy entry, amongst which was an original Lightweight E Type (£4 million?), an original Cobra, Porsche (RS 2.7, 365, Carreras of various vintage), Escorts, Alfas, BMWs, TRs, Minis, Lotus Cortinas Mk1 and Mk2, Healeys, MGs, and a bright yellow Clan Crusader, the best of the bunch in my view, might have swapped it for the lightweight Jag if he'd asked, he didn't!

So, Friday arrived, we had the road book, no plotting (this is a beginner's navigation event) but just concentration on the tulip instructions, and acquiring the skills of regularity timing and communication / navigation on the tests, no problem. The event was divided into a Friday afternoon / evening 'prologue', a whole day on Saturday and finished off with the last group of regularities on Sunday morning, with results, awards and a BBQ on Sunday afternoon. We set off literally in to the unknown. It's all very well having it all explained and being in a motorsport family, but the only true way to understand and get to grips with the detail of regularity rallying is to get into a car and do it, daunting but necessary.



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## **Summer Trial** **Continued from Page 50**

We quickly hit a rhythm, I kept a watching eye over Jill's shoulder where I could, pointing out the absolute necessities for timing accuracy on this particular event, and gradually she settled into the stream of time / distance consciousness that is required for success. It was great to hear her confidence and understanding growing as the afternoon progressed, by the evening dinner we were in 18<sup>th</sup> o/a (65 entrants) and 3<sup>rd</sup> in class of 5, the other cars in the class being Escorts, a Porsche, Alfa and a BMW 1602, so we were certainly outgunned in size, but posting good test times and regularities improving all the time. That said, most of our arrivals at controls were well inside



10 seconds early or late, we even posted a 0 on one occasion, brilliant for a first day effort on Jill's behalf, at least I thought so. 90 odd miles, still running hottish but otherwise fine, and 30mpg+. Saturday saw a full on day of tests and regularities, it was clear from the outset that the lessons of yesterday were well learnt by Jill, she hit her stride right from the off and we settled to an enjoyable day rallying. As with all Guy Woodcock events the regularities were a bit more testing with some familiar tricks appearing, controls well placed to catch you out and some trickier navigating. We had fun at the first ford, I could see the control just past it, we were on time but the ford would slow us, so push on.....and the car filled with water. The air entry for the cabin comes from the front wheel arch, and we hadn't closed it off, so there was a gout of water under pressure entered my footwell, along with the odd salmon, wading bird and an occasional fisherman, it was that bad. Lesson learnt! We only dropped 8 seconds though, made up for with laughter! Other memories of the day, an epic test up Shelsley Walsh hillclimb, (I broke my neck there in 1999 in a single seater accident when the rear suspension broke at 118mph). The start was brilliant, slipped the clutch just enough to get the doughnuts under tension, then full chat with the back just biting enough to squirm and grip into a 'slingshot', so many people came up afterwards to comment positively on our start that I felt quite proud. Mind you, with my pedigree of competing on the British Hillclimb championship for many years I should know how to do a standing start really, but still, it felt good. Mike Dent saw it on YouTube and later admitted that he was shouting 'doughnuts, doughnuts' at the screen, Mike, I didn't have time to do doughnuts, the object is to go in a straight line, honestly!

Towards the end of the day there was a whiff of brake lining occasionally, but I was never sure if it was us or the car in front. Still, a couple of beers and off to bed, no evident problems and now 16<sup>th</sup> and 2<sup>nd</sup> in class, fantastic for Jill, her first event ever of this sort, considering the opposition and the fact that there were crews with considerable experience behind us, she had definitely earned some bragging rights, though that's not her nature.

Just Sunday regularities to go, and off we set, until at the second control on the first of the day there was a very strong whiff of brakes, and clearly the car was slowing, and hotter. Arghhh, the rear brakes were locked on, and whilst we waited for the smoke from the linings to settle and to get some fluid out of the lines to free the brakes we decided to call it a day so that we could get the car home in one piece to investigate the cause, and ponder on the snagging list to continue the development of what is a car with tremendous potential. The aim had always to use the event as a shake down and to give Jill a chance to have a go at navigating a regularity event to see if she enjoyed it. She did, and was brilliant to boot, her confidence and accuracy grew throughout the event, we never had 'words' and worked well as a team, we look forward to more similar events.

My enthusiasm for the car continues to grow, it leaks like a sieve in rain, is noisy, and hard to get in and out of with any sense of style, but if that is all I can complain of? The effort put into it by Mark and Mike has been great, and I cannot thank them enough, currently back under development with a better cooling system, raising the rear a bit more, sealing the air intake to prevent any more ford flourishes (the salmon was tasty on the BBQ) and a better silencer just some of the items on the list. The brakes are sorted, that's what shakedown events are for.

Next event is the White Rose Classic in Yorkshire, on July 2<sup>nd</sup>, with Sam Spencer navigating, then the St Wilfrids in Ripon, again with Sam. He's a lanky lad, wonder if he'll fit in the car?

**Simon Frost : Clitheroe & DMC & Kirkby Lonsdale MC**



# Wigton Motor Club Lake District Classic & Targa Rally 25th June

Once again the Lake District Classic & Targa Rally enjoyed good weather whilst down in Burney other members of Clitheroe & DMC were at Towneley Park showing their cars and promoting the club and Motorsport to the masses in far poorer weather.

This year I was sat in with Tony Harrison in his Peugeot 504. This car has only 30k on the clock and was destined to be exported some 30 odd years ago to Africa. The previous owner bought it off the exporters and has dry stored it all those years He paid £500 for it back then. Tony has been nagging the previous owner to sell it to him for years. Eventually he relented. The 504 then got stripped back to a bare shell and was found to be in good nick with no rot. Tony sprayed it to its current colour (white : previously it was a horrible green colour). All the parts are as per the original and work, even the manual sun roof , with the exception of the front two seats, radio and the addition of a Custom built Roll Cage, Sump Guard, Spotlights and a radio. Tony has also added a rather tasty Brantz trip and Rally Time Clock and a LSD. Original Suspension means it does wallow a bit and the handbrake is almost none existent. The lack of power steering makes it very hard work on the tighter tests.

Up bright & early to meet Tony over at Bentham. Have a leisurely drive up to Truckstop at Penrith and whilst waiting for the Noise & Scrutineering turn up we try and work out how many million pounds of trucks Mr. Jenkinson has parked up there and between which we are going to be doing a test around. Answer : we dont know but it's a lot.

Through Scrutineering & Noise without a problem. Sign on and get Test Diagrams and Route Instructions. Get all the route down and think to myself 'Why did I rub out last years route ; Its exactly the same again' although there is a slight change to some of the Test layouts and when we get going even the Code Boards on the Road sections are in the same place.

Test 1 around the millions of pounds of trucks and I think we have got a wrong test. At the Stop Line there is no mention of wrong test so off to Test 2 which was Kirkbarrow. I bit on the tight side for us and at the two 'Freeturns' we had to do a multi-point turn. Test three 'Thornsgill I cocked up and called it as Through 'G D' on our return but it should have been Your side 'D' and 90° R. Stopped as soon as I realised the error, reversed and hit Cone 'F' so 10s penalty on top of time taken. Test 4 was 'Bridge'. which was a simple little thing. Test 5 was Threlkeld Quarry and we had a long wait as George Elland was recovered from a ditch just before the Start/End of the test. Test 6 was at the Brewery 'Grapevine' and once again tight with us once again employing the Multi Point turn system. Now on to Penrith Auction Mart for Test 6 & 7. Test 6 is a very tight affair and Tony does not seem to understand any of my calls. Test 7 and we have a very good run. Test 9 is back at Truckstop (done correctly this time)

Lunch over and back to Penrith Auction Mart again for Tests 10 & 11. Test 10 is done 33s faster but T 11 takes 2s longer. Next up is Highfield T 12. We have a slight problem with the 360° L round Cone E and another issue with cone J but other than that OK. Then its off to T13 Waters Farm. As we turn up to Waters Farm Simon Boardman/ Matt Broadbent are parked up. They have broken an engine mount on T14 Hardendale Quarry and are attempting a repair. We sail up Waters Farm and get 76s. Onto Hardendale, T 15 and manage to handbrake the 504 round Cone 'G'. Back to Waters Farm for our second run. We are going faster this time. We get to Cone 'B and attempt a handbrake turn round the 180° L but the 504 does not want to know and we go straight on and put the N/S front wheel on the grass. Back off as quick as we can do a turn left and slalom to the finish 2s slower than the first run. Just got Highfield and the last run between the wagons at Truckstop.

This event was the first competitive outing for the 504. It went exceedingly well and we both had a great time.

I doubt the 504 will ever be in with a shout for overall honours though. Its not the best car for the tight and technical tests. It was noticeable how many different types of cars were out in the Classic Rally. Not all Escorts Minis and MGBs but some 24 different makes & models out of the 35 starters.

Simon & Matt have to skip Tests 16 & 17 but still managed a finish and drove the car home afterwards.

Great event as usual. Thanks to all involved



*Photos Courtesy of Tony North*



# NESCRO

Historic Motorsport In The North

## Wigton Motor Club Lake District Classic & Targa Rally 25th June

Andy Beaumont and his extremely rapid Sunbeam Rapier continued their domination of North-ern classic rallying with another start to finish victory on Wigton Motor Club's Lake District Classic Rally, the Beverley based driver was initially challenged by last year's Lake District winning crew, Dave Short/ Roy Heath, but eased away over the second half of the event to win by a comfortable margin with the ever reliable John Bertram, navigated by Daughter Louise, taking the final podium spot.

The Lake District Classic has enjoyed a growing reputation over the last few years and this was borne out by the bumper maximum entry of 60 cars that turned up at the Penrith Truckstop to contest the event, the entry featuring no fewer than 18 different makes with some interesting and unusual cars on show including the newly restored Peugeot 504 of road rally man Tony Harrison and the brace of Toyota's from Midgeley Motors, a Celica for Bruce Reid and a Corolla driven by John Midgeley himself.

The format of the event was some 17 tests, all within a 15 mile radius of Penrith, and the opener was the traditional blast around the Truckstop parking lot, dodging in and out of the rows of Scania and Volvo articulated lorries, all of which, fortunately, remained stationary. Both Harrison and Midgeley had a rude introduction to classic rallying, both incurring maximum penalties for a wrong test, Beaumont was predictably fastest with Bertram close behind. A run out to Kirkbarrow Farm for the next test, round the farm buildings and close by a shed full of cattle who didn't seem to mind a bit, saw Beaumont/ Fish again quickest from Terry & Maureen Dixon ( Mini ) and Dave Marsden/ Mike Garstang ( Escort ) close behind, Midgeley again picking up a wrong test maximum.

Thorngill, sheltering in the lee of Great Mell Fell, was Test 3, another farm track type of test where Short/ Heath ( Escort MK2 ) equalled Bertram/ Fish but the Rapier crew were out on their own on the next test, the short Bridge test which features, you guessed it, a steeply humped stone bridge which most crews treated with extreme caution. Heading further West, the route took crews to Threlkeld Quarry for a long test, parts of which were quite rough after storm damage had washed part of the road out. Short/ Heath set quickest time on this longish test, just ahead of Marsden/ Garstang. David Alexander ( Viva GT ) spoiled a quick run when he clipped a cone but the biggest calamity befell George and Ian Eland ( Alfa Romeo ) who slid off the road into a ditch, it required the combined efforts of a tow rope, a Transit van and an army of pushers to extract the stricken car but once out of the ditch they continued undeterred.



*Continued on Page 54*



## **Lake District Classic & Targa Rally** **Continued from Page 53**

Crossing the A66 main road brought the crews to a short test in an Threlkeld Industrial Estate where the Bertrams were quickest and then it was back down the A66 to Penrith and two tests in the big auction mart adjacent to junction 40 of the M6 motorway.

The first of these caused quite a few problems, the layout puzzling many, although not Short/ Heath who were quickest from the well driven Mini of Metcalfe/ Wickham and the Austin Healey Sprite of the Byrnes. John & Marion Sloan ( MG Midget ) lost a potential podium place here with a wrong test, they were one of 5 crew who didn't manage to follow the correct route. The second auction mart test, a fast and extremely dusty affair, saw Beaumont/ Fish chalk up another quickest time with the Byrnes close behind . The hard driven Rover 2000 of Barnes/ Shelley retired here with gearbox problems.

The morning session was rounded off with another blast round the Truckstop lorry park which saw Beaumont/ Fish head for lunch with a narrow 5 second advantage over Short / Heath with the Byrne's Sprite holding an excellent 3<sup>rd</sup> place, a mere second ahead of the Bertrams. Marsden/ Garstang were in a handy 5<sup>th</sup> place but retired their Escort which was misfiring badly, also departing the scene were Murray/ Grainger whose Avenger's carburettors had worked loose, the Cowan's MK1 Escort with a halfshaft problem and both the Midgeley Motors Toyota's , the crews having struggled to adapt to the intricacies of historic rallying.

The afternoon session started off with a return visit to the Penrith Auction Mart where the first test saw the Mini of Iveson Raine set the fastest time, the longer second one going, not surprisingly, to Beaumont/ Fish. The cars then Headed for the familiar test at Highfield, the test running down the access road and round the large former tank parking area, both of which were, as usual, liberally covered in cow dung making the going extremely slippery indeed. The order here was Beaumont, Short, Bertram although only 2 seconds separated the three cars, it was as close as that.

Heading down the A6 to Shap brought the field to the legendary Waters Farm where the test ran up through the farm buildings and on to the adjacent quarry road finishing, quite literally, over the M6 motorway. The organisers had been kind and placed the obligatory code board in a prominent position so no one missed it this year. Beaumont and Short were tied on this one with Iveson/ Raine a mere second in arrears. Just over the M6 motorway stands Hardondale Quarry where the test was, as ever, wreathed in dust, the cars disappearing from view as clouds of dust enveloped them, how they saw the marker cones is anybody's guess. Beaumont and Bertram merged joint quickest while others struggled to see, Murray/ Ross (Cooper S ) admitted they had no idea where they were going, collecting the inevitable maximum penalty.



**Photos Courtesy of  
Tony North**

**Continued on Page 55**



## Lake District Classic & Targa Rally

### Continued from Page 54

The second run through Waters Farm saw the Mini of Rob Iveson/Jaquie Raine take quickest ahead of Beaumont/ Fish then it was back to Highfield where Beaumont /Fish just shaded Short/ Heath and Murray/ Ross picked up another maximum as did the Volvo of Boardman/ Broadbent. Beaumont/ Fish signed off with a flourish on the final blast round the Truckstop to seal a comprehensive victory, they are certainly the form crew on NESCRE events at present and are enjoying a particularly successful season. Short/ Heath were unable to repeat their last years victory but could be well satisfied with 2<sup>nd</sup> place as could the third placed John & Louise Bertram as this was only the navigator's second ever event. Perhaps the drive of the day, however, came from Jim Hendry, driving the oldest car in the event, his TR3 of 1957 vintage, he took a fantastic 5<sup>th</sup> place overall, and then drove the car all the way back to Fife!. Once again the Wigton Motor Club had produced a fantastic, well run and enjoyable event and the hard working team of David Agnew, Ron Palmer and Graeme Forrester deserve an enormous vote of thanks as do their ever cheerful and friendly band of marshals.

### RESULTS :-

1 <sup>st</sup> .	Andy Beaumont / Andrew Fish	Sunbeam Rapier	1055
2 <sup>nd</sup> .	David Short / Roy Heath	Ford Escort MK2	1084
3 <sup>rd</sup> .	John Bertram / Louise Bertram	Ford Escort MK1	1147
4 <sup>th</sup> .	Stephen Byrne/ David Burn	A-H Sprite	1161
5 <sup>th</sup> .	Jim Hendry / Bob Stubbs	Triumph TR3	1169
6 <sup>th</sup> .	Peter Metcalfe / Guy Wickham	Austin Mini	1177
7 <sup>th</sup> .	David Garstang / Heidi Garstang	Ford Fiesta MK1	1197
8 <sup>th</sup> .	Ian Curwen / Dan Curwen	VW Golf MK1	1200
8 <sup>th</sup> .	John Sloan / Marion Sloan	MG Midget	1200
10 <sup>th</sup> .	Ray Jude/ Ben Jude	Triumph TR7	1205

### Class Awards :

- F2 Hendry / Stubbs,
- H1. Metcalfe/ Wickham,
- H2. Slingsby/ fax ( MGB ),
- P1. Sloan/ Sloan,
- P2. Sutton/ Hargreaves ( Triumph Dolomite Sprint),
- C1. Garstang/ Garstang.

**Ed Graham : Hexham & DMC**



It's time to hand over to our 'navigator of the month'. Some say he has a musical 'mini me' residing across the Atlantic in 'the colonies' and that his navigational talents seemingly run far beyond just choosing the correct exit from I-95 in Florida.

But no, It's not Mozza ... on the same weekend as our man's great success on the maps at the recent G&DMC Memorial Rally, Mozza's 'mini me' was ripping up the fretboard of his vintage guitar, playing slinky 'lounge music' for a cocktail reception at the famous Biltmore Hotel in Coral Gables, Miami. And, you see, I know it's true: because I was there and I met Mozza's younger American cousin, 'Fingers' Beltrand. Trust me, you can't make this stuff up!

Well done Maurice, just one step more up the leaderboard and you will have truly 'made it'.

**Best regards from Dave Orrick**







## Kirkby Lonsdale MC & Liverpool MC BARBON HILLCLIMB

After torrential rain, all day and high winds at Barbon the marshals and organisers were true heroes and deserve medals.

One car dumped oil from an oil pipe all the way up the track before it put a conrod right through the block after the top hairpin.

The marshals and organisers worked for ages with brushes, detergents and with the help of torrential rain got rid of it all.

Unfortunately the endless rain made it impossible to get cars in and out of the paddock so the meeting had to be abandoned after the first timed run which was very cruel indeed to those who worked so hard.

Everyone was so appreciative of the efforts put in by both organisers and marshal, they made all the right decisions but in the end the elements won the day.

After the event was abandoned the drive home was in beautiful weather, what a shame but no one could have done more.

Thanks guys.

*Keith Thomas*



## Pendle & DMC “August” Hill climb Scammdon 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):- <https://www.rallies.info/webentry/2017/scammdonauug/webentry.php>





# Classic Nostalgia Shelsley Walsh

22/23 July.

Once again Classic Nostalgia is almost with us and this year it promises to be bigger and better than ever although the thousands of people who attended last year will find that difficult to imagine, last year's event was superb in every way, praised by spectators and competitors alike.

Unbelievably this event backed by Classic and Sportscar magazine is now attracting the biggest crowds at this venue of any of the events held there. This is probably since it attracts the most interesting, generally the fastest cars from every decade from the 1920s through to the 1980s. Each of these cars are instantly recognisable be it an ERA, Allard, Vanwall, Lotus 25, Lancia Stratos, Escort MK2, Mini Cooper S, Jaguar E type, Morgan V8 or Morgan 3 Wheeler, Ford GT40, Porsche 911 or an Austin 7 Ulster, all have character and charisma that for some reason modern cars just do not have.

One of the most famous cars in the world is the wonderful Maserati that belonged initially to the mega rich playboy/ racing driver Whitney Straight then other notables such as Prince Bira of Siam. This car will headline the list of superb cars hurtling up the hill at Shelsley in the lovely Teme valley near Worcester just as it did in 1934. The sound of its magnificent engine is wonderful, it has a sound of its own but needs to be heard to appreciate it. So many people do appreciate the sound that they follow the few selected events that it competes in such as the Goodwood Revival and Classic Nostalgia just to hear the sound in a similar way that fans followed the Beatles or the Stones in the musical world. This car bearing the chassis number 3011 is so famous it even has a book written about it by Denis Jenkinson, he was the fearless eccentric that navigated for Stirling Moss in the 1955 Mille Miglia in the Mercedes. Jenkinson invented pace notes by writing out the route and instructions on a continuous roll of paper rather like a toilet roll. This race they won at an AVERAGE speed of 98.53mph over 1000 miles of roads open to other cars. At times they were exceeding 175mph in the road version of the W196 Grand Prix car called the 300SLR with its spaceframe chassis and alloy body. Jenkinson's book on the Maserati is called "The story of a racing car"

The spectator car park at Shelsley is spread over acres of hillside, itself a classic car show of gigantic proportions, very sensibly there are now a series of gravel tracks that lead spectator's cars up the hillside to the car park areas so that enthusiasts don't need a vehicle with serious off-road capabilities if the field is soft from rain in the previous week. The Dellow club always have a display high up the hillside here no doubt for many years it proved and demonstrated the ability of Dellow's to climb muddy slopes, this ability showed just why the little cars have won so many classic trials. These tough little vehicles were originally constructed using an Austin 7 chassis but after an initial 3 cars the two men that started the company Ken Dellingpole and Ron Lowe began to use large diameter ex WW2 aircraft tubes in the production of later vehicles.



*Continued on Page 58*



## **Classic Shelsley Walsh**

### **Continued from Page 57**

Another similar small firm specialising in chassis or fully built cars for trials and racing was Bucklers of Reading and the two firms were great rivals. Bucklers went out of business in the mid-1960s after the early death of its founder Derek Buckler, today 123 vehicles survive worldwide out of the total of 276 chassis that were originally produced. This year it's the 70th anniversary of the beginning of Buckler production and to mark this important milestone Shelsley Walsh is to feature a class specially for these cars. Models vary greatly in appearance and engines, the MK5 models generally have the Ford 1172cc sidevalve engine in one form or another but the lower sleeker models have various engine varying from Ford E93A to full race BMC A series 1380cc. Chris Jaques owner of the Ex Whitney Straight Maserati has a Coventry Climax power unit in his Buckler, one car has a Daimler V8 and the biggest engine of all is a Jaguar XK120 engine with twin superchargers. Just imagine how this car took events by storm in 1952/3 when most people raced Austin 7 specials.

It is also the 70<sup>th</sup> anniversary of Ferrari and TVR so Shelsley Walsh will probably be having visits by various examples of these iconic cars too as the venue retains its appeal being the oldest motorsport venue in the world and still hosting events as it has done since 1905.

Only a few miles from the M6 at Worcester the venue is very easy to reach, it has permanent first-class facilities such as bars, restaurant, shops selling books, regalia and clothing and very importantly excellent toilets. There is also a working water mill that will be grinding corn, a very picturesque church and on Sundays engines cannot be started until the scheduled church service is over at about 8.30am. A massive camping/ caravan/ motorhome field is adjacent where it is very cheap indeed to spend one or two nights. Permanent grandstand type tiered seating is built into the natural steep banks where the view of the track and the surrounding countryside is fantastic. The classic car park and classic show is always stunning. To cap all this there will be demo runs by many of the fantastic Group A rally cars of various works teams some of them possibly driven by the "works" drivers that competed with those cars in the in their heyday.

Full up to date details are available on Shelsley Walsh Hillclimb website, so programme your satnav to WR6 6RP and head to one of the greatest historic motoring events on earth, you will not be disappointed I'm sure.

**Keith Thomas**



# **CLASSIC NOSTALGIA**

**WILL TAKE PLACE ON THE  
22nd AND 23rd JULY 2017**

celebrating

**GROUP A RALLYING**

**20th ANNIVERSARY OF THE WORLD RALLY CAR  
SPEED RECORDS – THE CAMPBELLS**

**SHELSLEY WALSH**  
speed history : future records



University of Bolton engineering student, Georgia Shiels, competed in the third round of the British Rallycross Championship at Pembrey Race Circuit, Wales. She finished a respectable 8th overall after battling with mechanical and set-up issues all day and driving alongside former rallycross champions.

The day began successfully as Georgia held onto 4th position in the first two laps of Q1. However, this was short-lived as the RX150 clutch cable failed causing the buggy to continuously jump out of gear.

Georgia's fellow engineering students rushed to the rescue as they worked with Team RX Racing to replace the cable in time for the next qualifying race.

"It was brilliant to see each student grow in confidence throughout the day as they gained valuable hands-on motorsport experience," Georgia said. "They were a brilliant addition to the team for the day and I'm excited to offer this opportunity to other students at the next rallycross round."

"Please can we come to every round?!" - Bolton University Engineering Student, 26.

"I'm working so hard to get on that podium. It'll take time as the guys I'm racing against have been doing this for years. I have the ability and talent to get there and am very lucky to have the support of former champions like Ollie O'Donovan who work tirelessly with me and believe I have what it takes to win."

## Bala and District Motor Club Minafon Garage / Terraclean Gareth Hall Memorial Rally Trawsfynydd Ranges 13th August 2017

Bala and District Motor Club are proud to announce the 13th running of The Minafon Garage Gareth Hall Memorial Rally. This year the rally will run as a National B Stage Rally at the Trawsfynydd Ranges. Gareth enjoyed competing on the Ranges. It is therefore fitting to his memory that the rally returns to one of his favourite stages.

Once again the event will be raising money for the North Wales Air Ambulance with £1500 being raised last year for this worthy cause.

### A Round of

- The ANWCC Stage Rally Championship
- The ANWCC North Wales Rally Challenge
- The ANWCC Ladies Championship
- The Glynne Edwards Memorial Championship

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

# 2017 Beatson's Mull Rally **CANCELLED**

It is a matter of considerable regret for the organisers and the Motor Sport Association, the sport's governing body, that the Beatson's Building Supplies Mull Rally cannot run as a closed road event in 2017 due to insurmountable insurance issues.

MSA Chief Executive Rob Jones explained the current situation: "The Mull Rally runs under a private Act of Parliament. It has emerged that the private closed road legislation raises very significant insurance challenges for Mull this year, which was first thought to render the Mull Rally uninsurable."

"The MSA has been endeavouring to find a solution with its brokers. Whilst the brokers have offered a potential solution for 2017, this is unfortunately totally impractical as each and every claim under the policy would be subject to a very significant excess payable by the organisers, and one which the organisers cannot afford."

Consequently the Mull Rally is unable to run as a closed road event this year. It will be the first time the world renowned three-day rally, which last year attracted a record-equalling 150 crews and generates around £1 million for the local economy, will not have run on closed public roads since the event was granted its Act of Parliament in 1990.

"This development has come as a massive shock," Andy Jardine, Mull Rally Clerk of the Course, said on receiving the news, "as we were well on with a lot of the early work of setting the route and preparing the paperwork."

"As I understand it, the MSA has been working behind the scenes to try and agree a work-around but have been unable to come up with an acceptable solution. Our attention is now focussed on what can be done in the short timescale to make sure something happens over the weekend."

Donald Brown, chairman of the Guardians of Mull Rally, admitted the cancellation of the 2017 Mull Rally will have a negative financial impact on the island.

"There's no denying this is a huge blow to the Island and its businesses who work hard to welcome the competitors, volunteers and spectators each year to the island in October," Brown said.

"The organising team is endeavouring to put on an alternative motorsport event for the same weekend on Mull. Naturally those plans are at a very early stage of development, but it's hoped the new event will be attractive to Mull residents, competitors, volunteers and spectators alike."

"Initial feasibility checks have been started to see what can be done to mitigate the impact and hope we can rely on our regular visitors continuing to support us."

The MSA and Mull Rally organisers fully acknowledge the Mull Rally's economic benefit of around £1 million to the Isle of Mull.

It is hoped that following the conclusion of the Fatal Accident Inquiry into the Jim Clark and Snowman rallies in July and August this year, that the Scottish Government will quickly adopt the new legislation recently passed in Westminster which will allow the Mull Rally to make a return in its closed road format in 2018.



# MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

## David Richards CBE Appointed Non-Executive Chairman of the MSA

David Richards CBE, one of the motorsport industry's most globally successful figures, has been selected as Chairman-elect of UK governing body the Motor Sports Association (MSA). Richards will assume the position of Non-Executive Chairman from 1 January 2018, succeeding Alan Gow, who steps down on 31 December 2017 after 12 years in the role.

The appointment follows a thorough process led by a professional search firm, in conjunction with a panel comprising Non-Executive Directors of the MSA.

As the next Chairman of the MSA Board, Richards will be responsible for the overall strategy and direction of the organisation, which represents approximately 30,000 competitors, 10,000 volunteer marshals and officials, and 750 clubs.

David Richards said: "Having started out as a competitor and more recently run my own teams in a wide variety of motor sport categories I'm honoured to be asked, at this stage of my career, to Chair the MSA. I'm really looking forward to this new challenge and trust that my 50 years of experience, in almost every facet of the sport, can now be put to good use."

Alan Gow said: "I have known David, as both a friend and previous business partner, for over 25 years. I have no doubt David will take on this new role with great enthusiasm and I'm delighted that he is my successor."

Richards is the founder and Chairman of Prodrive, an internationally successful motorsport and technology company employing more than 500 people in Banbury and Milton Keynes. Since 1984 Prodrive has won six FIA World Rally Championship (WRC) titles, running the Subaru Imprezas of legendary drivers such as Colin McRae, Richard Burns and Petter Solberg.

Prodrive has also won four MSA British Touring Car Championships and four Le Mans 24 Hours. It managed the BAR Honda Formula One team for three seasons in the early-2000s, achieving second place in the 2004 constructors' championship, and is currently the driving force behind Aston Martin Racing.

Richards discovered his passion for the sport as a teenager, when watching the RAC Rally in Clocaenog Forest near his home in North Wales. He went on to compete in club level rallies, first as a driver before switching to the navigator's seat. His crowning achievement as a competitor was co-driving Finnish legend Ari Vatanen to the 1981 WRC title aboard a Ford Escort RS1800. In 2005 Richards was appointed a CBE for his services to motorsport.

### David Richards CBE, motorsport CV:

2007-2013: Chairman, Aston Martin

2005: Appointed a CBE for services to motorsport

2002-2004: CEO, BAR Honda

1984-present: Founder and Chairman, Prodrive

1982-1984: Consultant, automotive industry

1974-1981: Rally co-driver, British Leyland, Opel and Ford.



***"I'm honoured to be asked, at this stage of my career, to Chair the MSA. I'm really looking forward to this new challenge and trust that my fifty years of experience, in almost every facet of the sport, can now be put to good use"***

# ORGANISERS CONFIRM WRGB ROUTE

This year's Dayinsure Wales Rally GB (26-29 October) will feature 20 special stages totalling 180 miles in the Welsh forests, organisers International Motor Sports (IMS) have announced.

The 2017 route includes two night stages in the Dyfnant and Aberhirnant forests on Saturday evening. Saturday's schedule also includes a return of the family-friendly RallyFest at Cholmondeley Castle.

The service park will remain at the Deeside Rally Village in the grounds of the Toyota UK engine manufacturing plant. Meanwhile the Ceremonial Start and Ceremonial Finish will take place in Conwy County, and there will be a return to Chester on the Friday evening.

Ken Skates, Cabinet Secretary for Economy and Infrastructure: "This year's Wales Rally GB promises to be another spectacular event and a fitting way to draw Wales' Year of Legends to a close. Wales is home to some of the world's most legendary rally stages – the event is our opportunity to showcase the epic Welsh landscapes and scenery as some of the legends of the sport test their skills against what the Welsh landscape throws at them."

Admittance to the Deeside Rally Village is free, while tickets for the competitive action are now on sale at [www.walesrallygb.com](http://www.walesrallygb.com).

## Thursday 26 October

Ceremonial Start:  
Conwy County

## Friday 27 October

SS1: Myherin 1  
SS2: Sweet Lamb 1  
SS3: Hafren 1  
Regroup: Newtown  
SS4: Myherin 2  
SS5: Sweet Lamb 2  
SS6: Hafren Chester

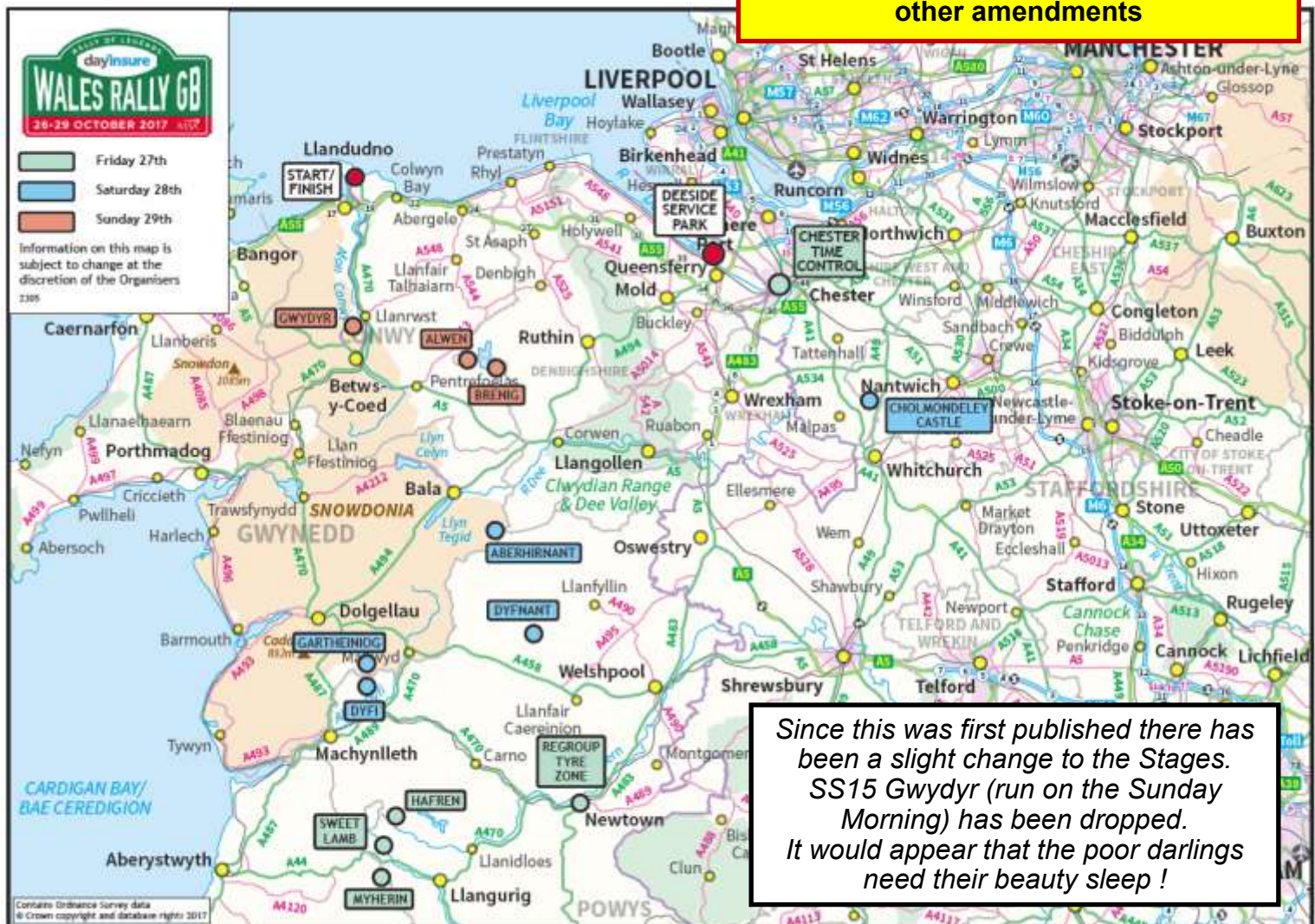
## Saturday 28 October

SS7: Dyfi  
SS8: Gartheiniog 1  
Regroup: Corris  
SS9: Dyfi 2  
SS10: Gartheiniog 2 (Live TV)  
SS11: Dyfnant 1  
SS12: Cholmondeley Castle RallyFest  
Service: Deeside Rally Village  
SS13: Dyfnant 2  
SS14: Aberhirnant  
Service: Deeside Rally Village

## Sunday 29 October

SS15: Gwydyr 1  
SS16: Alwen 1  
SS17: Brenig 1  
SS18: Gwydyr 2  
SS19: Alwen 2  
Regroup: Brenig  
SS20: Brenig 2 (Power Stage – Live TV)

**NB : since this was first published SS 15 Gwydyr 1 has been cancelled  
You should check for any other amendments**





# READ THE INSIDE STORY OF THE CLOSED ROADS CAMPAIGN

The summer issue of *MSA* magazine will be landing on members' doormats from Monday (19 June) with a cover story going behind-the-scenes of the campaign for closed-road motorsport on mainland Britain.

The feature tells the story of the governing body's push for a change in the law to allow local authorities to suspend the Road Traffic Act for authorised motorsport events, without needing an Act of Parliament each time. *MSA* Chief Executive Rob Jones, his predecessor Colin Hilton, Rallies Executive Ian Davis and former Communications Director Ben Taylor told editor Joe Dunn the full story.

Elsewhere Michael Thorogood takes a look at the British Motorsport Marshals Club (BMMC) as it celebrates its 60th anniversary representing the orange army. Meanwhile Gordon Cruickshank meets Nathalie McGloin to find out about her Spinal Track organisation, which aims to get disabled people out on track for the first time.

A must-read for all competitors is our feature on concussion; Hal Ridge speaks to sportscar legend Allan McNish and *MSA* Medical Advisory Panel Chairman – not to mention F1 Chief Medical Officer – Dr Ian Roberts for the lowdown on this important topic.

*MSA* magazine is produced quarterly by the team at *Motor Sport* magazine. It is sent to all *MSA* competition licence holders, licensed officials, registered marshals

Rally marshal Robert Hayden celebrated his 1000th event as a volunteer on the Severn Valley Stages, where he received a commemorative *MSA* certificate. Seventy-year-old Hayden (pictured, right, with *MSA*'s Head of Communications) has been a member of several motor clubs in the West Midlands over the years and won Monarch Auto Club's marshals award 12 years in a row. He has been helping to set up stages on Dayinsure Wales Rally GB for 25 years and has also competed on single-venue events as a navigator. Hayden, who recently passed his Gold Advanced driving test, is a familiar face within marshalling circles and is known across the country by his nickname, The Bear.

## Regulations for consultation

To have your say on the latest proposed rule changes affecting UK motor sports, visit [www.msauk.org/regulations](http://www.msauk.org/regulations)

## Sign up for alerts!

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

# Technical

Updates, clarification & advice

## STRUCTURAL INTEGRITY OF OLDER VEHICLES



A number of older cars are currently competing in UK motorsport and competitors are reminded that it is essential to check that the structural integrity of any such vehicle has not been compromised by corrosion. Warning signs include bubbling paintwork and rust staining.

The images show the aftermath of an incident in another country. It appears that rust in the A-pillar and sill of this vehicle may have severely compromised the ability of the structure to withstand the impact sustained from rolling. Fortunately both vehicle occupants escaped serious injury.

## BRAIDED PIPES

Competitors are reminded that there are number of regulations relating to fluid-filled pipes in the driver/passenger compartment, which state that that if the lines are non-metallic then they must be either internally or externally metal braided hydraulic pressure hose.

This applies to coolant pipes (see (J)5.10.1), oil lines (see (J)5.12.1) and fuel lines (see (J)5.13.1). Alternatively the lines may be FIA compliant, the requirements for which are detailed in FIA Appendix J Article 253 Article 3.2. The image shows an example of suitable externally metal braided fuel lines routed through the cockpit (the blue line is a battery cable).





## Introducing... New Yorkshire RDO, Heidi Woodcock

**Although my family were more into motor-bikes, we had a car repair garage, which I worked at for as long as I can remember. I always had my hands dirty, helping my Dad work on cars whenever I could. I followed Formula One avidly and quickly became interested in motorsport.**

While most girls my age were reading magazines like Jackie, I was a reader of Autosport. My bedroom walls had posters of Nigel Mansell's Williams adorned everywhere and shelves full of model cars.

I went Land Rover Trialling with some friends and every weekend was then spent out green-laning, trialling in quarries, or doing winch recoveries up to my knees in mud.

In '98 I got my first chance to compete on the Tour of Mull as a co-driver. It was incredibly scary and my first time on the notes in a converted Golf GTi road car. Straight into the first stage I knew this was what I wanted to do. We didn't finish that year but I was hooked. I've done many other rallies in the UK, Isle of Man and Ireland. The most successful rally moment was winning the Astra Challenge in 2002. In 2006 I married my driver, Chris Woodcock.

I'm secretary of our motor club and over the last few years I've taken on other roles as a licensed environmental scrutineer, trainee scrutineer and radio controller.

## GET INVOLVED

**Yorkshire RDO Heidi Woodcock offers her advice on bringing newcomers into motorsport.**

### **As a club where do you start?**

You need to establish your target audience. A newcomer doesn't usually have a lot of motor sport experience so however simple you make the experience it will be gladly received. Making the event fun for both the newcomer and the team involved will keep the buzz.

If you are already holding an event look at the possibility of requesting a Taster Event permit which as a club you can apply for one per discipline per year (more information is available at <https://www.msauk.org/Clubs/Taster-events>) This allows people to have a go in a car as a competitor without having to join the club.

The simplicity of offering a seated ride next to one of the competitors can give the real feel of speed with someone already experienced in the sport, and is an easy way to get talking to prospective newbies (as clubs, please ensure you apply for the permit appropriately – and ask if you're not sure).

Why not fit a Go Pro camera to the dash to video the person? Having someone laughing and screaming is a crowd puller. If you send the video by email to them they will probably go on to share it on social media! This then gives you a contact because follow up is the key, offering a free ride is great whilst they are whizzing around a car park but a leaflet with your club contact details can be quickly lost or thrown away. Email the video, and offer an invitation to go along to the club meetings and meet the 'gang'. Add them onto your clubs mailing list and buddy them up with people in the sport.

If there is space at the event or at indoor static stands you could also try something as simple as a radio control car autotest with a few mini cones out and a mini route on a map. Everyone can have a go, including children who may not be old enough to enjoy a passenger ride. This gives you an opportunity to chat to the spectators and people queueing to have a go, about 'real sized events' and their interests and explain what they can do in a standard car. Again, take email addresses to follow up on – so often the follow up is as important or more important than the initial contact.

Promote your club at all points with lots of banners, flags and then if filmed and shared on social media people can visit your club website and take a peek. Don't forget that there is the MSA Motor Sport Development Fund available too, to help your club purchase equipment to promote your club, which when used can grow the membership. Simple things such as business cards with your clubs' name, website address and social media details can also have a big impact.

Don't forget the Go Motorsport RDOs are here to help and the MSA website is full of ideas too, just look under Development. What's your club planning this year?

**Contact Heidi: [yorkshire@gomotorsport.net](mailto:yorkshire@gomotorsport.net)**





# TRAINING

## All training is delivered by Licensed MSA Instructors and based on the MSA Training Modules

PRC Books will be signed where appropriate, if you require signatures, bring your books with you, if you don't have a PRC Book, see below for details about how to register, get accredited and you will receive a registration card and PRC book.

Please complete your online accreditation at least 3 weeks prior to your first training course to allow time to receive your card and book.

### Getting Involved

Almost all motor sport events need volunteer marshals (recognisable from their orange overalls) to make sure they are run safely and effectively.

Marshalling is a rewarding way of getting more closely involved with motor sport and joining a community of like-minded enthusiasts; general duties range from displaying flag signals to drivers and clearing debris to helping extract drivers and cars that have crashed or broken down.

Details of how to become a marshal can be found on the Volunteers in Motorsport website, which outlines all the relevant clubs, types of motor sport marshalling and training days.

If you are interested in becoming a rally/cross country marshal, you can become accredited in less than an hour by completing the new online training and accreditation scheme.

Simply visit [www.msauk.org/Marshals/Online-rally-marshals-training](http://www.msauk.org/Marshals/Online-rally-marshals-training) and either login if you are an existing MSA member, or register if you are new. Once logged in follow the links for "Online Training".

### Other useful links to Motorsport Training:



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



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

# DATES

## Marshal Introduction

Sat 15<sup>th</sup> July

Darwen Services J4 M65

## Marshalling

27<sup>th</sup> July (Evening)

Marshalling Theory, Intro to Rally / Cross Country, Personal Safety, Intro to Radio, Intro to Timing  
For those without a computer, on the 15<sup>th</sup> July, a paper assessment session will also be available to enable Marshals to become MSA registered.

Darwen Services J4 M65

## Fire Training

19<sup>th</sup> August

Darwen Services J4, M65

## Marshalling

21<sup>st</sup> September (Evening)

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

Darwen Services J4, M65

## First on Scene

Sat 2<sup>nd</sup> December

Darwen Services J4 M65

To Book Your Place On Any  
of the above Training Sessions

You Can do it on Line

We wish all to register online if possible as it saves lots of admin time for our volunteers!

<http://thats-motorsport.com/training/>

Or email Tracy Smith

[tracey.ams@hotmail.com](mailto:tracey.ams@hotmail.com)

Or phone (Jon Aston) 0333 0022 510



# ALL-COMERS WELCOME TO ENTER DAYINSURE WALES RALLY GB

**Non-homologated cars now permitted to contest main WRC event**

**Route announced for two-day 2017 WRGB National Rally**

**Dedicated start for Nationals in Chester city centre**

Competitors wanting to pit their skills against the sport's elite have never had such an exciting, varied and affordable way to enter the UK's round of the FIA World Rally Championship.

Organisers of the Dayinsure Wales Rally GB (26-29 October) have announced that nationally-registered machinery will be eligible for the main WRC event. Thanks to a new FIA regulation, owners of cars with a national MSA registration typically older icons such as Mitsubishi Evos and Ford Escorts can now enter the main four-day international rally.

British crews looking to contest the full international event will be able to take advantage of the discounted British privateer entry fee of £1995 (£1662.50 + VAT) all they will need is an international competition licence and a car with an MSA Log Book. A limited number of places have been set aside and interested parties are now invited to register their interest via the [walesrallygb.com](http://walesrallygb.com) website.

With crews now able to enter the main event, the WRGB National Rally has been reduced to a two-day format that will be less demanding of both finances and time.

There should be something for everyone here, enthused Ben Taylor, managing director of Dayinsure Wales Rally GB. Firstly, Britain's WRC round is now genuinely open to those who want to take on the full challenge that's the stuff of personal legends.

Secondly, the shorter National event should appeal to those who want to have the amazing experience of competing on a huge event, but who will also appreciate the smaller time and money commitment required.

The National runners will still be an important part of the massive WRC event, based in the busy WRC Rally Village in Deeside and will compete on the same special stages as their WRC counterparts.

This year's more compact itinerary features eight classic timed stages, offering more than 60 miles of top class action on some of the world's most challenging forest tracks.

After its own dedicated start in Chester city centre on Friday afternoon (27 October), the National runners will open the action at the Cholmondeley Castle RallyFest on Saturday morning, ahead of four speed tests in the legendary Dyfi, Gartheiniog, Dyfnant and Aberhirnant forests of mid-Wales. The crews return to the Rally Village in the early evening where the Saturday night party will be getting underway.

Sundays schedule is set in north Wales featuring three more stages Gwydyr, Alwen and Brenig before the traditional champagne finish on Mostyn Street in Llandudno.

The WRGB National Rally has been a sell-out in recent years and this years event is likely to be no different. The shorter rally will be priced at £625 + VAT, and entries will open on 30 August. Entries to the National B event can only be made online through the official [walesrallygb.com](http://walesrallygb.com) website and must be accompanied by online payment in order to be registered.

Whether competitors opt for the full WRC package or the new-look National, we just want them to have a great time and enjoy themselves, said Taylor.

There aren't many sports where you can legitimately claim to be competing on the same field as the world stars. Can you imagine playing against Chelsea at Wembley or at Wimbledon with Andy Murray or racing against Lewis Hamilton at Silverstone?

Hopefully the fans are going to get to see a wider variety of amazing rally cars in the stages and it will also underline the fact that Dayinsure Wales Rally GB is about showcasing the very best of British rallying to the fans and to the world.

***Continued on Page 66***





## **Tickets for the 2017 Dayinsure Wales Rally GB are now on sale**

with significant savings for those booking in advance. The latest schedule includes Thursday evening's newly announced curtain-raiser at the Tir Prince Raceway and only a single visit to Gwydyr on Sunday morning.

Adult prices start at just £10 for Visit Conwy Tir Prince, £23 for the family-friendly RallyFest at Cholmondeley Castle, £28 for a day pass or £99 for the full four-day premium event pass. Accompanied children aged 15 and under are admitted free.

Full information can be found on the official [www.walesrallygb.com](http://www.walesrallygb.com) website and via the event's social media channels.

### **2017 WRGB NATIONAL RALLY DRAFT ROUTE**

#### **Friday 27 October:**

Ceremonial Start: Chester city centre

#### **Saturday 28 October:**

SS1: Cholmondeley Castle RallyFest

SS2: Dyfi

SS3: Gartheiniog

SS4: Dyfnant

SS5: Aberhirnant

Service: Deeside Rally Village

#### **Sunday 29 October:**

SS6: Gwydyr

SS7: Alwen

SS8: Brenig

Ceremonial Finish: Mostyn Street, Llandudno



**For further updates, follow Wales Rally GB on Twitter @walesrallygb  
or join the conversations on Facebook at [www.facebook.com/walesrallygb](http://www.facebook.com/walesrallygb).**

# SEVEN HOSPITALS TO RECEIVE £500 OF TOYS EACH



- **Royal Blackburn Hospital (with some passed on to Burnley Urgent Care)**
  - **Royal Preston Hospital**
  - **Airedale General Hospital**
  - **Manchester Children's Hospital**
  - **Alder Hey Children's Hospital**
  - **Derian House Children's Hospice.**
    - **Northampton Hospital**
- **Plus we will also be making a donation towards a much needed Defibrillator for Barrowford.**

Due to the success of this year's show the team will be donating £500 each to Royal Blackburn & Burnley, Royal Preston, Airedale General, Manchester Children's, Alder Hey Children's and Northampton Hospitals and Derian House Children's Hospice.

Setting off from Barrowford, an eclectic mixture of cars and bikes will head off to visit Royal Blackburn, Preston and Airedale Hospitals creating a rolling motorshow for the children and families to enjoy. Other venues will receive donations at a later date.

*"We asked our exhibitors to volunteer their services for the day and we have had a great response" said organiser Chris Walker.*

*"With record visitor numbers and revenue from our event in May, we couldn't be happier with the end result. To be able to complete this year's cycle by actually handing the toys over to more hospitals than we would have dreamed will be fantastic for the whole team who have worked so hard."*

The convoy's first stop at Royal Blackburn Hospital will deliver much needed toys to their children's wards complemented by the £500 donation to ensure a sustained supply of entertainment to those children unfortunate enough to end up in hospital. This will be presented to a member of the nursing team at a mini-motorshow in the hospital's grounds. Children and families will be encouraged to come and see the vehicles and brighten their day. Some of these will then be fed across to Burnley Hospital. The team will then move on and repeat this at Preston and Airedale Hospitals throughout the event with some vehicles and a few surprises joining along the way.

The idea for this was inspired by the entertainment manager Lee Tombling's late sister Amy's idea of providing toys in children's wards out of her own pocket. The team took on the challenge of servicing as many hospitals and hospices in the local area as they could plus Northampton where Amy had been a regular visitor. All of the donated toys will carry a sticker with the words "Simply Amy" on them in recognition of her idea.

*"We had such a great response in toy donations at our Booths collection point plus help from [Giddy Goat Toys in Didsbury](#) that our little meeting room is overflowing already!" said Chris.*

Pendle Powerfest is run by a team of volunteers who spend a long time planning and organising something they feel is unique to the area. Made up of people with diverse backgrounds and interests they tirelessly work towards making the day out appeal to everyone and raise lots of money for their chosen causes.

Newest volunteer Debby Preston: *"I think Powerfest is a feast for Petrol heads. The organisation has a dedicated team of volunteers who are committed to fundraising and do their utmost to bring together a professional show."*

*"As for the upcoming convoy, I am sure it will be a sight to be seen, delivering joy and many hours of fun for those children who are unfortunate to be in need of hospital treatment. SANTA HAS NOTHING ON US!"*

Pendle Powerfest will also be donating £500 towards a new defibrillator for Barrowford as a way of hopefully saving local people's lives.



# Kirkby Lonsdale MC The Cars the Star Show Sunday 16th of July

Classic Cars from all decades will be on show and much more

## Kirkby Lonsdale Rugby Club



Proudly supporting  
Midlands Air Ambulance

## THE KNUTSFORD TARGA RALLY

9TH SEPTEMBER 2017

# MARSHALS WANTED

marshals4kdmctarga@gmail.com

IN ASSOCIATION WITH  
**HRX**  
#BESPOKE MOTORSPORT

"Run by Competitors for Competitors"

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Back Brook Place, Latchford,  
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## Warrington & District Motor Club **JRT Enville Stages** Sunday 2<sup>nd</sup> July

Running for the 28th year and using the much re-vamped Anglesey Circuit.

This year we are running 10 stages and approx. 50 stage miles on top quality tarmac. A no nonsense event with slick stage turn round times.

We will be offering scrutineering on Saturday evening, with free overnight camping, but with an optional pre-booked session on Sunday morning for those that do not plan to stay overnight – this will be limited to 6 places on a first come first serve basis.

### The event is also a round of the following championships:-

- ANWCC Stage Rally Championship 2017
- ANWCC Ladies Rally Championship 2017
- ANWCC All-Rounders Championship 2017
- SD34 MSG Stage Championship 2017
- SD34MSG Individual & Inter Club League
- SD34MSG Stage Rally Championship
- ANWCC North Wales Stage Rally Challenge

Once again we would like to welcome Bob Tate of JRT Motor Services and thank him for his support of this popular event. The organisers look forward to meeting old and new friends for an enjoyable day's motorsport when we promise another classic Enville Stages.

## MARSHALS WANTED

This event cannot run without the help of marshals. We need many volunteers for timekeeping and general course marshals. No matter what your experience if new to the sport we can put you with an experienced marshal to help you learn the ropes.

Please contact:-

**Dan Orme, Chief Marshal**

07792 475868 or [dan@delta-electrical.co.uk](mailto:dan@delta-electrical.co.uk)

**Mike Spiers, Deputy Chief Marshal**

07949 062222 or [michael.spiers22@gmail.com](mailto:michael.spiers22@gmail.com)

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

**Warrington**  
& District Motor Club



## Under 17 Motor Club (NW), **AutoSOLO, Autotest and Production Car Autotest**

**20th August 2017**

For those who haven't entered an Autosolo before, they consist of all forwards timed tests on a hard surface. New for 2017 a passenger is optional and 14 years olds may drive subject to limitations. AutoSOLO are not a memory contest as markers help you find your way around. One score is dropped per test layout in the Clubman's event to allow for those 'little disasters'. Although modified cars are allowed, all competing vehicles have to be road legal and be driven to the event. Competitors are divided into groups, whilst one group competes, another marshals and the third takes a well-earned rest. This results in an action packed day for all. Autosolos are relatively new to this country but have a large following in the USA. They have proved to be an ideal low cost introduction to motor sport for beginners (particularly teenagers) and a means of past competitors to return to the sport.

Please note that the autotest is NOT all forwards and contains two reversing manoeuvres. The autosolo and production car autotest are all forwards and contain no reversing manoeuvres.

### **M65 Motorway Services, Junction 4, Blackburn**

Food is available on site with discounts to Competitors & Marshals.

**regs available online at  
[www.anwcc.org](http://www.anwcc.org) and  
[www.sd34msg.org.uk](http://www.sd34msg.org.uk)**

## HEXHAM & DISTRICT MOTOR CLUB **THE NORTHERN DALES CLASSIC TROPHY**

**23<sup>rd</sup> of July**

The format of the event will again be extremely simple with all of the tests situated within the confines of the vast former cement works complex, the surface will be almost 100% tarmac and we have taken steps to eliminate as much of the unsurfaced sections as possible.

We will be attempting to make the tests as simple and as straightforward as possible so that drivers can really enjoy them.

We will again be providing catering facilities, courtesy of Julie's Pantry, these were extremely well received last year and, this year, they have promised an extended menu for crews to enjoy. We will also have toilets on site courtesy of Castlewood Hire for your convenience and comfort.

**Regs :**

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



# Barbon Hill Climb

## Sat. 1st July

# STOP PRESS CANCELLED

### Paddock Waterlogged



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Beverley & District Motor Club  
Maple Garage

## Beaver Rally 2017

22nd/23rd July 2017

Beverley & District Motor Club are proud to announce the event as the 40th Anniversary of the first Beaver Rally in 1977.

It will be a round of the ANCC, EMAMC, ANEMMC, SD34 and HRCR Premier Road Rally Championships. The organising team are planning an event on OS Maps 101 and 107, covering approximately 150 miles and starting from Maple Garage, Sproatley in East Yorkshire.

There will approximately 10 miles of 'white' roads, virtually all of which will be incorporated in; or accessing the 10 Special Tests we are planning. As usual, these have all been traversed in a standard car but we would still strongly recommend sump guards for competition purposes.

As is becoming increasingly necessary on Road Rallies, the Organisers will take care to ensure that competitors are not required to drive at excessive speeds on the public highway.

Route Checks will also be used for safety, at SGW's as we have done previously, as well as at some particular points of danger. (i.e. uneven road surface, bad bend, long straight).

[www.bdmc.org.uk/beaver/2017/regs.php](http://www.bdmc.org.uk/beaver/2017/regs.php)

## 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





# Legend Fires Greystoke Stages

9th July

## Marshals Required

Now that we are rapidly approaching the event it is vital that we can be certain that we will have sufficient marshals to safely cover the day. We already have a substantial list of folk who have registered an interest in Greystoke and they should have recently received an email request asking them to confirm that they will be with us on 9th July.

If you are intending to come but have not yet confirmed this to us please will you either phone or text our

**Chief Marshal Irving Wilson**

**on 07759 936942**

**or send an email to**

**greystokemarshals@gmail.com.**

**Warrington & DMC** 

**Wallasey MC** 

## WERN-DDU GRAVEL PCAs

**Sunday 6<sup>th</sup> August  
& Sunday 27<sup>th</sup> of August**

**£30.00**

**Regs available at :**

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

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

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





**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](http://www.wallaseymc.com)**



## **Duncan Littler**

*SpeedSports (Wales) Photography*

**2 Pendref, Dwyran, Anglesey,**

**Gwynedd. LL61 6YL**

**Tel: 01248 430015,**

**Mob: 07740 179619**

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

**G&PMC Memorial Rally Photos**

## **The Oaks Trophy 22<sup>nd</sup> July**

**The Oaks Trophy is back!**

**After 7 years but as a Targa Rally**

We have what promises to be an ace day's rallying for all. With approximately 17 miles of tests on a mixture of surfaces: gravel, concrete and grass. Event will start and finish at the Waggon and Horses Congleton. With a breakfast and a BBQ at the finish included in your entry fee.

**The regs and entries can be found at**

**<http://www.eromc.co.uk/ero/>**



# 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 & Hill climb
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.**

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Songasport	Sam Spencer
Ed Graham	Matt Broadbent
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John Harden (LiMC)	Simon Frost
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Neil Johnson	Jordan Joines
Chris Lee	Adrian Lloyd

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Sue Carter of Carter Sport

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Adrian Spencer (Adgespeed)

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Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

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

**Les Fragle**

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

# SD34MSG

## Wednesday 19<sup>th</sup> July

8-00pm,

Poachers,

Bamber Bridge

PR5 6BA

Near Junction 29 of the M6.

It's a Hungry Horse pub

# ANCC



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



# ANWCC

Association of North Western Car Clubs

## Monday August 14<sup>th</sup>

8.00pm

Tofts Cricket Club,

Booths Hall, Chelford Rd.,

Knutsford,

Cheshire, WA16 8OP

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

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

**Deadline for copy  
for the August edition is  
Thursday the 27<sup>th</sup> of July  
which is due out on**

**Monday the 31<sup>st</sup> of July**

PLEASE Email Reports etc. to

Maurice Ellison at :

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

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