

September spotlight



2017



Pendle & DMC : Scammonden Dam Hillclimb
Photo Courtesy of Brian Taylor

www.sd34msg.org.uk

Volume 8 : Issue 9 : September 2017 : Maurice Ellison

Chairman's Chat

My last event was a great day on the Pendragon Stages on the Warcop ranges, what a cracking venue, and while having a break for stage changes I noted a couple of stickers on my clipboard for the Lombard RAC Rally in 1979 and 1980 and thought, good grief that's nearly 40 years ago. In those near 40 years the event has changed out of all recognition from when we spent 5 days and nights travelling all around the country to this years event which is effectively over 3 days, with just a couple of stages in the dark for the big boys, spread over just half of Wales plus a short trip into Cheshire for a Mickey Mouse stage.

Looking at the latest schedule I don't envy the marshals on the Aberhirnant and Dyfnant stages as each stage is run twice, first thing in the morning and last thing in the evening so I guess they will be on duty for the best part of 17-18 hours. Well at least the MSA appears to have recognised the extraordinary dedication in the August Marshals Newsletter as I quote "We are looking at how best to provide support for everyone who is making the event run on these particular stages. And while we don't have an answer just yet, it is one of our top priorities". Far be it for me to say but this sort of scheduling is completely unjustified and with a bit of thought could have been avoided. In this day and age when potential marshals are being put off by the excessive duty periods I would suggest the organisers pay more attention to the marshals and less to the manufacturers teams who appear to be dictating the schedule. This would never have happened 40 years ago.

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

Contents

Front Cover : Scammonden Hillclimb

Pg. 2	Chairmans Chat	Pg. 38	Grass Roots Motorsport : Harewood PCA
Pg. 3	Member Club Contacts	Pg. 39	Grass Roots Motorsport : Wern Ddu PCA
Pg. 4	SD34MSG Contacts	Pg. 40	Grumpy Old Git
Pg. 5	Inter-Club League	Pg. 41	North West Racers
Pg. 6	2017 SD34MSG Championships	Pg. 42	North West Racers
Pg. 7	2017 SD34MSG Championships	Pg. 43	North West Racers
Pg. 8	Under 18 Championship Registration	Pg. 44	North West Racers
Pg. 9	2017 Championship Registration	Pg. 45	3 Sisters Sprint (Longton & DMC)
Pg. 10	2017 SD34MSG Calendar	Pg. 46	Bo'Ness Hillclimb Preview
Pg. 11	Around the Clubs : Preston MSC & more	Pg. 47	Bo'Ness Hillclimb Preview
Pg. 12	Around the Clubs : Clitheroe & DMC	Pg. 48	Scammonden Dam Hillclimb
Pg. 13	Around the Clubs : Clitheroe & DMC	Pg. 49	Scammonden Dam Hillclimb
Pg. 14	Around the Clubs : Clitheroe & DMC	Pg. 50	Inside the Industry
Pg. 15	Around the Clubs : Lancashire A.C.	Pg. 51	Inside the Industry
Pg. 16	Around the Clubs : G&PMC, Mull CC	Pg. 52	Blue Streak Targa
Pg. 17	Around the Clubs : Matlock MC & more	Pg. 53	Blue Streak Targa
Pg. 18	Around the Clubs : Blackpool SSMC	Pg. 54	NESCRO Calendar
Pg. 19	ANWCC Meeting Notes	Pg. 55	The 'Jim Clark' Rose & Thistle Run
Pg. 20	Pendragon Stages Rally	Pg. 56	Dalmain Classic Car Show
Pg. 21	Pendragon Stages Rally	Pg. 57	MSA News
Pg. 22	Pendragon Stages Rally	Pg. 58	MSA News
Pg. 23	Pendragon Stages Rally	Pg. 59	MSA News
Pg. 24	Harry Flatters Rally	Pg. 60	MSA News
Pg. 25	Tyneside Stages	Pg. 61	MSA JT Club of the Year Awards
Pg. 26	Gareth Hall Memorial Trophy Rally	Pg. 62	MSA Rally Championships
Pg. 27	Rallycross : Lydden Hill	Pg. 63	MSA Rally Championships
Pg. 28	Rallycross : Lydden Hill	Pg. 64	Training Dates
Pg. 29	Croft Nostalgia Weekend	Pg. 65	Sporting Bears
Pg. 30	Croft Nostalgia Weekend	Pg. 66	GreenPower Racing
Pg. 31	Gemini Communications Motorsport Team	Pg. 67	Odds, Sods & Bodkins & Events
Pg. 32	Radio Mutterings	Pg. 68	Odds, Sods & Bodkins & Events
Pg. 33	Radio Mutterings	Pg. 69	Odds, Sods & Bodkins & Events
Pg. 34	More Radio Mutterings	Pg. 70	Odds, Sods & Bodkins & Events
Pg. 35	Grass Roots Motorsport : Car Trial	Pg. 71	Odds, Sods & Bodkins & Events
Pg. 36	Grass Roots Motorsport : Karting	Pg. 72	Odds, Sods & Bodkins & Events
Pg. 37	Grass Roots Motorsport : Karting	Pg. 73	Odds, Sods & Bodkins & Events
		Pg. 74	Odds, Sods & Bodkins & Events
		Pg. 75	And Eventually : Meeting Dates

SD34MSG : Member Clubs & Contact Details

Accrington MSC

Contact : David Barratt
Email : davidpbarratt@gmail.com
Tel. : 01254-384127
Website : www.accrington-msc.org

Airedale & Pennine MCC

Contact : John Rhodes
Email : rhodesj3@sky.com
Tel. : 07913 649131
Website : www.apmcc.co.uk



Blackpool South Shore MC

Contact : Dave Riley
Email : rileydavea@virginmedia.com
Tel. :
Website : www.bssmc.com



Bolton-le-Moors MC

Contact : Jack Mather
Email : jackmather95@hotmail.co.uk
Tel. :
Website : www.blmc.co.uk



CSMA (NW)

Contact : Steve Johnson
Email : steve.amsc@gmail.com
Tel. : 01254-392663
Mob. : 07718 051 882



Clitheroe & DMC

Contact : Maurice Ellison
Email : sd34news@gmail.com
Tel. : 01524-735488
Mob. : 07788-723721
Website : www.clitheroedmc.co.uk



Garstang & Preston MC

Contact : Margaret Duckworth
Email : margret.duckworth42@btinternet.com
Tel. : 01772-700823
Website : www.gpmc.org.uk



High Moor MC

Contact : Gary Heslop
Email : gary.heslop@btinternet.com
Tel. : 0161-6430151
Mob. : 07973-816965
Website : www.hmmc.co.uk



Hexham & DMC

Contact : Ed Graham
Email : edgraham01@sky.com
Tel. : 0161-2919065
Website : www.hexhammotorclub.co.uk



Knowl Dale CC

Contact : Matt or Stephen Broadbent
Email : m.broadbent@zoho.com
Tel. : 07411-236420
Website : www.knowldale.co.uk



Lightning MSC

Contact : Andy Rhodes
Email : andy.rhodes@btinternet.com
Tel. : 01772-632820

Lancashire A.C.

Contact : Chris Lee
Email : info@lancsautoclub.com
Tel. : 07831-124417
Website : www.lancsautoclub.com



Liverpool MC

Contact : John Harden
Tel. : 0161-9697137
Email : lmc-chairman@liverpoolmotorclub.com
Website : www.liverpoolmotorclub.com



Manx AS

Contact : Mark Quayle
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.manxautosport.org



Matlock MC

Contact : Garry Evans
Email : garrydotevans@hotmail.co.uk
Tel. :
Website : www.matlockmotorclub.co.uk



Mull CC

Contact : Chris Woodcock
Email : pdschris@aol.com
Tel. : 07973-830695
Website : www.mullcarclub.co.uk



Pendle & DMC

Contact : Ray Duckworth
Email : raymond.duckworth@btinternet.com
Tel. : 01282-812551 or 07484161972
Website : www.pendledistrictmc.co.uk



Preston MC

Contact : Louis Baines
Email : louisbaines@hotmail.co.uk
Tel. : 07792 903166
Website : www.prestonmotorsport.club



U17MC-NW

Contact : Steve Johnson
Email : steve.amsc@gmail.com
Tel. : 07718 051 882
Website : www.u17mc-northwest.org.uk



Stockport061MC

Contact : Mark Wilkinson
Email : info@stockport061.co.uk
Tel. : 07879-657580
Website : www.stockport061.co.uk



Wallasey MC

Contact : Tony King
Email : tony_king@msn.com
Tel. : 07989-616546
Website : www.wallaseymc.com



Warrington & DMC

Contact : George Jennings
Email : gajennings@sky.com
Tel. :
Website : www.warringtondmc.co.uk



Wigan & DMC

Contact : Tony Lynch
Email : rallycrosser790@aol.com
Website : www.wiganmotorclub.org.uk



2300 Club

Contact : Neil Molyneux
Email : 2300@fcs-uk.com
Website : www.2300club.org





MOTOR SPORT GROUP

Contacts

President	: Alan Shaw
U18 Championship Marshals Compiler C.P.O.	: shawalan.555@btinternet.com : 01282-602195
Chairman	: Les Fragle
Secretary	: les.fragle@gmail.com : 01995-672230
Vice Chairman	: Bill Wilmer
Radios	: Approved MSA Radio : Co-ordinator : Gemini Communications : 07973-830705 : w.wilmer@btinternet.com
Treasurer	: Steve Butler
Road Rally Website	: steven.butler9@btinternet.com : www.sd34msg.org
Lancashire RLO	: Chris Woodcock
MSA Rallies Committee	: pdschris@aol.com
Chairman ANCC	: 01254-681350
Sprint /Hillclimb	: Steve Price
	: prstp739@aol.com
League Compiler	: Steve Lewis
Individual Compiler	: slewisbb1@virginmedia.com
None Race/Rally	: Tracy Smith
	: tracey.amsc@hotmail.com
Stage Rally	: Ian Bruce
	: ibroadrally@gmail.com
Registrations	: Margaret Duckworth
	: margaret.duckworth42@btinternet.com : 01772-700823
Newsletter	: Maurice Ellison
	: sd34news@gmail.com : 07788-723721 : 01524-735488
North West RDO	: Steve Johnson
	: steve.amsc@gmail.com : 01254-392663 : 07718 051 882



Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

ADVERTISING in 'SPOTLIGHT'

Readership in Excess of 10,000

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

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

And now sent to all ANWCC clubs too

All advertising revenue helps to fund SD34MSG

**Contact either Les Fragle, Maurice Ellison
or Steve Johnson for more details**

Steve Johnson

07718 051 882 steve.amsc@gmail.com

Les Fragle 01995-672230 les.fragle@gmail.com

Maurice Ellison 07788-723721 sd34news@gmail.com

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

WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	778	1	1
U17MC-NW	651	2	2
Garstang & Preston MC	507	3	3
Bolton-le-Moors CC	422	4	4
Liverpool MC	363	5	5
Preston MC	269	6	7
Blackpool South Shore MC	185	7	12
Stockport061 MC	157	8	14
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	338	1	6
Accrington MSC	269	2	7
Airedale & Pennine MCC	257	3	9
Wigan & DMC	228	4	10
Matlock MC	204	5	11
Pendle & DMC	171	6	13
Wallasey MC	123	7	15
Manx AS	118	8	16
Division C		Position	
Club	Points	Div	O/A
Knowl Dale CC	69	1	17
Hexham & DMC	67	2	18
Mull CC	64	3	19
CSMA (NW)	12	4	20
Lightning MSC	10	5	21
High Moor MC	2	6	22
Lancashire A.C.	0	7	23
2300	0	7	23
Motor Sport North West	0	7	23

Last Updated 30th August 2017

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	110	CDMC	Y
= 2	Amanda Baron	107	AMSC	Y
= 2	Tracy Smith	107	AMSC	Y
= 4	Robert O'Brien	77	WaDMC	Y
= 4	William O'Brien	77	WaDMC	Y
= 4	Alexander Baron	77	AMSC	Y
7	Jim Livesey	67	U17MC	Y
8	Steve Smith	59	AMSC	Y
= 9	Alan Shaw	54	PDMC	Y
= 9	John Aston	54	U17MC	Y
= 9	Barry Wilkinson	54	PDMC	Y
= 12	John Harden	50	LivMC	Y
= 12	Jez Turner	50	CDMC	Y
= 12	David Hunt	50	LivMC	Y
15	Les Fragle	47	G&PMC	Y
16	Geoff Main	44	LivMC	Y
= 17	Peter Wright	40	PDMC	Y
= 17	Steve Lewis	40	CDMC	Y
= 19	Steve Price	37	CDMC	Y
= 19	Bill Gray	37	LivMC	Y
= 19	Dave Barratt	37	AMSC	Y
= 19	Phil Howarth	37	LivMC	Y
22	Sean Robertson	34	LivMC	Y
= 23	Peter Schofield	30	PDMC	Y
= 23	Andy Fell	30	LivMC	Y
= 25	Andy Dewhurst	30	GPMC	Y
= 25	Chris Woodcock	30	CDMC	Y
= 25	Heidi Woodcock	30	CDMC	Y
= 25	Jason Bleakley	30	GPMC	Y
= 25	Anthony Brindle	30	GPMC	Y
= 25	Gavin Irvine	30	GPMC	Y
= 25	David Nolan	30	GPMC	Y
= 25	Alex Brown	30	PMC	Y
= 25	Les Eltringham	30	PDMC	Y
= 25	Peter Wilkinson	30	PDMC	Y
= 35	Kameron Anderson	27	PMC	Y
= 35	Kevin Jessop	27	LivMC	Y
= 37	Steve Kenyon	20	GPMC	Y
= 37	Toby Fisher	20	PDMC	Y
= 37	Robert Grimshaw	20	PMC	Y
= 37	Sam Coombes	20	PMC	Y
= 37	Terry May	20	PMC	Y
= 37	Joe Ring	20	PMC	Y
= 37	Ryan Sweeting	20	PMC	Y
= 37	Colin Baines	20	PMC	Y
= 37	Christina Lang	20	PMC	Y

**Only Showing those Marshals
that have Qualified**

44 marshals have Qualified

146 Marshals have scored points

Last Updated 23rd August

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Myles Gleave	E	54	G&PMC	5
2	Matt Flynn	E	52	CDMC	5
3	Stan Featherstone	E	46	CDMC	4
4	Richard Hunter	E	41	MMC	5
5	Mark Standen	E	36	G&PMC	4
= 6	Jon Bossen	E	33	MMC	3
= 6	Paul Buckel	E	33	CDMC	4
8	Dan Sedgwick	S	32	CDMC	4
= 9	Tony Harrison	E	25	CDMC	3
= 9	James Taylor	E	25	CDMC	4
= 11	Jem Dale	E	23	G&PMC	3
= 11	Pete Jagger	E	23	CDMC	4
13	Alan Young	N	22	MMC	3
14	Steve Cotton	E	19	CDMC	2
15	Louis Baines	E	18	PMC	2
16	Dominic McTear	S	16	CDMC	2
17	Ian Swallow	N	14	PMC	3
= 18	Simon Boardman	E	9	CDMC	1
= 18	Steve Greenbach	N	9	MMC	1
= 18	Phil Shaw	N	9	CDMC	1
= 18	Russel Starkie	N	9	CDMC	1
22	Peter Sharples	N	7	PMC	2
23	Craig Shooter	N	6	PMC	1
24	Andy Williams	N	4	U17MC	1
O/A	Navigator	Class	Pts	Club	Rds
1	James Chaplin	E	56	G&PMC	6
2	Sam Spencer	E	46	CDMC	6
3	Rob Jones	E	45	CDMC	5
= 4	Steve Butler	E	32	CDMC	4
= 4	Gary Evans	E	32	MMC	4
6	Ashley Young	S	29	MMC	4
7	Sam Ambler	S	26	CDMC	4
8	Maurice Ellison	E	23	CDMC	3
9	Steve Frost	E	21	G&PMC	3
10	Sasha Herriot	E	20	MMC	2
11	Ian Graham	E	17	CDMC	3
12	Matt Broadbent	E	15	CDMC	2
13	Kris Coombes	E	14	PMC	2
= 14	Tony Vart	S	11	CDMC	2
= 14	James Swallow	N	11	PMC	3
= 16	Ian Farnworth	S	9	G&PMC	1
= 16	Derek Lewin	N	9	CDMC	1
18	Sam Coombes	N	8	PMC	2
19	Simon Frost	S	6	CDMC	1
20	Lauren Cook	N	4	U17MC	1

Results following R8 : B&DMC Beaver Rally

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	159	CDMC	
2	Peter Jackson	D	113	G&PMC	
3	Mike English	C	84	Wigan	
4	John Darlington	D	83	Wigan	
5	Phil Jennings	D	81	Warrington	
6	Mark Kelly	C	57	G&PMC	
7	Duncan Taylor	D	56	BSSMC	
= 8	Ric Wood		53	GPMC	
= 8	Dave Riley	C/D	53	BSSMC	
= 8	James Massey	D	53	CDMC	
= 8	Mark Knight		53	G&PMC	
= 8	James Swallow		53	PMC	
13	Steve Johnson	A	52	U17MC	
14	Jack Ives	C	29	PMC	
= 15	Ian Bruce	C	27	S061MC	
= 15	Simon Bowen	D	27	BSSMC	
= 15	Peter Sharples		27	PMC	
= 18	Adrian Lloyd	D	26	Warrington	
= 18	Gary Jakeman	B	26	High Moor	
O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	160	CDMC	
2	Darren Taylor		109	GPMC	
3	George Jennings	D	82	Warrington	
4	Chris Sharpe-Simkiss	D	57	BSSMC	
= 5	Stephen Grayson	D	56	BSSMC	
= 5	Andy Baker	C	56	G&PMC	
7	Richard Robinson	D	55	BSSMC	
8	Garry Dillon	C/D	54	BSSMC	
= 9	Matt Broadbent	D	53	CDMC	
= 9	Louis Baines		53	PMC	
= 11	Steve Butler	A	52	CDMC	
= 11	Liam Whiteley		52	PMC	
= 13	John Darlington	C	27	Wigan	
= 13	Adrian Lloyd	D	27	Warrington	
= 13	Garry Hughes		27	BSSMC	
= 13	Tony Vart	C	27	CDMC	
= 13	Sasha Heriott		27	Matlock MC	
= 13	Bruce Lindsay		27	PDMC	
= 19	James Swallow		26	PMC	
= 19	Matthew Jakeman	B	26	HMMC	

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

Best 9 Scores to Count

Non Race/Rally Championship

O/A		Class	Score	Club
1	Steve Johnson	A/F	81.75	U17MC
2	Andy Williams	A	81.41	U17MC
3	Lauren Cook	A	74.77	U17MC
4	James Williams	A	67.06	U17MC
5	Scott MacMahon	A	66.80	U17MC
6	Steve Kennel	B	61.33	CDMC
7	Chris Livesey	A	56.58	U17MC
8	Phil Clegg	D/E	48.90	AMSC
9	Chris MacMahon	A	48.58	U17MC
10	Gary Ross	A	47.40	A&PMMC
11	Steve Lewis	C	41.36	CDMC
12	Hazel Johnson	A/F	38.79	U17MC
13	Daniel Barker	C	37.64	AMSC
14	Jamie Foster	B/F	29.88	U17MC
15	Dermot Murray	D	27.09	AMSC
16	Steve Price	A	20.49	CDMC
17	David Goodlad	A	20.00	BLMCC
18	Gary Sherriff	B	19.52	BLMCC
19	Maurice Ellison	A	19.15	CDMC
20	Warren Nichols	B	18.29	BLMCC
21	Robert Cotton	A	12.81	CDMC

Last updated : Aug 20th (R17 Darwen)

Sprint & Hillclimb Championship

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

Results following R 7 : Scammonden

U18 Championship

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

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	95	Y	U17MC
2	Steve Johnson	90	Y	U17MC
3	Steve Lewis	53	Y	CDMC
4	Phil Shaw	47	Y	CDMC
5	Lauren Cook	46	Y	U17MC
6	Steve Butler	44	Y	CDMC
7	Russell Starkie	43	Y	CDMC
8	Rob Jones	40	Y	CDMC
9	George Jennings	34	Y	WaDMC
10	Louis Baines	33	Y	PMC
11	David Goodlad	30	Y	BLMCC
12	Maurice Ellison	27	Y	CDMC
= 13	Kris Coombes	20	Y	PMC
= 13	Steve Price	20	Y	CDMC
15	Steve Frost	18	Y	GPMC
= 16	Garry Sherriff	17	Y	BLMCC
= 16	Ian Swallow	17	Y	PMC
= 16	Sam Coombes	17	Y	PMC
19	Craig Shooter	12	Y	PMC
20	Peter Sharples	11	Y	PMC

Still to Qualify

Steve Kennel	60	CDMC
Scott MacMahon	49	U17MC
James Williams	47	U17MC
James Chaplin	42	G&PMC
Myles Gleave	39	G&PMC
Peter Jackson	39	G&PMC
Darren Taylor	39	G&PMC
Phil Clegg	38	AMSC
Garry Ross	37	A&PMMC
Matt Flynn	36	CDMC
Hazel Johnson	36	U17MC
Jon Bossom	34	MMC
John Darlington	34	WiDMC
Andy Larton	31	LiMC
Nigel Fox	29	CDMC
Chris MacMahon	29	U17MC
Dan Sedgwick	29	CDMC
Mike English	28	WiDMC
James Swallow	28	PMC
Stan Featherstone	27	CDMC
Paul Buckel	26	CDMC
Chris Livesey	26	U17MC
Matt Broadbent	25	CDMC
Jem Dale	24	G&PMC
Sam Ambler	23	CDMC
Jamie Foster	22	U17MC
Steve Cotton	20	CDMC
Sam Spencer	20	CDMC

A Total of 104 Competitors have scored points

2017 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2017 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

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

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

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

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

2017 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below;

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

SIGNATURE

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

CLASSES

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

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

Non Race /Non Rally

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

Sprint / Hillclimb

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

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

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

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

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

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

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

SD34MSG : 2017 Calendar

Date	Type	League	Club	Title	Venue - Notes
September					
01+02-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Prom
2-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
9/10-Sep	Road Rally	No	Ilkley & DMC	Colman Tyres	Yorkshire
23/24-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
24-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
October					
8-Oct	Stage Rally	Yes	Wigan & Dist MC	The Adgespeed Stages	3 Sisters, Wigan
14-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
15-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
November					
04 Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
4-Nov	Stage Rally	Yes	Clitheroe /Malton MC	Malton Forest Rally	Dalby Not Stage Champ Round
04/05-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
10+11 Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
25-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield, Lincs
December					
2-Dec	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 6	Blackburn Services,
2-Dec	PCA	Yes	Under 17 MC NW	U17MC PCA 6	Blackburn Services,
2-Dec	Training	No	U17MC	First On Scene	Blackburn Services,
3-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo	Blackburn Services,
3-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest	Blackburn Services,
3-Dec	PCA	Yes	Accrington MSC	AMSC PCA	Blackburn Services,

2017 Championship Rounds by Discipline at a Glance

SD34MSG Road Rally Championship 2017

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

SD34MSG Stage Rally Championship 2017

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

SD34MSG None Race/Rally Championship

Date	Event	Organising Club
2-Dec	Autosolo/PCA	Under 17 MC NW
3-Dec	Autosolo/PCA/AutoTest	Accrington MSC

SD34MSG Sprint & Hillclimb C/ship 2017

Date	Event	Organising Club
2-Sept	Aintree Sprint	Liverpool MC
14-Oct	Anglesey Sprint	Longton & DMC
15-Oct	Anglesey Sprint	Longton & DMC

Training Dates 2017

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

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

Liverpool Motor Club



Club members meet at
The Unicorn Inn, Cronton on the
2nd Tuesday of each month from 8.00pm.
The Unicorn Inn, 405 Cronton Rd,
Widnes, Cheshire WA8 5QF

Marshals wanted at Aintree

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

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

Interested? Want to know more?

There's more information at

www.liverpoolmotorclub.com

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

Liverpool MC 2017 Calendar

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



Meet

Every other Tuesday

Poachers, Bamber Bridge
PR5 6BA



August brought the 4th round of Preston Motorsport Clubs autosolo championship. This event was also our annual charity autosolo, where all profits made get donated to the charity that we pick at the start of the year. This year we picked "The Space Centre" in Preston. The centre has the largest multi-sensory environment in the United Kingdom for people with special needs. On the day competitors took members of the public and other club members out for passenger rides. We sold £2840 tickets for passenger rides throughout the day. In total with the profits from the event, the passenger ride money and generous donations from our members have raised £850 for them. This will be presented to them in the near future.

Also in 2016 the club managed to raise a whopping £2088.40 for "St Catherine's Hospice." We have now managed to get all the money together from the different events that various members took part in and have presented the money to them. In the photo Kris Coombes (Club Chairman), Louis Baines (Club Secretary) and Grant Smith (Club Treasurer) are very happy to be able to present the check to St Catherine's Hospice on behalf of all the club members.

On Monday 28th August 20 plus members headed over to Sheffield to complete on an autosolo. Upon arrival it became very apparent that it wasn't a smooth tarmac autosolo like we are all used to doing. It was 80% gravel with one of the tests being 1.7 miles long. The event had some open quick sections but also had some very tight slow sections. The day didn't go without any prisoners. Danny Cookson had to have his exhaust welded up (luckily we took lots of tools, a welder and a genny with us), Colin Baines had to have a new alternator on and Luke Girvin bent a bottom arm by hitting a kerb. Everyone who started the event managed to get a finish and we also managed to take to top 5 places. A great achievement for the club and managed to show the Yorkshire lot how its done.

September is a busy month again for PMC. We have members out completing on The Prom Stages, and also members heading out to marshal on the same events.

The following weekend will see the 5th round of the club autosolo championship. **We still have places available for this, so if you fancy a go get in touch.**

Then club members will be out completing and marshalling on the Clithronian road rally. **Next club night is on Tuesday 5th September where we will be meeting at The Poachers for 8pm.**

Warrington & DMC

WDMC meets at 20.00 every Tuesday at

THE ANTROBUS ARMS
on the A559 between
Warrington and Northwich.



www.warringtondmc.co.uk

WERN-DDU GRAVEL PCA

Sunday 1st October

Now FULL

Airedale & Pennine MCC

Meet at the Rock & Heifer Inn,
Rock Lane, Thornton, Bradford, BD13 3RH

on the second Monday of the month for our
business meeting.

Then we meet on the fourth Monday of the month for
or a club meeting.

Visitors are welcome to join us at either of these.

Clitheroe & District Motor Club



The Club Meets at 8-30pm

Every Tuesday

Waddington Sports & Social Club

Waddington, Nr Clitheroe

BB7 3HW

M/R 103 / 731 437

Website : www.clitheroedmc.co.uk

'What's On' at CDMC

September

Tuesday 5th September

Round 1 of The

Winter Scatter Rally Series

Sign On from 7:30, 1st Car Away 8:00 pm

Start Darwen Services (J4 M65)

Maps 102 & 103

(& a preprinted section of Map 109)

Gareth Shepherd Clerk of Course

Tuesday 12th September
Committee Night

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

Tuesday 19th September
Pre Clitheronian Chat

Tuesday 23/24th September
Clitheronian Rally
Marshals Wanted

Start : Burton Services, M6 From 6:30

Maps 97, 98, 102 & 103

Finish : Kings Arms at Hale

Chief Marshal - Matt Broadbent

Tuesday 26th September
Clitheronian Forum

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

August Clubnights

Tuesday 1st August

John Cope & Clive Molyneux



A superb turn out for the visit of John Cope and Clive Molyneux and I must say all were rewarded with a very insightful view on just what it takes to be a top level competitor and in Clives case an organiser as well.

Johns commitment to Mull has been enormous and whilst he was planning to take this year off i sensed that the fire still burns and as he doesnt see himself selling the Subaru , who knows...he wont be doing the Targa though!

The man from the co-drivers seat displayed the usual calm and humour that seems to be the required personality trait for both Organising and keeping the driver honest - the Majorca flying display would have finished most I feel!

A top top night yet again at CDMC that could have gone on longer although Terry Martins interruptions would have got louder and more frequent no doubt!

Tony Vart

Tuesday 15th August
Navigational Exercise

One of the problems that we have had in the North West has been a lack of 12 Car Rallies for Navigators to practice and hone their skills on Navigational Rallies

Our only opportunity to gain that experience has been the odd table top or getting thrown in at the deep end by doing an actual Navigational Rally.

Table Tops are all well and good for learning the various types of navigation that organisers use but they do not prepare the crew to cope with the confines of solving the Clues within the confines of a moving car, in the dark and the clock ticking.

Consequently a lot of crews enter their first Navigational Rally totally unprepared. They get lost. Go OTL and never enter another Navigational Rally again

The idea of this and last months Exercise was to give those crews the opportunity to experience a short run out plotting on the move with a very low average mph, and with a bit of luck, they will learn to love navigational events

Continued on Page 13

Clitheroe & District Motor Club



Tuesday 22nd August
Ingleton Car Trial

Tuesday 15th August

Navigation Exercise

Continued from Page 12

Last months exercise had nearly all the crews getting round with ease so for this month a more difficult set of clues were devised with NAMs and an intermediate hand out included..

Three crews still managed to get all bar one Code Board (A sneaky one in a NAM with the Handout Control immediately after it)

Dan Sedgwick/Sam Ambler failed miserably on the last set of clues missing every code board on that section. Of the other four crews two of them were complete beginners and struggled but managed to get round, all be it OTL at the finish in Waddington.

Only one crew gave up after the second handout and returned early to the Finish



Lots of thanks to Nick Townley for the use of his field and also to Kevin Savage (KLMC) for the marker canes. Must thank all those marshals and supporters who turned up in droves too.

Airedale & Pennine MMC expressed an interest in doing the event and six crews came along to show us poor novices at Car Trialing from CDMC how it was done and taking the first 4 places. (Rupert North was exceptional and hardly spun a wheel). A much better report by John Rhodes of A&PMMC can be found on page 31 who arrived late having undertaken a diversion via Clitheroe because he punched 'Clitheroe' into his SatNav rather than Ingleton. No wonder you lost the War of the Roses!

The nights sport was followed by a visit to the Marton Arms at Thornton in Lonsdale where refreshments were provided and tales of 'If only' were exchanged



No	Driver	O/A	Total
5	Rupert North	1	13
12	Neil Raven	2	16
6	Amy Toft	= 3	20
7	Sam Oddy	= 3	20
19	Steve Cotton	5	21
17	Matt Horn	6	26
8	Garry Ross	7	27
14	Kate Hargreaves	8	28
1	Kevin Savage	9	31
20	Kevin Dood	10	38
11	Ben Mitton	11	44
13	Claire Hargreaves	12	45
16	Dan Sedgwick	13	50
10	Sam Mitton	14	57
3	Mark Johnson	15	72
4	Matt Parkinson	16	74
18	Steve Lewis	17	80
2	Tony Harrison		DNS
9	Levi Nicholson		DNS
21	Phil Shaw		DNS

MTC 1

103 / 731 437

Section 1

ad Lo idg 66 rid

Section 2

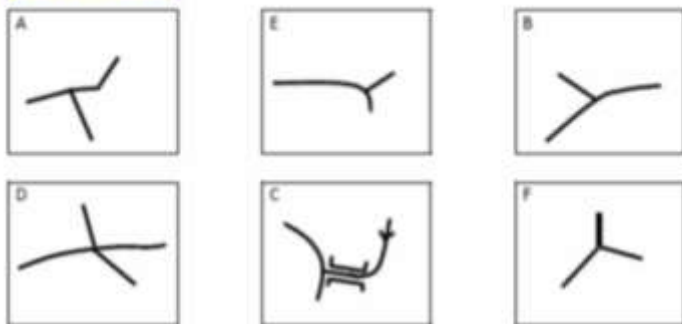
63 84 148 212 186
NAM 1. 103 / 665.5 397.5

Route Handout after NAM 1

Section 3

66 66 39 38 38 39 64

Section 4



Proceed via the Above Junctions in Alphabetical Order

NAM 3. 103 / 709 420.5

Section 5

YyY YvY yBYB

MTC 2

103 / 731 437

Waddington Club

Tuesday 29th August
HRCR Mini Sport Mini
Challenge Competitors



Seven (I think it was 7) crews contesting the Minisport HRCR Dixies MiniSport Challenge along with various supporters (Inc. Mr MiniSport : Danial Harper) told us all about the concept behind the Championship. The huge advantage is that once you have built the car it can move up from Junior (which runs with a 998cc engine) to Cat. 1, Cat 2 or Open Class depending upon your ambitions or budget using the same car with the advantage of an increasing residual value of a Mini.

Chris Woodcock did his 'Michael Parkinson' bit interviewing the competitors and tales of Daring Do were told.

What stood out was the enthusiasm that our guests had for this Championship



Winter (2017 / 2018)
Scatter Rally
Championship
Series Dates

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

Best 6 scores to Count

'What's On' at CDMC

October

Tuesday 3rd October

Kevin Savage

Navigator who started winning events back in the '70s and is still winning events now

Tuesday 10th October

Mull Social Night

*For those lucky enough to be going to Mull :
And will be on the Island. Contact Heidi for details*

*For those of us stuck in Lancashire still meet at
Waddington and slander those members on Mull*

Thursday 19th October

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 24th October

Scatter Rally (R2)

O/S Map 103

Waddington

1st Car Away 8:00pm

Tuesday 31st October

Mull Forum



**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=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsrozI](https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsrozI)

Lancashire Automobile Club 2017 Calendar of Events



Thursday 21st to Sun 24th September

The Highland 3-Day Classic Tour

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

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

ALL Car types welcome :

www.hIGHLANDTOUR.COM

www.LANCSAUTOCUB.COM

Or email : Sandra Williams

sandra.williams21@btinternet.com

or telephone 01772 79149

Autumn Leaves Run

Saturday 30th September/Sunday 1st October

This year's run will start from Barton Grange Garden Centre, Garstang Rd. Brock. PR30BT.

There will be no timed controls other than at the start and finish. A route will be issued at signing on ensuring that an OS map will not be required.

The first car will leave the start at 11.30am. Coffee, tea and breakfast are available for purchase prior to the start. The morning run will be approx 20 miles, stopping at Lytham Hall where you will have a simple regularity test to complete on your arrival. A Hot Pot lunch will be available from approx 1.00pm.

Two lunch tickets will be issued with each entry, any extra lunch tickets can be ordered at a cost of £8.00 per ticket in advance.

After lunch there will be an opportunity to have a guided tour of the Hall but we need to know numbers in advance so that a guide can be made available.

If you wish to go on the tour please indicate on the form below, a small charge of £5.00 pp will be collected on the day. At approx 2.30pm we will continue the run to Condor Green where we expect to arrive at the finish at approx 4.30pm.



Sad News regarding Ted Heath Eric 'Ted' Heath

It is with sadness that I have to report the death of Eric "Ted" Heath who passed away on the evening of the 22nd August.

Ted was a long serving member of the club who's specialism in timing came to the fore at speed sprints both in the UK and in the Isle of Man and he was a familiar face in the paddock with his trusty timing vehicle, Samson. He also acted as Clerk of Course on both the Manchester to Blackpool and Coast to Coast Classic Runs as well as officiating in many LAC events.

He assisted Bill Turner as a timekeeper on LAC events and was one of the Club's stalwarts with a history including Tholt y Will, Woodvale and Longridge. When Bill retired Ted took over the timing gear and continued providing timing services to many clubs in the north west. His team was one of the few capable of carrying out timing duties for 2 lap events at 3 Sisters.

During his time on the committee, he served as Chairman and President and had the honour of being made an Honorary Life President a few years ago.

Funeral arrangements :

Tuesday the 12th September at 1:00pm

The Old School Chapel, Broadstone St, Todmorden. OL14 8AL

With a Private Cremation at Burnley Crematorium

Followed by Refreshments at

Wisden Cricket Club Scott St, Walsden, Todmorden OL14 7SX

Our condolence go to Ted's wife, Doris, and his family at this sad time.

High Moor M.C. HMMC REUNION

MONDAY 4 SEPTEMBER
HORTON ARMS,
19 STREETBRIDGE,
CHADDERTON,
OLDHAM. OL1 2SZ.
Start : 8.30 - 9.00 PM



Hexham & DMC

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



meet every Thursday
at Rising Sun,
Buxton Road, Hazel Grove, Stockport, Cheshire,
SK7 6AD
from about 20.30



WALLASEY MC

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



PRESTON MOTORSPORT CLUB

will promote a
CLUBMAN AUTOSOLO
10th September 2017
at Preston Docks MX,
REGS/ENTRIES :

www.autosolo.prestonmotorsport.club/August/step-1.asp

Matlock MC

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



DANSport RALLY 4/5th November

Once again, we are pleased to have the excellent facilities at Bakewell Showground as Rally HQ.

We have a challenging route for you using familiar and new roads, as well as 4 special tests ahead of the road event.

Regs will be available shortly
from www.matlockmotorclub.co.uk

- Start & Finish: Bakewell Showground
- 4 Special Tests before the road section
- 140 miles of Derbyshire and South Yorkshire lanes
- Some of the best roads on maps 119 & 110
- 10 miles of unsurfaced whites
- Organised by current road rally competitors, a no-nonsense event
- Quick to plot, short and concise route instructions (easy to read handouts: no tricks, no grids or complicated numbering)
- Maximum entry of 50 cars: enter early to avoid disappointment

Entries open 1st October 2017

Qualifying round of the Following

- EMAMC,
- ANEMMC,
- ANCC,
- SD34,
- ANWCC Road Rally Championships,
- HRCR Premier Rally Championship.

Look out for updates posted on the Matlock Motor Club website, Facebook page and Forums.

Gary Evans & Ben Briant (Clerks of the Course)

Of course we will need lots of Marshals on the night, look out for a separate post giving Chief Marshal's details and how to book your control. Free breakfast for all marshals doing 2 controls

Chief Marshal : Charlie Wheeldon
charles.wheeldon69@btinternet.com

Garstang & Preston Motor Club



www.gpmc.org.uk

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

HEROES STAGES RALLY 24th September

**Pendle & District Motor Club
& Garstang and Preston Motor Club**

WILL be promoting the HERO's Rally at Weeton on Sunday 24th September...

Once again both clubs are indebted to Chris & James Ford of Century Motorsport for supporting the event. Regs etc to be available soon.

Further information will be posted on both clubs websites when available



Over the last month or so, both organising clubs GPMC and PDMC have been carrying out repairs ready for the The Heroes Stages Rally at Weeton

Along with some of the major potholes Anthony Brindle and young Lewis have been exposing kerbs and clearing away shrubs. This work is ongoing and it's surprising how wide some of the roads now look. Looking forward to a well supported rally in a few weeks



Mull Car Club



First of all, we would like to thank everyone for their patience and support while we recovered from the bad news that we could not put on our "normal" closed road stage rally.

However, with the help of many others, The Guardians of Mull Rally present an interesting and challenging replacement in the Targa Rally, and additional excitement will come from the Mornish Time Trial on Saturday 14th October.

The continuing support and sponsorship from Beatson's Building Supplies and the Marshall family has been even more essential this year. Thank you! We are particularly indebted to the Saltire Rally Club. Without their expertise in organising Historic and Targa rallies, and continuous enthusiasm, we would not have this event for you.

What is Spirit of 88?

For those of you that remember the initial Tour of Mull, it was a selective road rally which included some forest stages. In 1987 the road rally regulations changed and the organising team (the 2300 Club of Blackburn) could not present the 1988 Tour of Mull on the public roads. In collaboration with others, the 2300 Club presented a "forest" stage rally, using lots of small sections of private road all over the island. That event is remembered fondly (and in fact recorded on video) as a challenging week-end mainly because of horrendous weather.

The following year, at very short notice, Mull Car Club Ltd put on the "Mull Extra" which was a short 2-leg stage rally. Nowadays, with modern regulations and risk management processes, it's not been possible to present a stage rally on that basis.

However, the new Targa Road Rally regulations allow us to organise this event, which will operate with a similar spirit to those events. It should be fun, it is accessible to many new competitors but still a challenge to our regulars. It will take us over most of the island, including some parts that the Mull Rally cannot take us to.

One thing does not change – the warm welcome from the people of Mull to the rally visitors. We look forward to welcoming you all to Mull over the weekend of 13th - 15th October and to continuing the legacy that is rallying on this special island.

REGS : www.mullrally.org



A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James

There was a mixed bag of results for Blackpool South Shore Motor Club members who competed in August, a trend typified by the outcome for those who contested the Pendragon Stages.

A trio of BSSMC Subaru Imprezas made their way north for the Kirkby Lonsdale Motor Club/Eden Valley Motor Club/Northallerton Automobile Club annual event over the Warcop Ranges but unfortunately two failed to make the finish.

It was a case of 'early baths' for both Chris Ford and his Century Autosport team-mate Derek Blyth. Ford and co-driver Neil Colman's rally ended on SS5 when their Impreza WRC finished up in a ditch as they were heading for a top ten finish. Blyth, co-driven by Phil Hall had completed seven of the day's eight stages before a gearbox issue forced his Impreza into retirement.

That left Shore duo Simon Bowen and co-driver Callum Cross to uphold club honours and despite never having previously competed together the new partnership came within a whisker of winning. Leading through the first four stages despite dropping 14 seconds with a half spin on SS3 it was all looking good at the start of SS5. It was at this point things began to unravel for the Impreza WRC crew as another half spin where the car visited a ditch and stalled cost them around 20 seconds and with it the lead.

As the Mitsubishi Lancer Evo9 of Greg McKnight and David Crosbie swept into the lead Bowen's challenge was thwarted by being baulked by slower cars, despite which he set his third fastest time of the day on SS7. Any hopes of reeling in the Mitsubishi on the final test soon disappeared as a gear selector problem forced him to drive the latter part of the stage without changing from third gear. No shame in finishing second though Bowen's frustration at not winning was clear as he mused "That's rallying!"

Earlier in the month John Stone was seeded at car one on the Tyneside Stages so no pressure there then! Sadly, his Legend Fires Ford Fiesta S2500 was forced to retire with over-heating problems having only completed one stage on the Otterburn based event.

Over at Donnington Park, Chris Sharpe-Simkiss was another who had a first stage issue whilst co-driving Chris Ransley in his BMW M3 on the Dukeries Rally. Having spun onto the grass the car initially refused to fire-up owing to a lack of charge in the battery. Once they eventually got started they completed the stage in 77th place and then spent the rest of the day working their way up the standings to finish the rally in 32nd place.

Quentin James and Tom Howe were back in Targa Rally action contesting Spadeadam Motor Club's Blue Streak Rally, the latest round of the NESCR0 series. Like Stone and Sharpe-Simkiss they too didn't make the best of starts picking up a 20 second penalty on the opening Carlisle Airport test. Thereon after things got better and they brought their Citroen C2 GT home eleventh overall, eighth in the Targa rankings.



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

Derek Blyth/Phil Hall



Simon Bowen/Callum Cross



Chris Ransley/Chris Sharpe-Simkiss



Quentin James/Tom Howe



Quarterly Meeting Monday 14th August

- The Chairman, Bob Milloy, raised the 'issue' of private speed events at the last MSA Regional Committee meeting, however there is a report to follow.
- Tracking on rallies - Rob Jones has commented that it won't proceed until it is fully functioning correctly.
- MSA Council reported amongst various other items that championship regulations are no longer being approved by MSA, the onus is on the organisers - a sample check may take place.
- Ronnie Sandham raised the issue of Scrutineers not being fully identifiable at Starts - suggested that events provide a specific coloured tabard saying Scrutineer (similar to that of Dayinsure Wales Rally GB).
- LARA seems to be more stable now under the new Chairman.
- Awards night will be held on Saturday 3rd February 2018 at Hallmark Hotel, Handforth - more details to follow.
- There is a Safety Car training day to be held on 19th November - more details at <https://www.msauk.org/The-Sport/Rally-Future>
- Club of the Year and Volunteer of the Year nomination forms will be available soon - keep your eye out.
- Dave Thomas commented that he'd like to try a Targa Rally Championship, but most events are Clubman status which means they can't be in a regional championship - watch this space.
- It was asked if an MSA Steward needs to sign on at an event? It was noted that yes they do otherwise they have no jurisdiction and this needs reporting to MSA.
- Full minutes will be available on <http://www.anwcc.org/> in due course.



GAZZARD ACCOUNTS

**Registered Agent with
HM Revenue & Customs.**

**Accounts and Book-keeping
services for Small Businesses.**

We specialise in

- Self Assessment,
- CIS
- VAT Returns.

**We also cater for SMALLER
Limited Companies.**

**Workplace or Home/Evening
visits can be arranged.**

We will offer you the following :

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

**Serving Greater Manchester and
areas of Lancashire and Cheshire.**

**Registered Office :
33 Acresfield Road,
Middleton,**

Manchester. M24 2WT.

Office Tel No : 01706 - 629 - 896

E-Mail :

gazzard.accts@btinternet.com



Gazzard Accounts Ltd

Kirkby Lonsdale MC & Northallerton AC

Pendragon Stages

27th August

It had been a while since the last event I did with Stephen Doherty (Knocker to his mates....) and that was at Oulton Park in 2015 where the red top had spectacularly let go, big style with a hole the size of a tennis ball appearing in the block. In the intervening period Stephen had installed a Paul Gardner built long stroke 2.5 Duratec and combined this with a Drenth sequential gearbox and also had the rear suspension modified and rebuilt plus for good measure new cosworth brakes installed at the rear. Graham Muter at AES Motorsport has performed all of the installation work and I must say it looked to be a lovely job. Stephen had only done the recent Enville Stages as a shakedown and it had performed well although by his own admission he was cautious and his co-driver had not been feeling well during the event. We were both keen to see how it performed on the testing Warcop roads...very quick indeed in places with tight sections all providing a real challenge.....as we were to find out!

The scrutineering passed uneventfully with the only problem occurring when Andy "Slick Tyres" convinced Stephen that he could get another couple of stages out of the existing Hankooks...thankfully sense prevailed and Stephen duly emptied the kids piggy bank and treated the car to a new set of...fronts only!

The first stage was lets say..interesting. A full 360 rotation at one point and a small overshoot into the grass at a square left lost some time but no damage, however it was clear to me that the car is rapid to say the least...the motor pulls instantaneously from low down and the shifts are immediate. It certainly sounds well inside the car! The slight off was laid at my door with a slightly late call however I would argue it was on the second lap and it was highly visible ...J The second stage started well with a definite increase in pace...however heading west down the wide road towards the merge the well known left hander over the brow with the big tree on the inside well and truly got us....its a fast approach certainly but I didn't think we had overdone it really. The car seemed to career straight on and we bounced fifty yards down the banking on the outside of the corner before spinning back across the track and ending up on the other side of the track in the grass facing the way we had come. Fair play to the crew of car 44..Steve Bethwaite and Ann Forster who, following behind us stopped immediately to ascertain that we were both ok. Thanks very much indeed to you both...we were just a bit dazed and confused although I remember asking Stephen to get going again! The total lack of a brake pedal prompted us to get out and to discover that we had lost the nearside wheel/hub/brake caliper/stub axle assembly.....it was game over but it could have been a lot worse. The confusing thing looking at the tyre marks etc. we couldn't see what had caused the stub to shear off...we had experienced a strong smell of burning a couple of corners earlier and when we found the errant hub assembly 20 minutes later the grass had been burnt and the wheel was still very warm and totally unmarked with the tyre still inflated...the wheel bearing had possibly collapsed and caused the stub to be under too much pressure...very difficult to ascertain if this was cause or effect tbh. A lucky escape all in all..... Another crew who had a lucky escape were CDMCs very own Steve Butler and the irrepressible Steve Johnson in his Micra...they did a very bumpy wall of death impression right in front of us although I will let Steve B report on this (See pages 21 & 22) ... they managed to limp to the stage finish and restart in the afternoon trophy run .. which they won! Well-done lads.

The recovery crew did a great job (as usual) in recovering the 3 wheeled Escort although it did take Knocker and myself about 2 hours to get it back onto the trailer...a trailer fitted with a winch would have simplified the process somewhat!! We did bump into a character of the NW rallying scene on what would have been a very long walk indeed back to the service park...Darren Atkinson was spectating on the A66 and very kindly gave us a lift up to the service area...he was driving Phil Sandhams newly purchased 4.2TDi A8...suffice to say it is bloody quick but totally quiet with cream leather every where...a real pimpmobile! Wether it had any fuel left in it at the end of the day in Darren's hands though.....mmm. Thanks for the lift Darren.

So an early bath for us but hopefully the damage is not too bad and the car can be readied relatively cheaply and quickly down at AES...a good event whilst it lasted and the venue does indeed provide a great challenge...thanks to all who marshaled/organised and all seemed to be running smoothly when we departed after an eventful day.



Pro-Rally.co.uk

1

All the latest British Rally Photographs
www.pro-rally.co.uk

TEL : 01772 69-00-34

MOB :07771 76-86-57

EMAIL: phil@pro-rally.co.uk

Tony Vart : Clitheroe & DMC

Kirkby Lonsdale MC & Northallerton AC
Pendragon Stages
27th August

Having never done this event before we weren't sure what to expect, but the Patterson's DVD promised technically demanding stages where both occupants of the car would both have to be fairly sharp, the bends and junctions coming thick and fast throughout every stage.

For those who have never been, the format of the event is now that of a single venue, as defined by the MSA. There were 8 stages in total, with 2 runs at each stage taken in succession with a service interval after each pair. As with most SVs, there are splits and merges and therefore always the chance of encountering other cars on stage, with double loops of each stage giving us a value for money total stage miles of around 70. There are 4 service areas spread over about a mile, which is fine if they all had toilet facilities, which ours (service D) didn't. We managed.

Ours seemed destined to be a short introduction to the Pendragon. Stage 1 was going swimmingly and we both seemed to get into the groove fairly quickly and all was going well, right up until the last half mile of the stage. A 5L over crest caught out Mr Johnson, who took it at a rather optimistic pace on his standard road tyres (one day I'll convince him to invest in some decent rubber). The steep verge on the outside of the exit of the bend beckoned and my first thought was "we're going over". The next thought was "phew, no we're not" as Steve re-directed the Micra back towards the tarmac. This realisation was immediately followed by "but we are going to hit that enormous rock". There was no way the front off-side corner was going to survive the collision and with a half collapsed front end we limped out of the stage and pulled over to survey the damage. It seemed that our day's rallying was done, with the leg connecting the wheel hub to the front shock sheared-off where the bolt goes through it. Undeterred, we managed to replace the trashed wheel and tyre with the spare and limped back to service. The hunt for a replacement hub began. It's not something Steve's ever taken to an event as a spare, but has several unhelpfully stored in his garage. There were three other Micras in the event, and as luck would have it, amazingly one of them (car 88 – thanks again) fished a spare hub out of their van and we were in with a chance. Steve looked in the mirror at his service crew, and set about the task. The rallying community being the brilliant thing that it is, we were immediately surrounded by offers of assistance and Steve was ably assisted by a skilled chap who was servicing for the crew of car 39 (Meastro). We never did get his name, but whoever you are, a big thank you again from the both of us. I assisted in the best way that I could – by keeping out of the way. Anything more complicated than changing a wheel and I'm lost.

After about an hour and half of frantic activity, the replacement hub was on and we were up and running. We could have arguably re-joined the event at Stage 4, or even 3 at a pinch, but the rules said we were OTL and out of the event. But there was a trophy rally, which meant we could re-start at Stage 5 and run the last 4 stages. Since it was our first time here, it was good experience and we gained some useful knowledge ready for next time.

The repair worked perfectly and the last 4 stages went without incident, at least for us. Sadly our new friends who donated the hub spun off towards the end and failed to finish. Also, the Maestro that provided Steve with an extra and skilled pair of hands also failed to finish with an ECU problem.

One thing we learned about this event, it takes no prisoners. 32 retirements of one sort or another and many offs on the stages judging by what we saw. Even to finish it would appear to take some effort and to do well requires a great deal of skill. Well done to all the award winners - except us. Yes, there was an award for the winner of the trophy rally and yes we did win it by being the only car in it, shamelessly accepted.

Despite missing 3 stages, this was still a superb event and we'll definitely be back to have another go. Thanks again to all the help in getting the car fixed, sorry I can't thank you all by name. Thanks to the organisers for putting on a great event and thanks as ever to all the marshals and radio crews, without who we would have had to stay at home and watch a boring grand prix. See you next year.



Pro-Rally.co.uk

1

All the latest British Rally Photographs
www.pro-rally.co.uk

TEL : 01772 69-00-34

MOB : 07771 76-86-57

EMAIL: phil@pro-rally.co.uk



Steve Butler : Shaken but not Stirred
Clitheroe & DMC : Co-Driver Car 85

Kirkby Lonsdale MC & Northallerton AC

Pendragon Stages

27th August

Rupert the Red Rally Car

A day out fighting the dragon! (AKA - Pendragon)

Bank holiday weekend and a trip to the Lake District is how many folk spend their rest time, so I thought I should try it as well.

Saturday was an easy trip up the M6 to Brough on the A66 for scrutineering. No problem there are lots of motorsport faces, some around for 40+ years, very nice crowd all with positive energy for the event ahead!

After the drivers briefing and as it was our first time at this event, my pilot (Steve Johnson) and Co pilot (Steve Butler) thought a trip to the Service Park and plan for Sunday morning would help save time. When at the Service Park, A and B looked like crews had set up for the weekend! So we as car 85 went to service area D which was fine. I parked up with Car 59 a with Subaru Impreza, a fine machine of great rally pedigree, I was a Mighty Micra of some 10 years experience so felt in good company.

I was joined by two more Mighty Micras Cars 86 and 88 this was good to see. My crew did not arrive until 8:30! on Sunday morning. Both chilled out on a Bank Holiday weekend break, here for fun. It was just tyre pressure check, they got belted in, and we went off to the start at around 9:30am.

As we drove down to the start of start one, I could hear the Pilot and Co-pilot talking about how the stage looked like the IOM - Druidale and Baldwin stages with Lythe Fell Road thrown in for good luck! These are just the type of roads the Mighty Micra enjoys, tight twisty with few long straights!

As I arrived at Stage Start, our club members greet us. Arrival crew, Tracey, Steve and Amanda, with Jon Aston overseeing the actives. We have other club members out on stage as Hodder 2.

All sorted and 5-4-3-2-1 we are GO with a great run through tight lefts and rights past the merge, we get to about half way round the first loop and a car catches us as we also see car 84 in front of us! Looking for a passing point is not easy, as we do not know the stage! To slow and stop at a junction will lose both of us time, a passing place is soon found and indicate left to pull over left, this allows the car past me, without both, losing much time. I follow and car 84 pulls over quickly for the car but as I was some 100m behind, I missed my chance of getting through at that point.

Once I caught car 84 it was a very tight section and had to follow for about half a mile before a passing place is found. Sometimes that is just how it is!

We were now in a fast section where I was flat in 3rd! for the first time twice. Great section and some speed, the Co-pilot, was great with the notes and the driver listening as well!

As we approached the chicane, just before the split we caught a car (It must have had a problem, being overtaken by a Mighty Micra!) We entered the chicane first and split right to do the second lap.

All went well on the second lap of the first stage for about 80% of it. We were just flat in third on a wide section, 2L, 3R dropping down hill and to a 5L over C when an escort was spotted in the rear view mirror. The 5L over C needed a tad use of the brakes, before the bend, which my pilot did not do!

I had heard the Co-pilot say DO NOT CUT at nearly every corner, so flat in 3rd at 5L over crest did not look good for me. We went off onto the grass and down a gully, we approached the 2R at speed on the grass and I so a large rock dead ahead

Rock 1 Mighty Micra 0

Once back on the road it was like three wheels on my wagon, and I am still rolling along – very slow. A flat tyre, something very sadly wrong with the front off side suspension but we are still moving, my pilot keeps me moving and we slowly get to stage finish.

After the stage finish, a spare wheel is fitted (Now that was difficult to do as I was sat on the road!) it is found that the front hub has sheared at the strut bolt. The pilot has several back home in Accrington, but none at Warcop.

A slow drive back to service and after about 30 minutes a hub was located. Motorsport fellowship at it best. Car 88 had one in a box. My service crew, AKA the pilot took off his rally overalls and started to replace my offside bottom arm and hub, in true spirit of our sport many offers of help for the crews at service D and one young mechanic got pitched in with my pilot and in about 70 minutes we were back up running. Many thanks to all that helped. My Co-Pilot skills do not involved using a spanner!

A trip down to the event HQ and be looked over by the scrutineer, I am passed fit and well to start the trophy rally. As already said this was my first visit to Warcop. My pilot need seat time on these roads, the first stage showed how little skills my pilot has!

Now car 85T. We start stages 5,6,7, and 8, Now my pilot **Does** listen to the Co-pilot and we have a great time.

Thanks to all that made this event happen, the large number of marshals on events like this, we cannot drive without your help. Once again, thanks to all that helped my pilot repair me. I want to go back and do this event again. After the IOM this is the No.2 tarmac event I have done.

Now I did hear that some might have action shots of the rock attacking me. Is that you?

If so please let my pilot know – steve.amsc@gmail.com



Car 85 Nissan Micra.

Kirkby Lonsdale MC & Northallerton AC

Pendragon Stages

27th August

August Bank Holiday saw the annual running of one of the best single venue stage rallies in the country, the Pendragon Stages, held over the demanding tarmac roads of the Warcop Ranges. I've attended the event every year since 2009 and contested it for the last 4 years and was keen to do so again, but when no less than four potential rides fell through it looked as though it would be a days marshalling this year until two weeks before the event Andy Bird asked if I fancied a run out with him as his usual navigator had forgotten he was going on holiday. I of course agreed and was looking forward to being back in the quickest Chevette in the UK for the first time since the Manx National in 2014. Warcop is a tricky venue, underestimated by a lot of people (the accident rate each year proves that) but over the last 4 years I have built up a good knowledge of the venue and as such put a lot of time into preparing the pacenotes, removing a lot of unnecessary jargon, simplifying a few sections to make them quicker and most importantly making sure the notorious corners were well highlighted.

Andy had scrutineered the car the day before so come the morning of the event I just had to sign on and jump in the car. The opening stage started at the North West side of the ranges but due to a dispute with a local resident one of the fastest sections of the stage had been lost. We lined up behind car 20 and set off into the opening stage in near perfect conditions. At the first merge after a mile or so we had a clear run for the first of our two "laps" around the main loop of roads. It didn't take long for Andy to prove yet again what an outstanding driver he is, sliding the car around with pinpoint precision and committing into corners and over jumps at speeds most people wouldn't dare. Mid way round our second lap we caught an Evo 6 that had set off behind us but he was quick to let us past and cost us little or no time. With a time of 8:30 we were 11th overall after the opening stage as Warcop began to collect its usual high volume of casualties. We were straight back into SS2, starting 30s behind a car doing their first stage which for us was an MG Maestro. At the first merge we snuck out in front of Alistair Hutchinson's Clio and Steve Irwin's Nova but at the next wide junction Andy let Alistair past knowing how quick he was around Warcop, but Irwin was left to play catch up. After chasing the flying Clio for a lap we came back to the merge just as Charlie Taylor's Escort pulled out. It was clear his 2.5 Millington engine had the legs on the straights but in the tight stuff he was holding us up. Thankfully he let us past at the infamous unseen 90L just as the Maestro was regaining the road, the latter letting us past at the next hairpin left. By the end of the stage we were 5s quicker and moved up 10th overall before heading back to service.

With a two hour break and little more to do than swap the front tyres for something harder we were under no pressure and eventually headed out for SS3 which started where SS1/2 had finished. The stage started with 100 into chicane and merge before doing two clockwise loops similar to the opening stages but with few junctions altered to include some smaller link roads and triangles. We were lucky to have a clear run for the full stage and there were no repeats of the mistake I made three years ago on the rather deceptive split.

Where there were minor changes to the stage compared to SS1/2 (long way round triangles instead of straight over for example) I tried to let Andy know it was different as we approached as well as calling the notes to make sure there were no errors. Nearing the end of the stage we split left towards the finish, up a hill that had been used SS1/2 and towards a complex made up of cones and tape on a large concrete area. I called R9 into R9 but didn't mention it was different to what we had previously done (R9,L9,HpL). At the second R9 we overshot slightly and ended up collecting a piece of wood under the sumpguard. Andy backed up and managed to get round the R9 but hadn't got off the wood. We pulled to the side a group of marshals ran over to assist. Andy slotted reverse but there was nothing there, it had stripped the gear. The marshals lifted us off and we continued to the finish at pace but Andy knew it was game over. With the pieces of the stripped gear now sitting in the bottom of the gearbox the chances of them causing more damage or worse still locking the box up completely were too great. It was an early end to what had promised to be a very exciting day although we had managed three enjoyable stages and the car should be a relatively easy fix.



Pro-Rally.co.uk

1

All the latest British Rally Photographs
www.pro-rally.co.uk

TEL : 01772 69-00-34
MOB :07771 76-86-57
EMAIL: phil@pro-rally.co.uk

Sam Spencer : Clitheroe & DMC & Malton MC

Harry Flatters Rally

On the weekend of the 30th July and it was back to the Epynt ranges for the Harry Flatters rally where in 2016 Adrian Spencer and Mark Hewitt in the Adgespeed, RED Industries, ABR Engineering backed Subaru Impreza WRC S11 rally car they finished 2nd O/A even after a big collision with a sheep resulting in a lot of cosmetic damage to the car and the team were hoping for a clean run on this years event.

With only 5 long stages it was going to be a tough day. Being seeded at car 5 was sign of the quality entry at the front end with National Champion Damian Cole at car 1 in his Ford Fiesta WRC who was going for his 50th rally win, followed by Steve Simpson who has swapped his Subaru Impreza WRC S12B for a brand new Ford Fiesta R5 at 3. Bob Fowden was at 3 in another Subaru Impreza WRC S11, a sister car to Adrian's. 4th was Eian Pritchard in a Ford Focus WRC 05. Hopefully these cars would be carrying out sheep clearing duties. Andy Fraser was seeded 6th having only just had the car rebuilt after last years rally due to an engine fire requiring a rebuild, but last minute drama's resulted in a no show, slotted in at 6 was Tomas Davies in another Ford Fiesta R5.

With the conditions damp in the service area, Adrian decided on inters and wet settings, but out on the stage dry tyres and settings would have be more suitable. Having not been able to do the recce due to an issue with the car not being ready in time Adrian and Mark set off and had a good run but not quite on the pace to set 5th quickest time on stage 1 a 14.1 miler. Damian Cole set the pace in 1st place, with Fowden and Davies joint 2nd and Simpson 4th only 2 seconds quicker than Adrian.

Back at service and with a change of tyres and settings, Adrian and Mark set off for stage 2 a repeat of stage 1. Now feeling much more confident in the car and conditions Adrian attacked and set the 2nd quickest time only 11 seconds off Damian Cole, this moved Adrian up to 3rd O/A which may have been helped slightly when Bob Fowden was forced to retire after hitting a sheep and badly damaging the front of his Subaru Impreza WRC S11. Adrian also took 10 seconds back from Davies which was encouraging.

Stage 3 which was Stage 1 run in the reverse direction was next and with the weather all over the place with heavy rain showers and bright sunshine the conditions were very tricky. Caught out in one of the heavy showers and then stalling at a tight hairpin resulted in Adrian and Mark dropping about 30 seconds, still setting 5th quickest time but dropping to 4th allowing Simpson to move up to 3rd but by only 5 seconds. Up front Cole set yet another fastest time to move further into the lead with Davies still in second.

Stage 4 a repeat of 3 another good run was needed to get back past Simpson and so was the case, taking 16 seconds back off Simpson to move back up to 3rd O/A. Up front Cole was extending his lead from Davies with yet another fastest time.

Stage 5 which was mainly the same as 4 but with a different ending after 4 ways cross roads. With conditions still variable, they set off and within 1/2 a mile of the start Adrian and Mark had a heavy rain shower and 3 near misses with various sheep, not a good start to the stage and then it all went down hill as half way through approaching a tight hairpin the car stepped out and although Adrian tried to correct the slide the front OS corner hit a large rock placed right on the apex, which forced the wheel back trapping it behind the cill and injuring Adrian's hand forcing them to retire on the spot.

A bad end to a good days rallying when 3rd O/A was on the cards, but to finish 1st, 1st you must finish.

Damian Cole won setting fastest times on every stage, Davies was 2nd 1.15 behind and Simpson 3rd a further 1.14 back



Tyneside Stages

Well this month (August) saw me riding shotgun over the Otterburn Ranges on the Tyneside Stages in the ever reliable (with a hint of sarcasm) Ford Focus 1600 along side Michael Farmer . This car has been the bane of our lives for some 2 years now as it has retired more times than David Haye . So up we went to the micro climate that is the Otterburn Ranges , Saturday saw us take part in the recce` convoy over a 2 hour period notes were changed, discussions were had and the final decision of what pub we`d be having lunch in on Sunday was made (as around lunchtime is the normal sort of time the Focus decides to chuck in the towel).All sorted and brimming with confidence :) off we went to our digs only to find that Booking DOT COM had cancelled them for us so after much searching beds were found and a good nights sleep had .

Sunday dawned and Otterburn was sunny yes you read this right it was sunny Rip roaring and ready to go we set off for our pair of stages and holy cow it was fast very very fast upon return we consulted the oracle that was the results team to find we were 18th oa and 2nd ic , great I hear you all thinking , steady this is the "Fleckless Focus " and we`ve been here before , so unexcited we went out for our next group of stages and return we found we had dropped to 23 oa and 3 ic still great over the ranges but lunch time approached and we knew we`d to get past that barrier. Out we go for the next loop and holy s**t we only bloody got back aswell sitting pretty at 22 oa and 3 ic and most of all still bloody going. Then bugger it rained and boy did it rain and to my surprise Michael whipped out his load a brand new set of soft wets (my god I thought he really thinks he`s gonna finish !!!). Off we went out on to the next loop of moist stages and lets say it made the experience exciting as it was a tad slippery.....

Back into service we came people were stood mouths ajar , gasping and whispering, yes the Focus was in the 2nd half of an event and I`d missed my lunch booking

The Rain continued in fact it stayed all day and believe it or not so did we , Michael at one point asked me if all my rallies go on this long at which point I explained the whole point is to get to the end and thus receive points for various championships we had registered for , ahh a novel thought Michael replied.

Well out for the last loop and into a wet slippy and miserable final domain we headed and we bloody made it !!!!!

Finally finishing 20 oa and 3ic after getting that monkey off our back it felt brilliant , well driven Michael and top 20 over them there ranges is no mean feat`.

Speak next month (September) when I`m out at Melbourne with Dave Johnstone in the 205 1.6 hoping to continue our great form in the 1600 class , and on the Galloway Hills with Jan Budge in the Subaru Impreza after its rebuild and refresh



Bruce (Chonka) Lindsey : Pendle & DMC

Last year I replaced all the windows in my house with those expensive, double-glazed, energy-efficient kind.

Today, I got a call from the firm that installed them. The caller complained that the work had been completed a year ago and I still hadn't paid for them.

Hang on,..... just because I'm a Senior Citizen doesn't mean that I am automatically mentally challenged.

So, I told him just what his fast-talking sales guy told me last year -- that these windows would pay for themselves in a year.

It's been a year, so they're paid for, I told him.

There was only silence at the other end of the line, so I finally hung up.

He still has not called back.



MOT & VEHICLE SERVICES
services@chonkamot.co.uk
01765 640275

What do you call an intelligent, good looking, sensitive man?

A: A rumour

Q: What do you call a handcuffed man?

A: Trustworthy. .

Q: What does it mean when a man is in your bed gasping for breath and calling your name?

A: You did not hold the pillow down long enough.

Gareth Hall Memorial Trophy Rally

sponsored by Minafon Garage, Bala

Bala and District Motor Club held their annual stage rally at Trawsfynydd Ranges Motorsport complex last Sunday, the event dedicated to a former Welsh Rally Championship winner and popular club member.

The event qualified for the Association of North-Western Car Clubs Championship and the North Wales Stage Rally Challenge and attracted 36 very competitive crews to do battle over twelve stages in the complex, the stages being run as three rounds of four each.

Immediately into the lead went Llandudno's Dave Paveley and Rich Jones in the Group B Motorsport Mitsubishi Lancer Evo III, the North Wales Honda dealer living up to his prediction finishing fourteen seconds ahead of the stiff opposition.

In accepting the awards, Paveley thanked and praised the organisers and marshals for running such a well-run event in fine weather, the Bala team assisted by neighbouring clubs ensuring a safe and enjoyable event.

There was a tie for second place, last year's runners-up Mathew Roberts from Bangor, with Sarah Edwards from Pwllheli getting the decision in their Mitsubishi Lancer Evo IX by countback from the Ford Escort Mk2 of mid-Wales crew Meilyr and Lowri Evans, the latter pairing winning the two-litre class.

Last year's winners, Aberystwyth crew Len Jones and Don James were unable to repeat the result in the Ford Escort but finished a fine fourth overall, whilst fifth went to Anglesey crew Emyr and Carwyn Owen in their Peugeot 106, winning the 1600cc class.

Denbigh driver Myfyr Owen brought along his smart Lancer Evo IX with Baz Green from Abergele co-driving and took the awards for the best-presented car, as well as finishing sixth overall.

Former winner Geoff McQuilling from nearby Gellilydan took the seventh spot, and second in the class, in his Honda Civic co-driven by Warrington's Steve Landen, whilst Llandudno Junction crew Phil Kendall and Jamie Wallis were next up in their two-litre Vauxhall Nova.

Kylie Evans had won the auction for a seat with top driver Geoff Jones, this time in a Subaru Impreza finishing ninth after some time loss with an indiscretion at a tricky corner.

In the small-engined car class Harlech's Gethin Sharp and Abergele's Heather Merrison claimed the class victory on the last few stages in their Toyota Yaris, pushing back Anglesey crew Gethin Jones and Tomos Williams in their Vauxhall Nova.

Winners of the best mixed crew awards were the Clwyd Vale Motor Club crew Rhodri Roberts and Catrin Jones in the oldest car entered, a 1971 Morris Mini, finishing 23rd overall.

Only five crews failed to finish the event, the most spectacular retirement being that of Llandudno brother and sister crew Chris Phillips and Sarah Hughes whose Peugeot 106 was caught out on a muddy corner and rolling into a nearby stream, fortunately without injury to the crew.

In addition to the money raised from the auction, money received by spectators for parking amassed a cheque of £5000 being presented to the Wales Air Ambulance on the day.

Award winners:

1st Overall Dave Paveley/Rich Jones (Lancer);

- | | |
|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Class 1 | 1 st Gethin Sharp/Heather Merrison (Yaris);
2 nd Gethin Jones/Tomos Williams (Nova);
3 rd Martyn Quant/Chris Evans (Corsa) |
| Class 2 | 1 st Emyr Owen/Carwyn Owen (106);
2 nd Geoff McQuilling/Steve Landen (Civic);
3 rd Danny Postlethwaite/Samantha Postlethwaite (205) |
| Class 3 | 1 st Meilyr Evans/Lowri Evans (Escort);
2 nd Len Jones/Don James (Escort);
3 rd Phil Kendall/Jamie Wallis (Nova) |
| Class 4 | 1 st Mathew Roberts/Sarah Edwards (Lancer);
2 nd Myfyr Owen/Baz Green (Lancer);
3 rd Geoff Jones/Kylie Evans (Impreza) |
| Class 5 | 1s, Brynli Thomas/Tom Urquhart (306) |



1st Overall Dave Paveley/Rich Jones

Emyr Hall : Bala & DMC



NWAA Cheque Presentation

Lynch strengthens championship position with Lydden Hill podium

Wigan racer Tony Lynch has strengthened his position in the top three of the Supernational class standings after another strong weekend on track during the sixth round of the Toyo Tires MSA British Rallycross Championship at Lydden Hill.

Tony and his Lucas Oil Team Geriatric team made the trip to Kent looking to build on an impressive weekend at Mondello Park, where a first win of the campaign allowed him to move back into contention for the title.

Aware that a challenging weekend lay ahead against more powerful rivals in his class, Tony made a strong start to proceedings when he led the way in the opening qualifying heat.

A pair of second place finishes then followed, which meant that his Ford KA started the opening semi-final from the front row of the grid.

After a heated battle with the Lotus of Paige Bellerby, Tony wrapped up victory by more than six seconds, although the pace of rival Tristan Ovenden in the second semi-final showed the magnitude of Tony's challenge in trying to take victory in the final.

Lining up on pole, Tony duly saw Ovenden take the lead on the opening lap but - as in his semi-final - he would come out on top of his battle with Bellerby's Lotus to secure the runner-up slot and a strong 27 point haul from the weekend.

Once dropped scores are taken into account, Tony now lies third in the Supernational class standings with three rounds still to run; 15 points away from the championship lead.

"We knew Lydden Hill would be tough in the dry conditions, so it was all about trying to maximise our performance on track," he said. "It's also a circuit where tyre wear can be an issue when it's so warm, so it was in the back of my mind that we had to be careful not to take too much out of the tyres if we wanted to try and challenge at the front.

"From the moment the first heat got underway, I knew we had a strong car despite the power deficit to the some of our rivals, and the fact we led the way through the heats meant we were in a good position for the semi-final.

"I really enjoyed the battle with Paige but going into the final, I knew that it would tough to beat Tristan as his car really has the edge when it comes to top end speed.

"We showed good pace compared to him and picked up some solid points that have allowed us to maintain a top three championship position and considering the problems we had at the start of the year, that is an achievement in itself.

"It's down to the hard work of the boys in the team, and the support of our engine man Julian Godfrey, that we've been able to haul ourselves back into contention and the focus now we are inside the top three is to maintain it to the end of the season, and anything else will be a bonus.

"We go to Pembrey next full of confidence and hopefully we can be in the mix once again."



Georgia Battles Mechanical Gremlins at Lydden Hill

Georgia impressed the crowd at Lydden Hill Race Circuit on bank holiday Monday as she raced in round 6 of the British Rallycross Championship. Shields held a strong position all day finishing 3rd in Q3, in spite of struggling with steering issues in all of the heats. Georgia unfortunately retired in the final as her RX150 buggy let her down with cooling system issues in the 27C heat. The day began with mechanical issues and ended with them.

"My team and I are happy with my progress, even though the day didn't end the way we would have liked it to," Georgia said. "It was the toughest race I've experienced yet as I was not only battling with some of the most experienced drivers in the country, but I was also battling with my buggy. Every corner, the RX150 was fighting against me due to steering issues which couldn't be fixed."

The crowd at Lydden Hill cheered Georgia on as she threw her 200BHP buggy into every corner, showing incredible racing talent in only her fifth rallycross event.

Georgia: "I can't thank my sponsors, family and friends enough for all of their support so far in my rallycross career. It's so exciting to imagine what result I could have brought home at Lydden without the mechanical gremlins all day."

Georgia Shields

Meadows wants Podium in Woodpecker Stages Rally



17 year-old rally driver Tommi Meadows heads to Ludlow this weekend for the penultimate round of the BTRDA Rally Championship, the Woodpecker Stages.

After a tough first season of forest rallying, the Clitheroe teenager will be pushing hard for a strong finish as he is guided through the stages by experienced co-driver Ian Oakey.

The Woodpecker is a classic event, based at Ludlow Racecourse in Shropshire and taking in classic stages such as Hays Park and Radnor. A bumper entry of 150 cars will start the rally, with Meadows & Oakey leaving the start line on Saturday morning with number 106 on the doors of their S1400 Ford KA.

'It's great that the event has had so many entries, and I can't wait to get going,' said Tommi. 'Although I've never driven these stages before, I've been assured that they are some of the best in the UK'.

'I want to try and get on the 1400 category podium this time out. I'm sure Dave Brick and Chris Powell will be in a league of their own on their local stages, but anything can happen. I know there's plenty of speed left in me and the car and I have been holding back since our roll on the Plains Rally in May. I've got my fingers crossed for a good day's rallying!'



Georgia Returns to her Roots at 2017 Solway Coast Rally as Guest Speaker

Georgia accepted an invitation to speak on a forum for the Junior drivers at the 2017 Solway Coast Rally which was where she began her rallying career.

She told her story into motorsport and shocked the room as she explained how she started rallying through a chance meeting at a motor show when she was 15 years old.

From a non-motorsport background, Georgia has impressively moved through the ranks in her sport from the Junior Rally Championship to the highly-competitive British Rallycross Championship.

Georgia: "I loved spending time with the young drivers and it was so brilliant to see two girls out there competing! I was inspired by British Rally Championship driver John McCrone when I was sixteen and I hope that I did the same now that it's my turn. From then, I always told myself I would be a professional driver and now I am."

CRACKING RACING AT CROFT NOSTALGIA

Although racing is Croft's primary motorsport discipline, I had previously only managed to witness Rallying and Rally-Cross at the North Yorkshire venue. Racing at Croft had long been on my agenda though and the opening day of the Croft Nostalgia Festival would fit nicely into my 2017 plans. Now in it's 8th year this event definitely has more of a festival feel than other fixtures on the HSCC calendar, with many a military, aerospace and general motoring related display on offer to compliment the usual array of car clubs. Not to mention the large groups of people attending in period dress.

It is the on track action that essentially drew me in however and in particular the 60's Sports Prototypes and GT machinery taking part in the 40 minute Guards Trophy race. Qualifying had seen 2 Chevron B8s in the hands of Phillip Nelson and Charles Allison top the time sheets and the race for outright victory would soon develop into a great battle between the front row starters.

Running second in the early stages, Allison is already a double Guards Trophy winner in 2017 and by lap 4 he was again at the head of the field. Any thoughts he had of disappearing into the distance were soon dispelled however as the Chichester man could not break away. Nelson was well on the pace at Croft and the pole sitter remarkably re-took the lead with an excellent move down the inside at Clervoux on lap 8. But much like Allison earlier, Nelson was unable to shake off his rival; Allison remaining in his wheel tracks before making his mandatory pitstop on lap 14.

And it would be this early pitstop that proved decisive as Nelson emerged from pit lane 2 laps later in second position. A slow lap 21 was then the final blow for the chasing Chevron pilot, thus gifting Allison the cushion he required to, in the end, take a comfortable third victory of the season.

The GT battle also proved highly competitive, however, no one could quite match the pace of Mike Gardiner and Dan Cox in the TVR Griffith. Indeed, had it not been for Ben Mitchell's excellent recovery drive in the Elva MK7S, an overall podium may well have been on the cards.

The Historic Formula Ford action has been brilliant in it's 50th anniversary year and that trend most definitely followed suit at Croft. In the earlier qualifying race, Max Bartell had taken victory from Sam Mitchell, rewarding them with a respective 7th and 8th on the championship race grid. However, neither were a match for Callum Grant, Michael O'Brien and Richard Tarling as the trio headed by pole sitter and 2016 champion Grant edged away from the field. Grant would in fact maintain top spot for much of the early running before O'Brien eventually managed to sneak passed at Tower on lap 5. But, as is the nature of Formula Ford racing, O'Brien would not maintain the lead for long; with he and Grant appearing to take it in turns to top the time sheets over the coming laps.

Meanwhile, Tarling appeared happy to sit in third. Up until lap 9 that is when he stole 2nd from O'Brien; a move which put the Henley on Thames driver in pole position for victory when Grant was forced off track at Sunny-in following an altercation with a back marker. And having survived the chaos, Richard Tarling now found himself in the lead of the race with just over 1 lap to run; the Janum T2 pilot defending well to record a quite brilliant second victory of the season from the chasing Merlyn of Michael O'Brien.

Continued on Page 30



Croft Nostalgia

Continued from Page 29

A wide variety of machinery had turned out for the Historic Touring Car race where the Ford Cortina proved to be the car to beat. Surprisingly however it was the Class B, out of period, 2 litre machine of Richard Belcher who took pole position from the more conventional class C Lotus Cortina of James Clarke. And once Clarke was forced into retirement on lap 3, there was only ever going to be one winner as neither the Mustang of Peter Halford or the Falcon of Jack Drury had the pace to challenge. And so whilst Belcher went on to record the most unlikely of victories, the championship battle roared on behind. It would however be Halford who grabbed the all important maximum class K1 points with Drury struggling with setup at the North Yorkshire venue.

Towcester man Jon Milicevic is usually the man to beat in Historic F3 and whilst he would eventually take the category top spot with 4th overall the final result masks the story of the race. In fact Milicevic, in his Brabham BT21B, was involved in an almighty battle with the Merlyn MK14A of Jonathon Hughes in the early stages; the pair swapping positions on more than one occasion before Hughes disappointingly fell out of contention with a spin at the chicane on lap 8. Upfront meanwhile, Julian Stokes, in his Techno F2 machine, claimed overall victory in the combined Classic Racing Car/Historic F3 race. But having built a large lead at the start was almost caught by a fast charging Nick Pancisi in his March 712 Atlantic.

The Formula Junior entry may not have boasted the same level of entry as the Historic Formula Ford event, however, it did feature a, Formula Ford like mid-race duel. Following a short safety car intervention, pole sitter and early leader Benn Tilley came under attack from Jonathon Hughes. Where, fresh from a starring performance in the Historic F3 event, the local man managed to squeeze his Brabham BT6 into the lead at Tower on lap 7. But whilst Hughes would fall back behind Tilley before the lap was out, he would be back in front before the end of the next, with Tilley this time not able to respond; Hughes instead managing to maintain the lead over the remaining laps and record victory by just over half a second.

A longer safety car period in the combined Historic/70s Road Sports race would unfortunately ruin the race as a spectacle. It was however relatively surprising to see the Historic machines hold an advantage over their younger counterparts, with John Davison leading home a Lotus Elan 1-2. Meanwhile Charles Barter just about claimed the 70s Road Sport victory with third overall; The Datsun 240z pilot out-dragging the Lotus Europa of Will Leverett having initially looked to have lost the position at the final hairpin.

Sunday's highlights included a first championship victory of the season for Michael O'Brien in Historic Formula Ford and a return to form of Jack Drury in the second Historic Touring Car race. Meanwhile Andrew Park and Mark Charteris claimed double wins in the respective Historic Formula Ford 2000 and Classic Clubmans events, whilst Jonathon Hughes, Jon Milicevic, Julian Stokes, John Davison and Charles Barter also claimed a second victory of the weekend.

This had been another thoroughly enjoyable day out following the HSCC brigade and for an admission price of just £14 it represented great value for money. With this in mind I am already looking forward to my next slice of HSCC action; the Oulton Park Gold Cup at the end of August.

Paul Commons



Paul Commons

Motorsport Photography

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

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

Product

- JPEGs, prints, press releases and reports.
- Standard prints are available at very reasonable prices from his website.
- For a little extra he can arrange for professional prints to be delivered direct to the customer via the excellent Loxley Colour.

For pricing and any other enquiries please get in touch via email

paul.commonson@yahoo.co.uk

Or visit the website

www.paulcommonsmotorsport.com

Gemini Communications Motor Sport Team



RALLYING

Wales Rally GB

24th - 29th Oct

I. M. S.

WRC Round North
Wales

Neil Howard Memorial Rally

4th Nov

Bolton le Moors Car Club

Oulton Park

Glyn Memorial Trophy Stages

Sat & Sun 25/26th Nov

C and A MC

Ty Groes, Anglesey

Hall Trophy Stages Rally

Sat 25th Nov

Clitheroe & DMC

Blyton

First on Scene Training

Sat 2nd Dec

Darwen Services J4 M65

tracey.amsc@hotmail.com

Gemini Awards Presentation

?? Dec

The Dressers Arms

Golden Microphone Trophy 2017

Following Gareth Hall Stages

G 23	IAN DAVIES	95	points
G 01	BILL WILMER	60	points
G 21	DEREK BEDSON	60	points
G 57	JAMES ATKINSON	55	points
G 25	CHRIS WOODCOCK	45	points
G 04	IAN WINTERBURN	40	points
G 17	ROBIN MORTIBOYS	30	points
G 13	STUART DICKENSON	30	points
G 55	STEVE & MATT BROADBENT	30	points
G 31	DUNCAN STOCK	30	points
G 37	LEE SKILLING	30	points
G 65	BRIAN EATON	30	points
G 03	LES FRAGLE	30	points
G 59	MAURICE ELLISON	30	points
G 50	DAVID PEAKER	30	points
G 56	TONY JONES	30	points
G 11	MARK WILKINSON	25	points
G 12	CHRIS JARVIS	25	points
G 14	ADIAN LLOYD	25	points
G 02	GRAHAM COOKSON	20	points
G 27	ROGER SCHOFEILD	20	points
G 50	DAVID PEAKER	20	points
G 09	KEITH LAMB	20	points
G 33	JOHN ELLIS	20	points
G 48	PETER LANGTREE	20	points
G 58	GEOFF INGRAM	20	points
G 28	PAUL HENRY	20	points
G 28	ANDREW TAYLOR	15	points
G 32	BRYAN FLINT	10	points
G 51	GERRY MORRIS	10	points
G 07	TONY & AVRIL LEE	10	points
G 26	MARK DICKENSON	10	points
G 41	JERRY LUCAS	10	points
G 62	COLIN EVANS	10	points
G 43	TONY TURNER	5	points

BIKE RIDE Events

Manchester to Nantwich Bike Ride

Sun 3rd Sept

Manchester to Nantwich & Return
100 mile Ride.



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

Radio Mutterings

Gareth Hall Memorial Trophy Rally

sponsored by Minafon Garage, Bala

This month starts with a fine early morning drive down into Wales and onto the Trawsfynydd Ranges Motorsport Centre for an event organised by our friends in Bala & District Motor Club. Arriving a little after 8am, there is time for a quick breakfast buttie after signing on and collecting all of the now obligatory safety paperwork and not forgetting the appreciated marshals refreshment bag. After catching up with some of the radio teams and competing crews, for me it's the short drive into the stage, past the triangle and high up to Post 8 that overlooks the paddock bowl. With clear line of sight across the fields I am one of the very few in this remote venue to have a mobile phone signal, so Bill designates me as the link for any 999 emergency calls. Once safely parked off the stage it's time to flick through the paperwork and get ready for first car due at around half nine.

After the safety car and then 0 car have been through, we get permission from the CoC to send car 1 into the stage at 09:24, a little ahead of the planned schedule. Almost immediately car 7 flies off the stage and into the wet boggy fields at post 10a, followed not long afterwards by car 29 in a similar place, although both self recover with a little human help. In the end all 36 starters get safely to the end of the first run to the forest end, before returning for stage 2. This second run passes equally quickly without too much drama and is finished in 20 minutes.

After a very quick turnaround stage 3 starts at 10:26 and we see the demise of car 10 who doesn't manage to restart from the road end, due to a drive shaft failure and subsequently needs the assistance of Bulldog Recovery to return them in due course to the paddock area. My morning is then interrupted by a low flying drone over the stage and a call to Control reveals that no such authorisation has been given for flying a camera over the venue. With the help of the safety car crew the operator of this flying machine is located and the drone firmly put back into its box for the day. Stage 4 has hardly got started when there is a 'safety' and then 'urgent' shout from Gemini 21 at the start as car 11 rolls shortly after the start and ends up in the river. After a worrying couple of minutes the crew are both finally reported as being out of the car and river and the OK board is shown, relief all round. As a precaution both crew members are transported in the closing car back to the paddock to be checked over by the paramedic and Cam Rescue (this being a quicker way to transport them, then sending the rescue unit into the stage). Eventually after a stoppage of only 18 minutes the stage is restarted. With stage 5 reversing direction the CoC instructs Control that car 11 must be recovered, as with the change of direction the car is viewed to be in a dangerous position. Gemini Recovery on scene call for the assistance of Bulldog and they both commence what becomes a protracted and difficult recovery, not helped by the Gemini team's winch packing up.



Continued on Page 33

Radio Mutterings
Nicky Gareth
Hall Memorial Stages Rally
Continued from Page 32

Stage 5 passes quickly and it was nice to see a repaired car 10 back in action, meaning that we are back up to 35 runners and riders, although on stage 6 we see the end of car 23 with miscellaneous mechanical maladies at the triangle. For stage 7 the action begins with the course car 0, which has a mighty moment at my junction putting a rear wheel onto the very wet grass and sliding sideways, although very quick reactions by the driver saves the day. Car 5 pulls off at the triangle and self recovers into the paddock and then car 26 is reported as having run out of fuel at the stop line ie start line at the forest end as far from his service as possible. However a little help from their friends stranded car and car 26 is back in action at the back of the field.

My concentration for stage 8 is broken by another flying machine, this time a very low flying red helicopter that flies up and down behind the control location apparently spraying something onto the hillside ?. By half past two in the afternoon despite the earlier safety shout we manage to have completed eight stages, a credit to the organising team and all of the marshals out in the stage and of course not forgetting the radio team.

The action however is not quite over and after stage 9 which doesn't pass my location, it's time for stage 10, a re-run of 3, from the road end all of the way up to the forest end. As we are coming to the end of the day, everyone seems to be trying that little bit harder and car 38 flies off the stage after the triangle and is reported as being 'well off in a field, but OK". For me the final stage 11 passes off without any incidents and Bill asks me to stay in location for the final run of stage 12 to maintain the 999 phone link, which I am happy to do although my services aren't needed. All in all a very enjoyable and well run event.

Ian Davies Gemini 23.

More Radio Mutterings

Darwen Services M65

Production Car Autotest, AutoSOLO

and Fire Training

Its an overcast morning as I head north and east towards the Motorway Services at J4 of the M65 at Darwen for the annual fire safety training, supported by the British Motor Sports Training Trust. Steve Johnson, Go Motorsport Regional Development Officer and the team from Under 17 Motor Sport Club and SD34 organise this event, which runs alongside a Production Car Autotest and AutoSOLO event in the adjacent car park.

Arriving a little early for my scheduled 13:30 training session there is time to make use of the much appreciated meal voucher and then the opportunity to watch some of the competitive action outside in the car park. Quite what the neighbouring driving test examiners made of all the screeching tyres and handbrake turns I hate to think, as in the background some bikes were under instruction or exam !. The test was a great opportunity to bring motorsport to both people using the service station but also people interested in finding out more about the sport, either as a competitor or prospective marshal. I even managed to chat to one young lady who was interested in applying her skills as a police radio control operator into motorsport.

The action in the car park was fast and furious as a variety of more shall we say competitive cars tested the laws of physics and tyre dynamics, whilst Mum was probably wondering why her son was taking so long in the Micra for a loaf of bread and milk !.



Continued on Page 34

More Radio Mutterings Continued from Page 33

Such grassroots sport on view provided the opportunity for people to just stop and have a chat as they went about their normal Saturday business, who knows we might have found one or more competitors or marshals for the future. My only worry was for the service stations dog walkers who definitely needed to find somewhere else for Fido to do his business !.

Back to the serious business in hand and after lunch it was time to enter the onsite meeting room aka classroom for the first half of the training, fire theory, led by MSA Instructor Jon Aston. The session was thoroughly professionally presented by Jon and took us through the theory of fire, how the fire 'triangle' works and the risks we face in four wheel motorsport. Moving on Jon used some of the powerpoint slide pack to introduce us to the various types of extinguishers you are likely to come across, their role and equally importantly limitations. To be honest it really doesn't matter how many times you hear such a session, there is always something new to learn or explore and Jon was no exception. The opportunity to ask questions of someone who is both a competitor, marshal and event organiser was appreciated, so the theory could be applied so to speak to the real world of motorsport.

Lesson over, it's time to head outside to the rear service yard of the services and to join our old 'friends' John and Harry from Pennine Fire & Safety. After a reminder and introduction to the powder and foam extinguishers we were going to use, the Pennine team set fire to a variety of demonstration rigs for us to tackle in turn. In addition to several cut down drums of flaming fuel, new for this year were a pair of gas fired tyre rigs which made for a very realistic scenario of a tyre or wheel fire.

In turn there was plenty of opportunity to put the theory just learnt or refreshed into action, as in turn we tackled the various fire scenarios with both powder and foam extinguishers. For me the wheel rigs were particularly realistic, as on several occasions I've been sat as the Stop line radio only to have a car roll up and stop with a brake or wheel fire, so practicing in this safe and controlled environment helped build your confidence and approach to such a situation.

Talking to John they are now developing a rig that mimics the front of a car, so that next time we can practice tackling a fire through a car grill and bonnet. The Pennine team are patient and attentive to the needs of the 'trainees' and take the time to work with you on your approach to the fire scenarios and your particular training needs. At the end of all of this practical work, the team offered the opportunity to take away a surplus but usable and serviced extinguisher that maybe otherwise would be scrapped but can still provide many years of useful service. I know I have perhaps said this before in previous years, but if personally or in the course of your business you needed the services of a fire protection company, you probably couldn't do any better than give our motorsport friends at Pennine Fire & Safety a call

www.penninefire.co.uk .

Ian Davies Gemini 23.



Remember Bosworth Field

We avenged the pasting us Yorkists took on the 14th August 1485 at the Battle of Bosworth Field when those mean old Lancastrians killed our good King Richard. Then to add insult to injury the Leicesterites stole his body and presently display it as a prize.

We returned at great peril to ourselves to battle again and despite being greatly outnumbered our group of stalwarts wreaked havoc on the foe. As we travelled towards the battlefield, our children whimpering and their mothers sobbing, we could look to the west, to the lairs of the Lancastrians, and witness the horizon filled with mountains on fire, we could taste the sulphurous fumes under the dark ominous sky. We were truly witnessing what it must be like just across the valley to outside Yorkshire.

The field was very soft due to the frequency with which rain filled clouds hit the nearby hills and empty their contents before reaching the fair town of Skipton. The very long grass had thoughtfully been mown to a respectable length over a sufficient area of hillside to allow the setting out of three large sections. Several marshals to each section provided a good number of helpers available to push stranded competitors out of the ruts that inevitably developed.

Our hosts, I mean foes, were very inexperienced in matters of trialling as their main interests lay in tarmac rallying apparently so the poor misguided souls appreciated both the guidance so generously offered by myself and the examples that us Yorkists were able to show when it was our turn.

Results below but Rupert and Amy drove Dave's Saxo with great success, followed closely by another half dozen A&P members.

Oh! If only King Richard could have seen the glory.

Many thanks to our new friends of Clitheroe Motor Club for the invitation and we will be delighted to do it all again next year.

[illegible]

FASTER THAN HIS DAD

'well, that wouldn't be hard !!!!'

(Sorry - I couldn't resist that - Moz)

Well I've been off the radar for quite some time mostly due to being involved with a very large tunnelling contract in the Welsh hills and tbh the only contact I have at the moment is through this newsletter.

But the other bigger distraction and somewhat expensive one is my little fella has finally turned eight and for years has been pestering me to go kart racing (we would of gone sooner if I had known that there was a bambino class). At Christmas we purchased him a cheap complete starter kit, kart, suit, boots (the lot) from a guy in Blackpool whose son had moved up a class after winning last year's Hooton park Indy kart championship. With him not knowing and me wanting him to at least have a craic at driving something we went to Team karting at Rochdale to give him a blast and within a few times here he had got the hang and was setting respectable times.

Amazing who you bump into at these places but in walks Tim Whiting he has done the same as us and was giving Finn the experience also before Father Christmas visited and also Jonathon Mounsey who was also thinking of getting his kids going another generation about to embark on their motorsport journey of being constantly skint. Anyhow Father Christmas landed and left him a kart and we set about getting a bit of experience at Hooton park where we planned on him racing at the first race of the championship in February. He took to it like a duck to water as did Finn and all the other kids from Team karting who's parent's had also done the same as us and the Whitings. February soon came round and his first event we practiced the Saturday and raced the Sunday after a pretty good practice we then got him through scrutineering and weighed in and it was just a waiting game now for his first race. I was the one nervous I think he just sat there as cool as a cucumber unsure where his calm nature comes from as it certainly isn't me. First race and our class started at the back of the main iame cadet class (more of his class later). Anyhow he is off and straight up to the front battling it out with James Dutton who was last year's second in the championship and wanting the championship this year could the little fella hang on too right he could he ended up second in every heat coming away with second in the final behind James who I may add was on a brand new kart and had oodles more experience and a four stroke Honda something we later learnt our little two stroke medieval comer couldn't quite boss. But second would do and second in the championship in his first event that will do.

We then proceeded to do a few more Indy kart rounds Gussey getting second each time behind James it was becoming apparent James was his nemesis and with our old outfit he to be fair couldn't compete. Whilst attending Hooton we became friends with a young kid who came along and helped us each weekend called Alex Simmonds unbeknown to us was Alex was a top cadet racer in the country taking second in the European championship and numerous super one podiums who's Step father Nick ran and owned Aim British championship kart team. Whilst dropping Alex back home one day we got the tour of a proper team truck and the kit needed to run at the top level a real eye opener and something we could only dream of. Anyhow I was on the lookout for a new kart and we managed to secure a three meeting old ex British championship winning rolling chassis (these lot change them every few meetings). We threw the old outdated and unless running non msa events outlawed comer engine on and headed to Hooton.



Continued on Page 37

Faster than his Dad

Continued from Page 36

At Christmas I had got talking to a Guy called Naldo Algeri whose son Olivier was racing at super one and had been part of Bernie Ecclestone's formula kart stars. When I told him I'd taken his advice and bought a synergy for Gussey he said give me ten minutes and I'll be over get him set up for it and show you what you need to do etc. happy days I thought. Within a few minutes Naldo landed over and was just looking at the kart and looking back at me laughing at how or why would you put that old bit of scrap on there have you not got an lame lol. Anyhow cut a long story short he then pushes our kart over to his van and stripped of our engine and proceeded to fitting one of his spare super one race engines. Now let's see how he goes as so far everyone has commented on how quick he had progressed let's see if he could mix it with the quicker kids and a lot of them were up to 12 years old. Anyhow we practiced on the Saturday and Naldo lent us the motor for the Sunday race straight out the box he was quick blitzing his pb heat after heat and totally wiping the floor with James I actually think on one race he was close to lapping him. That meeting he ended every heat in the top ten and also the final of the main race the boy had got the bug and was actually pretty good with loads of people commenting on him one proud Dad moment. Well after returning the engine we needed one and whom better to talk with was Alex and Nick for their advice. If you go on eBay and look up lame Cadet engines you'll find new ones at 1150 up to second hand ones at 6k plus when I swaps about eBay they said for god's sake steer clear from there any decent engine sells without advertising anything on eBay is either at the end of its life or too slow.



The top engine is the A series there is decent B series and an odd one throughout the years but you ideally want an A if budget allows. These start at £5000 and go up to as big as your pockets are there is talk of massive amounts changing hands. A decent B £3000 upwards Jesus for a kids kart and these are standard engines and that's without a carb or an exhaust all standard items but I was about to find out there is massive differences in one from the other. Anyhow he opened up his van and said I've a few here that where Alex's super one motors I haven't even thought about selling but I'm sure we can sort you something out and we ended up coming away with a top B series ,carb and exhaust all at a lot less than it was worth and was a great starter for us to get away on our next level. We then took it straight to Hooton and he was among them putting it in the top six in the big class with the big kids straight out the box. With looking to the future I decided to have a few test days with the MBM team giving him more experience against top kids in the Northern Kart championship and he was instantly among them. We decided to join the team and get him his Arks test to allow him to

Progress more and be able to enter the msa championship rounds. Anyhow we booked in to do Rowrah in between the test as chance of a different track and against different kids straight out the box he was on it and by race day he had qualified second on the grid and was second in every race including the final beating some msa kids and putting a good show on a local super one kid whom won the final

But not by much fair play son and yep you've. guessed it I had a tear in my eye he was some operator and I'm not just saying it because he was my son everyone one is. Anyhow Wombwell in South Yorkshire was next for his Arks test in July on the Saturday with a view providing he passes of racing the Sunday he blitzed the test and didn't look to shabby on the practice sessions on the Saturday. Race day and after a track walk with Mark and Joe Ellison mechanic and driver coach for MBM he was on the grid and ready to go being his first meeting and for his next six meetings he has to run as a novice and at the back with the other novices first race and first novice and 8th over all this continued all day the same result until the final he was now on pole in the novices and wanting that trophy something he had had at every race so far he has done he wanted and msa one now though and after 20 minutes of leading from start to finish he was punted off on the last corner to take second absolutely gutted for him but his first experience of how cruel motorsport is. Thats his season so far and I'm sorry if I've bored you but I'm just so proud of them little fella and what he has achieved within seven months it's great. Whats up next well we are in Scotland end of August for the NKF round and Wombwell again in September we are going to try and get his six signatures this year so he can get off his novice plates and for

Next year we plan on doing the NKF championship and also a few selected Super one rounds.

Steve (Old Slow Coach) Hudson : Clitheroe & DMC

(And I might soon be getting a Black Eye after that Headline - Moz)

Airedale & Pennine MCC

Harewood Hillclimb PCA

19th August

WHAT A FUN DAY THAT WAS.

A&P have previously enjoyed the hospitality of the organisers of Harewood Hillclimb by being allowed to run a PCA in a field adjacent to the top of the hillclimb. We provide lots of information on the location of motor-sport clubs to the spectators who come from many miles around and who have diverse interests that revolve around competing in cars. Dozens of Go motor-sport brochures, stickers and our own leaflets were handed out with the aim of pointing aspiring competitors towards their local clubs.

To spur the interest we run a PCA for ourselves with respectable awards down to 5th place, free entry for drivers and the offer of passenger rides to the general public who are asked for a small donation to the Yorkshire Air Ambulance.

The frequent need to break off competition in order to take passenger rides made the day quite disjointed but everyone coped and had a good time.

The competition was very closely fought out between Rupert, Dave and Joe. They finished in that order then Steve followed by Amy. Several others went away to slit their wrists. To enhance the experience we made a lot of fuss about the chance to sit alongside one of the three team members who won the BTRDA Trial Championship for the ANWCC a few weeks ago. The weather was wonderful and we received a great welcome from the organisers, the competitors and spectators. We will be back there on September 16th for a car trial and 17th for another autotest.

The date coincided with a rally so several members did not make an appearance at Harewood but they played with their Subaru quite happily for a mid-field finish.

John Rhodes : A&PMCC

QUIZ

The following registration numbers are from vehicles which have appeared on the small and / or large screen over the years.

Can you guess which vehicles they belong to and from which film / TV series?

No prizes – just a bit of fun!

Answers next month

- | | |
|--------------|----------------|
| 1) KAR 120 C | 8) a LGW 809 G |
| 2) ST 1 | b GPF 146 G |
| 3) FAB 1 | c HMP 729 G |
| 4) GEN 22 | 9) 248 RPA |
| 5) BUC 852 | 10) SLE 71 R |
| 6) HXR 322 | 11) CNH 320 |
| 7) DHV 938 D | 12) WLG 142 E |
| | 13) JJZ 109 |



Alan Barnes

Trying on his new Navigator outfit which he plans to wear on the Clitheronian Rally in September

However . . .

The truth is - he was running the Coconut Shy at Gregson Green Gala Day to raise funds for the Village Hall



It was a sunny Saturday morning, and Mike was beginning his pre-shot routine, visualizing his upcoming shot, when a voice came over the clubhouse speaker "Would the gentleman on the Ladies Tee please back up to the Men's Tee!"

Mike, still deep in his routine, seemed impervious to the interruption. Again the announcement "Would the man on the Ladies Tee kindly back up to the Men's tee, PLEASE!"

Mike had had enough. He turned and shouted, "Would the announcer in the clubhouse kindly shut up and let me play my second shot!"

Warrington & DMC WERN-DDU GRAVEL PCA Sunday 6th August



Stuff the PCA

*The Saturday Night 'Set Up' BBQ & Party
was the real event not to miss !*

The 'BIG ONE'

This was the 3rd in the series of PCAs run at Wern Ddu by Warrington & DMC. For this one Clerk of Course Steve Ellison had, with the addition of some new sections of road, joined up the three previous test sites to make one long test. You might think that by doing this that crews had a lot of waiting about but with some slick marshalling as soon as a competitor exited sector 2 the next competitor was set off on their run. All worked very, very well

Rob Jones in the MG was chasing Lee Thomas in the Mazda all day long but Lee was fastest on all of the tests leaving 'Chicken' to once again be the 'Bridesmaid'

A video, taken by John Boggs, of the 'Shazda' doing one run can be found at the following link

www.facebook.com/paul.e.kay/posts/10155204632736997



Photos Courtesy of George Jennings



Marshalling, Meetings & the Odd Event

First up was Warrington & DMCs Wern Ddu PCA on the 5th of August and a good time was had by all. A few years back I think 116CC ran a Single Venue Targa Rally at Wern Ddu. I don't know the story but one way or another 116CC & the site owner fell out and whilst 116CC still run a Targa Rally but it does not use Wern Ddu, which is a shame because when I first visited the site the first thing to spring to mind was that it would make a cracking Targa Rally test (or tests) venue

TARGA Rallies seem to be all the rage these days. So what's the difference between a PCA & a Single Venue TARGA Rally? As a competitor & marshal on both, other than cost, I don't see much of a difference but there are some. I was not sure what they all were so I thought I would check the relevant sections in the 'Blue Book'.

- 1) There is nothing to say that a PCA can't be multi venue (like a Targa)
- 2) There is no average speed set on a PCA but the rules are more specific as to the layout of tests. On a Targa you need to put in place 'manoeuvres' to bring down the average speed (Bogey time) to 30mph.
- 3) A PCA must not include more than 4 Reverse manoeuvres
- 4) A PCA is confined to an area not exceeding 200m X 200m : Appendix M (and that can be a limiting factor) but if you measure across the Diagonal that becomes 250m
- 5) PCAs can only be Clubmans Status (Most Targas are run on a Clubmans Permit)
- 6) Permit Fees are cheaper for a PCA than a Targa (about half the cost)
- 7) Entry Fees on a Targa rally are more expensive than a PCA (£70+ on a Targa, on a PCA £15 +)
- 8) You can walk the tests on a PCA but not on a Targa (which would prove difficult on a multi venue PCA)
- 9) An organiser needs to submit Detailed Test Diagrams to the MSA for a Targa Rally but not a PCA
- 10) A Targa Rally sounds more 'glamorous' than a PCA and you are not restricted by the 200m X 200m area
- 11) Some PCAs & also some Targas are too much like an autotest and do not 'flow'. These are not to my taste. On a PCA the Clue is in the Name 'Production Car Autotest' So I shouldn't complain . . . but on a TARGA ????

Last year I went to marshal at Scammonden Dam for Pendle & DMCs Hillclimb and decided to volunteer to marshal again this year too. I spent most of my time on last year's event catching up and nattering to Charlie Woodward (there is a load of dead time with Hillclimbs). Whenever I go marshalling with Jez Turner he brings along his rather posh portable Gas fired BBQ. I can't always partner up with Jez so I have invested in a similar piece of kit and this was to be its first outing. Hot Burgers & Bacon Sarnies for Charlie Woodward and me as we sat at our Marshalling Post enduring the ever changing weather whilst putting the world to rights . . . Again.

I thought it was going to be another month without a ride but on Friday night (11th Aug) I got a call from David Crosby from Dumfries to see if I was free to do the Blue Streak Targa Rally on Sunday the 13th. Too right I was.

With the first Tuesday of the Month being on the 1st of August we have had one Committee night and four Club nights this month at CDMC as well as an ANWCC meeting. Regional Association meetings are only every 3 months. At these meetings you get loads of information as to what is happening at the MSA and your opportunity to ask questions about forthcoming 'Rule Changes' and more. It amazes me that so many clubs don't send a representative to these meetings. Don't they care about what is happening in our sport ?

Grumpy Old Git

Still Wittering On & On & On



Clitheroe & District Motor Club

A Round of :

- SD3MMSG Road Rally Championship
- SD3MMSG Inter-Club League
- ANWCC Road Rally Championship
- ANCC Road Rally Championship
- ANEMCC Road Rally Championship
- LA Harrison KLMC Road Rally Challenge

YBRACING
MOTORSPORT & PERFORMANCE

Primrose Trophy Rally
24/25th March 2018

Supporting NORTH WEST Air Ambulance CHARITY

I must have had too much time on my hands (in between marshalling) over the past few weeks and I started looking at next year's Primrose Trophy Rally.

First thing was to look at the date for the 2018 rally. One problem with running at the back end of April is that sunrise is just after 5:00am which then restricts what we can do. After checking last year's ANWCC Rallies Calendar we decided to bring the Primrose Trophy Rally back a month to the weekend of 24th/25th of March for 2018.

Having decided to move the Rally back a month we now have (obviously) one less month to get everything ready for sending off to the RLOs and then to the MSA. I would have liked to have got onto the hardly rallied O/S maps 90, 91, 92, 96 and the western side of 97 but the practicalities of PRing and marshalling a Rally that far from our membership soon put paid to that idea despite a brilliant route on some amazing roads (well they looked magic on Google earth street view). So it was back to the old faithful 97, 98 102 & 103.

On this year's Rally we tried to use some of the lesser rallied roads and for 2018 we have attempted to do the same again, however you can't ignore all the classics in the area and hope that the combination of new (ish) and 'old' will make next year's Primrose better than 2017. We have lost count of the number of routes that have been put together and then altered modified and then discarded. At one point the proposed route was just shy of 220 miles and needing 2 fuel halts (finding two fuel halts that would be open was going to be a massive challenge : it is hard enough finding just one at a convenient place on route)

Having discarded the desirable but impracticable we were left with a 130+ competitive mile route and minimum mileage of link sections with just exact control locations to identify. After 'driving' the route on Google Maps provisional control locations were identified and then an actual drive round the route the location of controls have been firmed up.

Still got over a month to go before the route goes to the relevant RLOs so I have kept myself busy doing a mock up of the Rally Plate, Time Cards, NAM Diagrams, Pre-plot Info, and Marshal Location sheets. Just hope that the PR goes smoothly in 7 months time. If it does not then I will have to do it all again

NORTH WEST RACERS

With Dave Williams, Marvin Hall and Rachel Bourne

SUMMER FUN FOR NORTH WEST RACERS

It has been a busy Summer for the racers from the North West. In late July, the CNC Heads Sports/Saloon contenders headed east to Donington Park where they were a support act to the British Truck Championship meanwhile over the weekend of 5th/6th August there was lots of action at Anglesey Circuit with the Avon Tyres Northern Formula Ford 1600 Championship and Electrovape.co.uk XR Challenge both visiting Wales.

CNC HEADS SPORTS/SALOON – 22nd/23rd July, Donington Park



Saker Team Mates Rose and Harris

Donington 2017 - mhpic

All 5 Classes ran together this weekend which meant no less than 41 cars took part in a hectic qualifying session. Garry Watson's Westfield was the fastest car as it required a couple of tenths less time to lap the 1.979 mile National configuration than the Saker of Paul Rose. The latter's engine was running cooler than optimum.

At the end of the opening lap of race 1, however, neither car that had started from the front row was in the lead. Although Watson had been the first to reach Redgate Corner, he had spun off at Coppice and rejoined at the back of the capacity 40 runners. As is usual, Rose had been beaten off the line by the lighter cars behind him.

Joe Spencer's Stuart Taylor Locosaki was following behind Watson when a lack of rear-end grip sent him into the gravel but Spencer was then immediately overtaken by Paul Woolfitt's Lotus Exige.

Rose was right on their tail and swept by into the lead the next time they headed down the Craner Curves. Spencer got ahead of Woolfitt on the next circuit before the racing was interrupted by a Safety Car period.

When racing resumed the first 3 spread out. Rose went on to win by more than 8 secs taking Class A in the process. Class B man Woolfitt recovered from being caught napping when the Safety Car pulled in to take second from Spencer a few laps later. An engine failure for Spencer meant Rose's Saker team mate, Steve Harris completed the overall podium.

Continued on Page 42

NORTH WEST RACERS **With Dave Williams** **Continued from Page 41**

Behind Luke Armiger's Vauxhall Tigra, Watson worked his way back up the order to take fifth ahead of Class C winner Dave Harvey (Locosaki) and Garry Wardle who took the Class D honours in his Porsche to bolster his lead in this section of the series from Seat Leon driver, Ilsa Cox, who had made a poor start.

The Lotus Elite of Graham Laslett took Class E while Ian Gorrie added to his Class F tally behind the wheel of a Raw Striker.

The race 2 grid was based on the second fastest qualifying times. Watson and Harris shared the front row, from Woolfitt and Spencer, while Rose was down in fifth.

Watson made another rocketship getaway to take the lead but at the start of the second lap, Woolfitt challenged him but his manoeuvred resulted in a spin. He recovered and was running sixth when the belt on his supercharger came off.

Rose was challenging for the lead on lap 5 and a better exit from McLeans meant he had overtaken Watson before they reached Coppice. He motored off into the distance claiming his second set of overall and Class A trophies of the weekend. Watson took Class B with the Class C laurels going to Spencer as he completed the overall podium having held off the Spire GTR of Danny Bird after a superb battle. A clutch problem had prevented Bird from taking part in the opening encounter of the weekend.

Wardle and Gorrie did the double in Classes D and F while Class E went to the Ford Escort of Piers Grange on this occasion.

ELECTROVAPE.CO.UK XR CHALLENGE

With a history stretching back to the 1980s it underlines how good the racing was in the Electrovapeco.uk XR Challenge at Anglesey Circuit over the weekend of 5th/6th August when seasoned observers enthused that the 3 races were the best they have ever seen in the category.

During qualifying, gear selection problems on his Fiesta had slowed serial winner, Mark Robinson, and he was beaten to pole by the Escort of Michael Blackburn – but there was just 0.085 sec in it around the longest configuration of the Welsh track, the 2.1 mile International layout.

The action was fraught right from the first lap of the opening encounter when Blackburn turned in at The Hairpin only to find Michael Heath diving down his inside. As Blackburn recovered from the shock of finding the black and red Fiesta on his chosen line, Justin Roberts seized the opportunity to move up from fourth to second as Heath claimed a lead he would never relinquish.

Roberts' hold on the runner-up position was short-lived as on the next circuit he found himself back down in fourth when Blackburn overtook at Rocket, forcing him to take a compromised line through the complex allowing Robinson to also pass on the dash to Peel.



A spin cost Woolfitt time in CNC Race 2



Mark Robinson leads Justin Roberts

Continued on Page 43

NORTH WEST RACERS With Dave Williams

Continued from Page 42

A move on Blackburn at The Hairpin allowed Robinson to seize second and Roberts got ahead of the black Escort on lap 6 at Rocket. Blackburn fought back the next time the third and fourth placed cars tackled the complex but Roberts made a committed move round the outside of the last part Rocket.

While Saturday had been dry, both of Sunday's races were held in the wet. In the morning, Robinson came out on top, just holding off Heath. Blackburn was third as Roberts was delayed battling in the pack before making fourth his own.

The final thrash was another thriller with plenty of place changing. Although Roberts retired with a clutch problem, it was still a four-way dice for the lead with Steve Poole joining in the fun with his orange Fiesta. At one point, Blackburn was hung out to dry at Rocket and dropped from second to fourth but he was immediately back into third when Poole had a sideways moment at The Corkscrew. The fastest XR3i driver then worked his way to the front and took his revenge for events in race 1 by overtaking leader Heath at The Hairpin to seal the win. Robinson followed him home in second with Heath completing the podium.

AVON TYRES NORTHERN FORMULA FORD 1600

The Post89 and Pre90 cars were scheduled to run separately this weekend but a lack of entries due to accident damage at previous meetings, people taking holidays and even a number of drivers attending a wedding meant the grids were combined.

This proved to be a godsend for Pre90 Championship leader, Jaap Blijleven, who had a flight back home to Amsterdam to catch on Sunday. With the agreement of the other drivers both points scoring races were staged on the Saturday with 2 non-points scoring events run the following day.

Jake Byrne is competing in as many race meetings as possible this year and there was space in his calendar to make the trip across from Ireland to Wales. He must have been pleased to do so when he put his Ray on pole and then took a comfortable victory in the opening encounter on what was also his birthday.

His race 1 success was aided when his closest challenger, Matt Round-Garrido, was slow away from the line. The driver of the Medina Sport dropped as low as fourth and, although he was up to third before the end of lap 1 ahead of Pre90 winner Blijleven, it was 4 more circuits before he caught Luciano Carvalho's Van Diemen, getting ahead when the Portuguese driver put a wheel on the grass in the braking area for Rocket.

Later in the day Round-Garrido made a better getaway to retain his second place grid spot when the red lights went out. Although Byrne was faster on cold tyres, once everything was warmed up Round-Garrido closed in on the leader and then victory was his when Byrne's throttle cable snapped.

©Rachel Bourne



Michael Blackburn won Race 3

©Rachel Bourne



A broken throttle cable denied Jake Byrne the double

Continued on Page 44

North West Racers Continued From Page 43

Carvalho is the leader of the Northern Post89 Championship but had something of a nightmare in this race. A disconnected fuel line meant he had to start from the pit-lane and then on lap 4, having climbed to fifth, he retired from the race when a light indicating low oil pressure appeared on his dash.

Blijleven therefore finished as high as second overall ahead of Mario Sarchet who was debuting a Van Diemen RF91.

With the results of each race determining the grid for the next event, Byrne had to start from the back of the grid for the first of the non-Championship contests on Sunday. He worked his way up the order to challenge Round-Garrido for the win but couldn't get ahead. It was a similar story in the final encounter with Round-Garrido holding off the Irishman to make it 3 wins out of 4.

Carvalho picked up two more trophies for third while, with Blijleven returning to his day job as a KLM airline pilot, Simon Fleet took the honours in the Pre90 Class. Fleet had a busy day as he was competing in the Mazda MX5 events which were also on the programme as well as in his Van Diemen RF88.

A couple had been married for 35 years, and the pair was also celebrating their 60th birthdays.

During the celebration, a fairy godmother appeared and said that because they had been such a loving couple all those years, she would give them each one wish.

The wife said she wanted to travel around the world. The fairy godmother waved her magic wand and BOOM

The wife had the tickets in her hand.

Then it was the husband's turn. He paused for a moment, then said boldly, "Well, I'd like to have a wife 30 years younger than I."

The fairy godmother picked up her wand and BOOM! He was now 90.

During my physical examination, my doctor asked me about my physical activity level.

I described a typical day,

- "Well, yesterday afternoon, I took a five hour walk about 7 miles through some pretty rough terrain.
- I waded along the edge of a lake.
- I pushed my way through brambles.
- I got sand in my shoes and my eyes.
- I avoided standing on a snake.
- I climbed several rocky hills.
- I took a few 'leaks' behind some big trees.
- The mental stress of it all left me shattered. At the end of it all I drank eight beers."

Inspired by the story, the doctor said, "You must be one hell of an outdoors man!"

"No," I replied, "I'm just a very poor golfer"



Post89 & Pre98 winners Round-Garrido & Blijleven

Report by Dave Williams,
Photos : Rachel Bourne & Marvin Hall

BOURNE PHOTOGRAPHIC
Creative Imaging

www.bournephoto.co.uk

A duck walked into a bakery one day and asked for a pork chop. The baker said, "We aren't a butcher; we don't sell meat here." So the duck left.

The following day the duck went back and asked again. This time the Baker said, "No, if you come here again I will nail your feet to the floor."

The following day the duck returned and asked, "Have you any nails?"

The baker replied, "No." And the duck said, "Well, I'll have two pork chops then."

A taxi passenger taps the driver on the shoulder to ask him a question. The driver screams, loses control of the car, nearly hits a bus, goes up on the footpath, and stops centimeters from a shop window.

For a second, everything goes quiet in the cab, then the driver says, "Look mate, don't ever do that again. You scared the daylight out of me!"

The passenger apologizes and says, "I didn't realize that a little tap would scare you so much."

"The driver replies, "Sorry, it's not really your fault. Today is my first day as a cab driver. I've been driving a funeral van for the last 25 years."

Longton & DMC Three Sister Sprint

Sunday 30th July, the weather forecast was for heavy rain at three sisters circuit Wigan, and with most of the competitors on wet set up, the day turned out to be warm and dry, which seemed to favour the Westfield boys as they took four out of the top six fastest times including the fastest time of the day, seventy drivers lined up to compete in twenty one classes.

The first class to leave the line for the 2 practice runs and 4 timed runs on the Longton and District motor club's sprint over two laps of the three sisters circuit was class SB standard saloon cars 1400cc to 2 litre, Colin Duncalf took the class win from Stephen Norton by 2.44 seconds with a time of 94.01 driving the same 1998cc Ford Focus. Paul Gardner was the only competitor in class 1 A saloon cars up to 1400cc, driving a 1275 Rover Mini and achieved a new class record with a best time of 98.79. Class 1B saloon cars 1400- 2000cc class winner Keith Minshull achieved a time of 85.27 with Nigel Trundle's Scirocco in second spot with 85.73 keeping James Kerr record of 84.26 safe.

Road going Sports cars went next, Roger Fish set a new record for class 1D in his Honda S2000 and last years record holder Gordon Peters Nissan 350Z claimed a 3.41 second margin over Duncan Woodcock's TVR with a best time of 84.51 in class 1E. The Lotus Elise's of Steve Wilson and Robert Holt in class 1G had Steve Wilson setting a new record of 84.69 putting last years record holder Robert Holt into second place.

Two Caterhams and one Westfield entered class 2B road going kit and replica cars and the Caterham of Nigel Fox came out on top with a time of 80.19 not as quick as his record of 78.11 he set last year. The battle for Class 3B modified saloon cars honours was between Paul Nutter's quick Mk2 RWD 1300T Escort and Andy Lartons familiar yellow 1600 Peugeot 106, with Paul Nutter's Escort taking the class win and Andy's record with a time of 79.14

The next three classes, Modified kit and replica cars was a Westfield affair with new records in all three classes including FTD, John Loudon's Westfield took class 3F with 74.10 N/R, class 3G record and fastest time of the day was set by David Cleaver's Westfield SEIW with a time of 71.38 after only two timed runs, Tim Nunn's Westfield Plays-kool Blade got class 3H record with a time of 73.41 over Matt Turners Yamaha engined Westfield Mega R1. Class 4A sports libre and hill climb cars had two entries Jonathan and John Davies using the same Peugeot 205 GTI M16 with Jonathan coming out on top at 83.15. Racing cars Class 5A and class 5C with Formula Ford class 5B. 5A fastest was Eve Whitehead in her RBS8 at 73.88 ahead of Michael Tomlinson in his AFE at 78.39. 5C entrants Oliver and Chris Taylor using the same Hitech DP1300 with Oliver fastest at 71.93 beating Chris into second place but not the record of 70.08 set by Chris last year.

Class C classic cars was supported with Steve Dennis TVR 1600M Jonathan Plowe Fiat X/19 and Hamish Roscoe Triumph TR3. The TVR came out fastest at 87.38N/R. The Luffield MG speed series had a presence with classes MG1 and MG2. Andrew Wolf established the class record of 87.35 in his MG midget and the MGB GT V8 driven by Nick Walker established MG2 record of 100.15. Alan Thomas established the class record of 84.41 for R2 rally cars in a Talbot Sunbeam while the TVR-A and TVR-B classes had records established by the TVR Tasmin of David Welton for TVR-A with a time of 94.07 and for TVR-B David Wilkins in his TVR Chimaera 500 with a time of 90.88.

Full results are on the Longton and District Motor Club web site

Report & Images : Brian Taylor



Bo' Ness Speed Hillclimb

2/3rd September 2017

2nd/3rd September is the date of one of the best speed hill-climbs in the country which takes place at Boness near Edinburgh on the Firth of Forth, very important not to confuse it with Boness on Lake Windermere.

The entry list once again is way oversubscribed but as the regs clearly state entries are allocated on first come first served basis, anyone seriously wishing to compete got their entry in months ago and as soon as payment was cleared a confirmation of entry was sent to competitors.

Recently VSCC and other clubs informed people who entered as far back as May for August events that their entry had been refused as the events were oversubscribed. This is very upsetting for those concerned as holidays and accommodation were booked and cancellation of hotels and B&Bs incurs financial losses to either competitors or property owners as well as causing friction between various parties.

Once again, a number of people with local connections are entered including Adam & Dick Smith with their very potent Fraser Nashes, David and Ian Smith driving one day each in their Alvis 12/70 which again is a rapid car. John Hunter is doing both days in his lovely Riley TT Special one of the nicest cars in the event, near neighbour Martin Breen has one of the most powerful cars entered. This V8 MGB sounds and looks fantastic and has a remarkable turn of speed in reverse as Martin kindly demonstrated at Barbon when he spun the car in pouring rain just as he approached the Armco at the hairpin leaving part of his tail light on the Armco but with very little other damage. This was a trick that would be unrepeatable the incident could have ended so differently, I presume he had a St Christopher key ring rather than an MG one. Another entry is Marcus Bewley who states his home town is "Scaryport", not sure what other residents of Maryport think of his description of their town but he is in his usual Triumph GT6, always as entertaining out of the car as in it.

Geoff Mansfield has a choice of cars, Jag E Type and Jag Cougar Special that once belonged to Simon Taylor, plus a couple of Triumph TRs, which is very appropriate as he and his lovely wife Sheila ran the TR centre in Sedgfield for many years and they were great people to deal with, both having vast knowledge and their advice was really appreciated by everyone who dealt with them as I did. After selling the TR centre they had a classic car transportation business and moved classic and racing cars all over Europe each week including all the Silverstone racing school cars of which there were about twenty-eight cars at each event. They transported all the James Bond cars to various film locations including the underwater one which posed immense problems getting on to the transporter as well as David Beckham's cars each time he moved football clubs and houses. Both Sheila and Geoff drove articulated covered transporters and they had in total no less than nine articulated transporters at the height of their business. You will now have a clue who it is if you see a Range Rover with a double deck trailer carrying two cars up the M74 towards Edinburgh first week in September.

Continued on Page 47



PEOPLESFORD
THE BO' NESS REVIVAL
2ND & 3RD SEPTEMBER 2017



Bo' Ness Hillclimb Preview Continued from Page 46

Chris Spencer is raring to go in his immaculate Scarab racing car, he is an adrenaline junkie of course as for many years he was a pilot of microlight planes, yes that's it you remove the engine from your lawnmower, grab a kite from Woolworths, join the two together and take to the skies like a bird. All this of course used to take place at Lamplugh at exactly the same location that the RAF Tornados, F15 fighter jets and Hercules transport planes lock onto and use for their low level flying practise. Hard to know whether a relatively slow approach of a Hercules or a rapid collision with a jet was a thrill awaiting you each time you took off from your own private airstrip behind the house.

Long term competitor Peter Speakman from Broughton in Furness has a couple of cars entered both originally built by a guy called Jack Fisher who died recently, one rather like a Mini Gem with a Cooper S engine and one a masterpiece in construction with literally thousands of rivets each one perfect in alignment joining up sheets of aluminium to form a wonderful racing car powered by a fantastic Twin Cam Alfa Romeo engine. The latter car has put up FTD several times over the past three or four years

My 1172 Buckler almost knows its own way to Boness to compete on both days but hopefully it will hold together this year and go well, last year a cross pin sheared in the diff and a few years ago the head gasket failed leaving me insufficient time to carry out repairs which was really frustrating.

So all set for a great weekend, a massive classic car show, Scotland's foremost trailer centre selling trailers from Brian James, Ifor Williams and others all on the same stand, here you get a real chance to compare them. You can buy a Morgan, Porsche or Ford car from the dealers represented, Jim Clark Trust will be raising money to enlarge the Memorial rooms in Duns and a other exhibitors have everything else you could wish for. Competitors cars will be shown on large screens as they tackle the hill and a grandstand and proper toilets ensure spectators are well looked after.

Cost for adults is £10 on Saturday £15 on Sunday with children under 15 free or if you are a Bowness member entry is free but don't forget your membership card. Car parking is free and a park and ride is in operation, visit Bowness website or programme your satnav to EH51 0PR.

Keith Thomas



HOW TO GET THERE...
KINNEIL ESTATE, BO'NESS EH51 0PR

BO'NESS LIES AT THE HEART OF CENTRAL SCOTLAND AND IS JUST A 30 MINUTE DRIVE FROM EITHER GLASGOW OR EDINBURGH. FOR DETAILED MAPS AND DIRECTIONS VISIT WWW.BONESHILLCLIMB.ORG.UK

ADMISSION PRICES

Adults: £10
Accompanied Children (under 15): FREE
BHCR members: FREE
(remember to bring your membership card)
Car Parking: FREE

ENTRY FOR PUBLIC FROM 09.30 BOTH DAYS

FOR FURTHER INFORMATION ABOUT THE EVENT VISIT
www.bonesshillclimb.org.uk

Scotland The Perfect Stage
Glasgow City Council
Glasgow City Council
Glasgow City Council



Scammondon Dam Hillclimb

August 12th and it was the annual running of Pendle's Hillclimb, with 31 entries. Another class entry, Rod not sure whether it is, the fact it is run on a Saturday, or the fact for 2018 it was in 5 different championships. The latest one is the Cross Border Championship which accounted for 9 of the entries.

The event nearly did not happen for on the Wednesday Alan (shaw) thought we had better visit the venue. due to all the rain in the previous 2 weeks. For those that do not know...the paddock is very boggy at the best of times, also we had heard rumours of heavy plant machinery in there.

Upon arrival we were met with a huge caterpillar tractor excavating and looking for a leak. The hole was 10 metres deep and about the same round. They were going to put a camera in the pipe and look for the leak somewhere under where the trees are. The site foreman said all plant would be well away from any area we were going to use.

Next problem... I think it is post 2 was overgrown and we could not see post 3..not a good idea. So I made contact with Mid Cheshire with the hope of getting in to cut it back on Friday ...like asking for the crown jewels . . .easy solution. . .contact the MSA and get a temporary change of post to the opposite side of the track, where marshals could get a clear view of both post 1 and post 3. The MSA agreed and that was the plan. Come Saturday all had changed The big hole was filled in and al the plant had disappeared. I had brought my brother out to marshal. He set about strimming the weeds etc before the start of the event. He must have done a good job for Maurice and Charlie or more Maurice had opened up his breakfast bar and provided bacon butties for the 3 people on the point.

With the weather raining and then drying I made a decision before practice there would be two practice runs an 8 timed runs to count .which was generally accepted.

Of the 31 entries 2 had cancelled before the event but 2 cancelled on the day. A pity really as I was looking forward to Russell Thorpe's extremely fast Renault 5 GT Turbo, but he rang to let me know it was not running at all good. The other late cancellation was Car11 David Smithies in the NSU Prinz.

Practice started around 10am with no real problems. Chief Marshal Barry & Peter had organised goodie bags for the marshalls as well as a much needed gazebo, that I also used for signing on.

Also at the drivers briefing Pendle donated a cheque to Richard Ashton of Calder Rescue to help fund the refitting of his new recovery vehicle which will be around very soon.

After practice I decided 1 timed run and then a 30 minute lunch break. Alas this year there was no Huddersfield Butty van so it was eat what you brought. My brother ate more than most a bacon butty from Maurice, a sausage roll from his marshals pack up and 2 pies I had got him from David Inghams butchers.

Continued on Page 49



Scammonden Dam Hillclimb Continued from Page 48

The only car to have a problem was the Audi Avant of Huddersfield who did one practice and then called it a day ...no reason that I know off. Following lunch another 7 runs took place in better conditions with the weather holding out and the sun breaking through .

Off interest was cars 17 & 18 the Skoda Estelle car 17 of Peter Garforth from Wigton..Who told me the engine was an ex – works 1400cc one giving out 180bhp but boy did it fly and sound good, another car was car 18 another Wigton member in a purple Alfa Romeo who won his class and finished 23rd overall.

Pendle members had a good day with 5 drivers all taking award, Jim Wright in the 2300 Chevette won his class and 18th o/all and setting a new class record of 30.22 old record was David Smithies in the NSU set in April this year with a 31:28 Car 4 Roger Mitchell in the standard BMW won a best Pendle award, Simon Nicholson in the 1998 Westfield SEiW took 2nd in class and 7th o/all only beaten by the then ANWCC championship leader Nigel Fox.

Saving the best until last Pendle member John Bunting gets the award from travelling the farthest...NIGERIA !!!! ..Pendle's name must go worldwide then !!. Seriously though he has dual Nationality and enjoys Hill Climbing, he was to finish 2nd in class and 2nd o/all with a 24:89.48 of second off fastest time of the day. Not a bad achievement for his first trip to the hill. Fastest time of the day and 1st o/all went to Pendle member Michael Tomlinson who finally got FTD after years of being the brides maid, the number of times Mick has been beaten by 10ths on last runs I cannot care to remember. But this time he did with the AFE special Buggy with a time of 24:41.

He then set off directly to Curborough to compete on Mid Cheshire's sprint. Alas it was not to be ..but he did get 2nd o/all so a successful weekend for him.

Talking of successes I have been informed that our vent was the last round of the ANWCC championship and the ever efficient Dave Thomas has told me Nigel Fox from Clitheroe in the 1988 Caterham 7 is the 2017 hill climb champion and John Wadsworth in the MX5 finished 2nd O/all,

As I have only just received this point, please accept that is most probably still provisional.

And so ended another successful event, no real dramas and only the one non - finisher.

Charlie Woodward and Maurice are now back to around 1975 ish with their ongoing discussions of how things were. Either way many thanks to both for their marshalling .thanks also to all the other marshals who braved the weather, much appreciated. I must thank the chief marshal and his deputy (son) Barry & Peter Wilkinson for doing an excellent job after Rod had "dropped" them in it !!!..But all was good in and round the paddock, after carefully monitoring from the experienced Peter Wright. Thanks to him

Hopefully see you all on the heroes rally 24 the September

Rod Brereton : Clerk of Course : Pendle & DMC



Photos Courtesy of Brian Taylor
www.whitedogphotography.co.uk

Inside the Industry

with Paul Gilligan

2040 UK Ban On “Conventional” Cars

Less than 48 hours after I filed last month's article the Government announced it would be illegal to sell a “conventionally powered” new car in the UK from January 1st 2040. Most people took this to mean that from that date it would be pure electric or pure hydrogen cars only. Then a clarification was issued the next day to say that petrol or diesel hybrids would in fact be OK. Which makes a nonsense of the whole thing because if you have a hybrid nothing forces you to use the electric power, if you can't be bothered to recharge or find it difficult to locate a suitable charging station you can use the internal combustion engine all the time.

In any case most observers think that the decision is simply political window dressing. With technology moving fast it is almost certain that the market will very largely have shifted to electric or hydrogen long before 2040 without Government intervention. Provided the infrastructure is in place to recharge and refuel these cars that is.

Meanwhile one leading environmental health expert recently stated that only a total ban on cars in cities (yes you read that right) is the only way to beat air pollution. Even with zero exhaust emissions he contends that microscopic particles emitted by brakes and tyres would continue prove damaging to public health.

Diesel Continues To Fade

The slowdown in diesel car sales continues. In July for the month diesels were 20% down, petrol 3% down. Last year for the first 7 months diesels were 48% of sales and now down to 43%. Alternative Fuel Cars are now 5.5% of sales and 65% up on last year.

This situation causes enormous problems for manufacturers. They can't simply switch production from diesel to petrol engines overnight. The two types are made by different machinery, often in different factories. So they have to either make less cars which is simply not acceptable in most cases, or persuade the customers to buy the diesels. Which they are now doing by offering bigger discounts on diesel models than petrol. Whether this is a good idea for the customer is open to question. Getting a new diesel car for £1000 less than a petrol is tempting, but if it's worth £2000 less than the petrol when you sell it in 3 years time then the sums don't add up.

Of course if the used value is guaranteed by a Contract Purchase or Contract Hire agreement that solves this problem. It is however questionable how long the manufacturers can afford to put optimistic guaranteed future values on diesels. Sooner or later the monthly costs for these must go up, we're seeing signs already. This week we obtained some quotes for one of our business clients on a German diesel car, no names. The cheapest quote was around what we were seeing a few months ago, second best 14% more, 3rd best 27% more. Gaps like that are just extraordinary, used to be much much smaller. Obviously two funders have adjusted their forecast used values down, one hasn't.

BMW are now offering customers who trade in a car of any make powered by an older (Euro 4 or earlier) diesel an extra £2000 if they buy a BMW or Mini that has emissions of 130g/km or below. They don't have to buy a hybrid, they can buy petrol or diesel also. Mercedes have just matched this offer, and VW are rumoured to be introducing a similar scheme in the UK shortly.

Tesla Powers On

Tesla have been making some very interesting announcements recently. First that they are to sell bonds in order to raise \$1.5 Billion from investors. The funds are required to get the Model 3, for which they have 500,000 advance order, into production and provide the manufacturing facilities to dramatically increase production levels.

The first Model 3s have now been delivered, all to Tesla employees which suggests they are final prototypes rather than the finished article. Initial road tests are good so it looks like they have a success on their hands, provided of course they get that \$1.5 Billion to build the production facilities.

Next news was that the Model 3, which is a BMW 3 Series rival, will be followed in 2019 by Model Y. This will be a small electric crossover SUV intended to rival cars like the Audi Q5. It will be based on the same platform as the Model 3 so will have the same range of 220-320 miles depending on model.

Further down the line an electric minibus, HGV truck, and 4x4 pick up. They really do intend to take over the world and I'm sure they'll be back for another billion or two before too long

Continued on Page 51

Necessity The Mother Of Invention?

With the internal combustion engine under attack from all sides it's not surprising that some manufacturers are trying hard to improve rather than race headlong down the zero emissions road.

Mazda have announced that in 2019 they will introduce a range of petrol engines using compression ignition. In other words the same technology as diesel engines. Supercharging may be used. Not much detail is being revealed just now but Mazda seem confident of achieving both economy and emissions improvements of more than 20%. Which if true can only speed the reduction in diesel sales.

However German components supplier Continental say that by combining several existing technologies they can reduce the NOx emissions on a 2 litre Golf GTD by 60% while at the same time improving fuel consumption and reducing the CO2. I won't even try to explain the technologies used as it would take up several more pages and I must confess being a simple chap I don't fully understand it all! Suffice to say it all looks very credible, although cost issues aren't being mentioned yet.

"Mileage Correction" Now An Epidemic

What used to be referred to as "clocking" is now more politely called "mileage correction". With almost all cars now fitted with electric mileage recorders the operation merely requires the connection to a laptop equipped with the right software. Costs can be as low as £40. It's estimated that up to 500,000 "corrected" used cars are now sold in the UK every year.

So while the ability to adjust the mileage has increased the incentive to do has also. This is because of the growth in our old friends the contract purchase or contract hire deals. On both of these the lower the miles the cheaper the rentals. However if the customer signs up for a 3 year deal at 8000 miles a year when he actually covers 12000 miles a year he'll face a bill for excess miles of around £1000 + VAT at the end of the contract for an average car. The attraction of "correction" is clear. Caveat Emptor! If the customer has the mileage altered every year so the service history shows 8000 miles a year instead of 12000 there is really no way of telling.

Attitudes To Driverless Cars Are Changing

Just as customers are increasingly ready to accept and electric or hybrid car their views on driverless or autonomous cars are changing also. A relatively small survey in London showed 55% of people would trust an autonomous car and another 23% were "developing that trust". Of course it's likely that London will be keener on this idea than other parts of the country.

However ask people when this is likely to happen and a different picture emerges. A much larger survey taken nationwide had 50% on drivers saying it would take 21-25 years before driverless cars dominated the market, although 25% said 11-15 years. I'm very much with the latter group.

Peugeot/Citroen and Vauxhall In Denial

I commented recently that after announcing the takeover of Vauxhall/Opel by Peugeot/Citroen these three were some of the worst performers in the UK sales charts. They have all responded by saying that they have simply withdrawn from loss making fleet deals. Hmmmm. Not what my inbox says!

UK Used Car Sales Drop

It is a rule of this business that strong new car sales have to be supported by a healthy used car market. Stands to reason if you think of it, apart from a small number of write offs and exports almost every new car replaces a used one, which must then be sold. Until recently that hasn't been a problem for a long time. But now it is. Last year over 2.1 million used cars changed hands in the second quarter of the year. This year just over 1.8 million, a drop of over 13%. Industry chiefs are blaming lack of consumer confidence, Brexit, difficulty in selling used diesels and so on.

Whatever the reason there is no doubt the used car market is VERY quiet. Part of our business is remarketing ex rental cars and vans to small independent used car dealers not big enough to employ a used car buyer. So we do that for them whilst they get on with selling. Currently they're not selling much which means they don't need stock and if they do they have time to source it for themselves. And we're approaching September when lots of new cars (maybe not as many as the industry would like) will be sold bringing lots more used cars into the trade that frankly simply can't absorb them.

The only result I can see is a sharp fall in used car values between now and the end of the year. So if you're thinking of buying a used car I'd say wait a little while if you can. And if you're selling one do it quickly. You might not be pleased with the price you get today, but you'll be a whole lot more disappointed in November!



pg@gilliganvehicleconsulting.co.uk
www.gilliganvehicleconsulting.co.uk
07785 293222

Paul Gilligan

13TH OF AUGUST 2017

THE BLUE STREAK TARGA RALLY & HISTORIC RALLY CHALLENGE

In 'Grumpy' I have said that Targa Rallies now seem to be all the rage. It is easy to see the attraction for competitors. They are very social affairs, run during the day, a natural progression from PCAs and you can use your Mums shopping trolley although the serious competitors do use a Road Rally car complete with Roll Cage & Sump Guard.

On Friday the 11th I was contacted by Ian Crosby - Was I free to do the Blue Streak with his son David? - too right I was. So, who is David Crosby? If you went to the Pendragon Stages on the 27th of this month, David was calling the notes for Greg McNight (who won the Pendragon last year plus also won last years & this years Greystoke Stages Rally).

We are doing this years Blue Streak in Davids everyday ride Renault Clio 1400cc. I have not done many Targas this year and when it came to the Tests it showed. Rusty to the point that I should have been scrapped 6 months ago.

Spadeadam MC ran 20 tests which were split into two groups of five test each done twice. The first set in the morning and the second set after lunch. Tests 1 to 4 were all used the perimeter tracks around Carlisle Airport.

Test 1 went well and David can certainly peddle the Clio at some pace. Test 2 also went well, however Test 3 was going well until on a 90°L round cone 'I' when my clipboard with diagram & notes slipped out of my grasp and was on its way out of the drivers side window until David grabbed it in mid flight. David was now trying to steer whilst holding the clipboard in one hand and operating the gears and handbrake with the other. But I couldn't call the cones because he had them. A wrong test! Tests 4, 5 & 6 all went OK ish but I was struggling to call the cones fast enough for Davids pace. The second run round the tests went to pot with David taking the wrong way round the very last cone on T6, getting it all wrong on T7 and wanting to do an extra lap on T 10.

The first runs through Tests 11 to 15 all went without a hitch but on T 16 we missed Cone'L' and got a wrong test, and on T 20 (last test) I thought David might be trying to kill me, he it took everything at max.

A very enjoyable day with a very talented driver even though those wrong tests put us out of any real contention. Still managed to get a pot for 3rd in class

This was the 3rd running of the Blue Streak and it keeps getting better with each running. Slick and well thought out. If I have a grumble and its only a little one . . . it is slightly too 'Autotesty' and the results system seems over complicated. Even with those little gripes . . . its still a cracking good event

Maurice Ellison : Clitheroe & DMC



*Photos above Courtesy of Tony North
Photos below Courtesy of Phil James*



13TH OF AUGUST 2017

THE BLUE STREAK TARGA RALLY & HISTORIC RALLY CHALLENGE

We were looking forward to the third running of Spadeadam Blue Streak targa rally, we have watched the event develop, and each year has been an adventure. Closed town centre roads, water splashes and forays onto MOD land have all been past experiences. This year we were promised fast flowing quality tests on new sites and boy did we get it – with spades!

Amongst the gloom of the Cumbrian 2017 summer, the day dawned beautiful, a proper hood down sort of day and after a poor result last time out expectations for the farmer in the hairdressers car were low.

The formalities of the morning were despatched with usual Spadeadam slickness. Nerves can often stifle the crack on a rally morning but not today. Nothing starts the day like a hug from Marion and a bacon butty, even if Caroline (Lodge) did think Fe must be my carer and not my navigator. I must learn to pay more attention.

Tests 1 – 4 were all new to this year's event, all on the edges of Carlisle airport and under the seeming watchful eye of the ever present Vulcan bomber. Call me paranoid but pulling up to test 1 the marshals seemed to be laughing, after watching 32 competitors go before us they obviously thought 'he's really going to cock this one up' and they were right! Some say, there was a cone with a letter K on it, but if we past it, it was more by good luck than good management.

'Feeling our way' seemed to be the method for our first five tests. With chance to tackle them again after morning regroup. Knowing where we were going now we thought we were getting quicker, but the marshals kept saying, 'not bad but the Rapier was quicker'. Really – never!!

Lunch was excellent, If I could drive like I eat, I would be world champion!

There was a fair drive out after lunch, and not recognising the test names we did realise what was in store, but pulling into the immaculately presented farm yard of Plumpe 1 it dawned on me, 'we have been here before', and now the fun would really start. Through the farmyard and off down the back lonning fast and flowing (almost too flowing but I will gloss over that bit). If we spent anymore time sideways I would have had to put my wing mirror on my bonnet! Our driving may not have been pretty but hell it was good fun. Plumpe 2 - My suspicious side was triggered right away, two photographers and a water splash, what could possibly go wrong? The water by now was looking really foul and much debate was had hood up or hood down? Fe chose to alter her notes to through M close mouth and eyes through water to finish – worked for us.

The last two tests really were the highlight for us. Tarmac suits the Mazda and having been on the MOD site in previous years I kind of knew the lay of the land, entered the test, delivered what I thought was faultless drive, to be told 'not bad but a second slower than the Rapier' grrr!!

Then the finale, the last one, the one we had been waiting for. Take it easy, keep it clean, and get it right I told myself – balls! Test twenty, Waterside, is a piece of old road running parallel to the M6 this year manned by our very own Eddie and Mary. After showing Mary how long 6 inch really is (Eddie did not even blush) we off, delivered the type of run that could have gone wrong at any time, pleased the cheering crowd and got away with a clean run, and – BEAT THE RAPIER. Just once in twenty tests but we were happy. It is either a great car, the man can pedal, or both.

Back to the Golden fleece for some more great food, results and of course the obligatory confessions. Including :-

- Reading test eleven notes during test twelve – Kelsey.
- Holding map in front of driver and saying what does that say – Fiona.
- Bringing car, trailer, navigator and spares to rally but no keys – Anon.

All in all, a cracking day at the Blue Streak. Spadeadam pulled together and delivered a great days entertainment for us all. Many thanks to their organising team, marshals, land owners and all that made it happen. See you next year!

Chris Hunter



Photo Courtesy of Phil James

Pro-Rally.co.uk

1

All the latest British Rally Photographs
www.pro-rally.co.uk

TEL : 01772 69-00-34

MOB : 07771 76-86-57

EMAIL: phil@pro-rally.co.uk

2017 Calendar of Events

NESCRO

3rd September

Durham AC

Wearside Classic

(TARGA & Classic Challenge)

Tests only

Contact : Gordon Dundee

Tel : 07799 140427

gordon@dundee.fsforld.co.uk

www.durhamautoclub.org.uk

17th September

SOSCC

Doonhamer

(TARGA & Classic Challenge)

Tests & navigational

Contact : Ian Crosby

Tel : 07740 949240

iancrosbie@hotmail.com

www.soscc.co.uk

7th October

Kirkby Lonsdale MC

Devils Own Clubmans

(Classic Challenge)

Tests, & Regularities

+ Evening Section

Contact : Martyn Taylor

Tel : 07973 197102

martyn@devilsownrally.co.uk

www.devilsownrally.co.uk

15th October

Wigton MC

Solway Classic

(TARGA & Classic Challenge)

Tests & simple navigation + run

Contact : Graeme Forrester

Tel : 01900 825642

gtfmg@yahoo.co.uk

www.wigtonmc.co.uk

4/5th November

Stockton & DMC

Stocktonian

(TARGA & Classic Challenge)

Tests only

Contact : Steve Waggett

Tel : 07725 201705

steviewag@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



www.nescro.co.uk

Ripon Motor Sport Club
St Wilfrids Classic Rally
6th August



*Photos Courtesy
of Tony North*



WIGTON MOTOR Club

'Jim Clark' Rose & Thistle

Touring Ensemble

Saturday 19th August

Another event to report on, the WIGTON MOTOR clubs annual Rose & Thistle touring assembly, this year a name change to the Jim Clark Rose & Thistle . . . in deference to the late racing driver.

As usual it was Charlie who put the entry in and just told me when we were off. Of all the touring assemblies . . . this is the most Northern we do . . . last year there were no route checks or code boards and to be honest it was just a steady drive around. Albeit on some classic Cumbrian rally roads. This year's event was going in to the borders so should be interesting or so we thought.

The start and signing on is at the spacious Houghton Hall Garden Centre just off junction 44 of the M6. As we arrived we met a couple of familiar crews and nice cars... Martin Oglesby in his restored and in the Opel colours of Yellow & White his Kadette GTE, for those that remember, it was a very popular road rally car in the 70's & 80's but with a much modified engine, bored out to 2.4 litre I believe. Another crew we bumped into were Mike Kirk. I do not know his navigator, but he was in his very smart Sunbeam Alpine. Not the 4.7litre Tiger but a more mundane 1700. Of the cars there, there were the usual plethora of XK 150 Jaguars which makes me wonder the value of these . . . if the E types are going for £150k ??? these were older and with much more interesting history. Signed and sat down with our bacon butty and coffee, when ex Springhill members Andy Stanworth & Alan Ridealgh joined us. They were out in Andy's modern Porsche....as there are no route roads, all was well on that score and very non – damageing. I got the route and it did not look too good only 4 pages of instructions . . . all Tulip diagrams . . . any way too late now . . . 09:30 plus our start number in minutes . . car 54 saw us follow Martin Oglesby a minute in front of us.

Nothing at all in the route to trouble us. If no junction is given . . "continue on the primary route (main road !!). The route took us further North and in to the borders of Scotland and heading towards the famous stages of Newcastleton, Hawick, Jedburgh etc etc. with Charlie having competed on more Stage rallies than I, he was a good guide telling me the events that used these Forest stages. So we continued further North in to Kelso , Eccles sign-posted for Leithholm, Duns . . at the filling station in Duns it was time for fuel. before parking up on the main road outside the Jim Clark rooms. This was a 30 minute halt, before setting off on 16 miles of partial Jim Clark stages.

For anyone interested the Jim Clark rooms is an exceptional "museum" type place . . with Jim Clarks trophies overalls and other memorabilia. If you are ever up that way it is certainly worth a visit.

As stated we continued follow the road to Edinburgh, but branching off for Floors Castle and our lunch halt . . another disappointment, as we got there . . nothing, we had to wait 30 minutes to get a few cheese & pickle, Ham & Mustard butties . . with no crusts and a brew, not the usual hot buffets we are used to. Further disappointments were to follow. retrace our steps to the entrance drive way of the castle and turn left onto the B6404 and head towards St.Boswells. It was then a 32.6 mile trip southbound on the A7 all the way back to Junction 44 and the finish at Houghton Hall, yes a very disappointing 2nd half . . why they did not use more of the B roads . . who knows, perhaps it could be me being selfish, as some of the older cars from the 40's may like this type of event.

I doubt we will be doing it again a two hour trek home etc .

Only good thing was the farm shop was still open and I bought loads of fresh fruit and vegetables to bring home at a knock down deal.

Next event is 2300MCs Andy Mort Tour . . this will be a good event as 2300 never put a bad one on.



Time	Distance	Stage	Notes
0.0	0.0	Start	At Houghton Hall
1.2	1.2	→	A7 (M6) Junction 44
2.6	2.6	→	Leithholm
3.4	3.4	→	Duns
6.5	6.5	→	Leithholm
12.7	12.7	→	Duns
14.5	14.5	→	Scotland
15.2	15.2	→	Newcastleton
22.1	22.1	→	Newcastleton
24.2	24.2	→	B6399 Hawick
37.6	37.6	→	Bonchester Bridge
41.2	41.2	→	Denholm
42.2	42.2	→	Denholm
45.7	45.7	→	Denholm
45.9	45.9	→	A698 Kelso
51.8	51.8	→	A68 Jedburgh
52.8	52.8	→	A698 Kelso

Wigton MC
Cumbria Classic Car Show
Dalemain House
20th August

Cumbria Classic car show had over 700 entries at Dalemain House near Ullswater on August 20th, what a fantastic turnout of cars and thousands of spectators really enjoyed the variety of things to see and do.

As well as the static individual cars on display there was an autotest, lots of trade stands and varied clubs putting on some cracking club stands, a great effort by all concerned and very few people failed to turn up so no big gaps in the line-up of cars.

Lots of club members there exhibiting, marshalling, organising or browsing and the weather was dry all day after a week of very changeable weather.

I am always amazed at the amount of effort so many people put in to make this event the success, all done on a voluntary basis, Goodwood and similar events are very slick operations but the people organising these events are being paid for it, Cumbria Classic show volunteers actually dip into their own pockets as it costs them money to get there to carry out their various tasks.

Entries secretary John Graham and family process all the 700 entries, send out acceptances, final instructions etc, their postman or post lady is probably off work now with a bad back. Graeme Forrester is of course the "man on the mike" announcing, interviewing, commentating and generally keeping the ball rolling. Dave Agnew is always loading or unloading trailers with equipment whenever you see him he works tirelessly at every event for the good of the club and club members. Roger Pope and Phil Hallington control traffic as you enter or leave the field with their other buddies are as familiar a sight on the Reghed to Ullswater road as Dalemain House itself, in fact when travelling along the road when the show isn't on its as if a familiar building has been demolished.. There are countless other people doing equally important jobs so to all of them on behalf of all of those who appreciate the show and the work that is put into it we say a very big thank you and hope to see you all again next year.

I am very pleased to report that our newest grandson Jamie attended the show he is now 12 weeks old, I hope he enjoys cars and meeting as many nice people involved with them as we have over so many years and hopefully for more years to come

Keith Thomas



MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT



WELSH CLOSED ROADS CONSULTATION: RESPOND NOW!

The Welsh Government's consultation on adopting the closed-road motorsport legislation that commenced in England on 10 April closes on 29 August. To view the consultation document,

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

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

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

"Strong and positive feedback will deliver a clear message to the Welsh Government that this is a great opportunity to boost a proud part of the country's sporting heritage"

CHAMPIONS CELEBRATE 70 YEARS OF BRITISH HILL CLIMB

Every MSA British Hill Climb Champion since 1977 gathered at Shelsley Walsh on the 12-13 August to celebrate the championship's 70th anniversary.



A total of fifteen champions, ten cars and four constructors were on hand. The celebrations included a parade run on the famous mile-long hill, which remains the oldest operational motorsport venue in the world.

Alex Summers, 2016 champion, took 2001/02 champion Graeme Wight Jr for a ride, while five-time champion Martyn Griffiths drove 1977 champion Alister Douglas-Osborn. David Franklin, champion in 1978, drove his competition Ferrari with wife Debbie in the passenger seat.

Charles Wardle, 1988 champion, drove a Pilbeam MP43 sportscar, and multiple champion David Grace had a go in Graham Wynn's Gould GR55. Chris Cramer and Martin Groves were chauffeured in the course car, as Adam Fleetwood borrowed a Caterham for his parade run.

Scott Moran drove his championship-winning Gould. His father Roger, the 1997 champion, got to drive a Chevron. Current championship leader Trevor Willis drove his first OMS race car. Triple champion Martin Bolsover got behind the wheel of a Pilbeam MP43 and Ray Rowan drove his Roman powered by an F1 Judd engine.

The weekend was rounded off with the latest round of the 2017 championship. Will Hall recorded the best time of the day with a 23.21-second run.

Training

Updates from the MSA Training Team

MORE ONLINE TRAINING IN THE PIPELINE

After the successful introduction of online training in 2016, the MSA Training Department plans expand its scope by introducing five new modules by the New Year.

These modules will cover road rallying, judicial matters, scrutineering, trackside media and further training for marshals. While the new modules are only in the planning phase, good progress is being made with the online training provider to update the appearance and functionality of the system to enhance the learning experience.

BMSTT GRANT AIDED TRAINING EVENTS

Application forms for British Motor Sports Training Trust (BMSTT) grant aid to support 2018 training events will be sent out in early September, with a closing date of 6 October.

Training event organisers, trainers and regional associations are requested to return their forms promptly so that applications can be processed by BMSTT. Successful applicants will be informed by no later than mid-November.

For further information,

please email : training@msauk.org.

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



BMMC TO AUCTION GT STAR'S HELMET

The British Motorsport Marshals Club (BMMC) is auctioning 2016 British GT Champion Derek Johnston's signed helmet, plus a behind-the-scenes tour and grid walk at this year's season finale at Donington Park (23-24 September). For a chance to win, visit

www.justgiving.com/crowdfunding/paul-sutcliffe-1

and make a minimum donation of £5 to the orange army.

MARSHALS PERSONAL RECORD CARD CHECK

Members of the Marshals Working Group have conducted the second annual review of Personal Record Cards (PRCs) to ensure that MSA-registered marshals are meeting the maintenance of grade criteria, in the interests of safety and on-going personal development.

A total of 150 PRCs were requested and 116 returned for inspection. The selection process was entirely random across all relevant disciplines. Analysis of the findings is ongoing; while the majority of those who submitted their cards are meeting the attendance and training requirements as laid down in the various grading schemes, some are falling short.

Alan Page, MSA Training Executive, said: "It's important that PRCs are kept up to date as they're an easy way to recognise people's skills and encourage them to develop new ones. They also have a secondary purpose in that they help demonstrate the level of competency that marshals have and use at events."

Marshals are requested to review the grading scheme appropriate to their disciplines to ensure the requirements are met.

After a two-year trial the MSA Training Department has decided to conduct this PRC review exercise every summer going forward, so that any anomalies can be addressed prior to each new marshals registration process. The MSA greatly appreciates all co-operation in this matter.



Technical

Updates, clarification & advice

HELMET CAMERAS

Scrutineers at a recent Junior Stage Rally event have had to remind competitors that helmet-mounted cameras are not permitted. Accordingly, the MSA wishes to extend this reminder to all competitors.

The only time that a helmet-mounted camera is permitted is if the mounting is integral to the helmet as provided for by the manufacturer, and is included as part of that helmet's approval under one of the accepted standards.



HELMET CHIN STRAPS

Following the note in last month's edition of *MSA Extra* showing a badly frayed helmet chin strap, the image here was forwarded to the MSA from a recent Stage Rally event.

Any damage to the helmet strap such as this will severely reduce the effectiveness of the helmet to remain securely fitted, with obvious consequences in the event of an incident.

Regulations for consultation

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

www.msauk.org/regulations

LATEST DECISIONS FROM MOTOR SPORTS COUNCIL

The latest regulation changes approved by the Motor Sports Council include a series of amendments to clarify the Code 60 procedure in circuit racing.

The changes to section (Q) of the MSA Yearbook offer further guidance on the use of Code 60, which was introduced as an optional alternative to the safety car for those clubs wishing to use it.

For rallying, there is a new definition in Section (B) of Historic Category 4b, allowing 'Cars homologated in Groups A, N and B between 1 Jan 1986 and 31 Dec 1990 excluding any cars that were regulated out by the FIA.'

Meanwhile changes to Section (D) offer an 'overarching definition of the various forms of permission that the MSA may give' in relation to event organisation.

Other new regulations affect MSA Yearbook sections: (C) Judicial; (F) Emergency and Medical Services; (H) Competitors: Licences; (J) Competitors: Vehicles; (L) Permitted Tyres; (R) Rallying; and (W) Championships.

For all these changes and more in detail, please Visit www.msauk.org/assets/rulechangesaugust2017.pdf

RULE CHANGES

Decisions taken at the Motor Sports Council that affect regulations in the MSA Yearbook

Consultation and ratification

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

Explanation of format

Regulation changes are shown as red additions or ~~strike-through~~ deletions. A dotted line (...) indicates that the regulation contains further wording that is unchanged and has been omitted here for space reasons. The dates of implementation are stated immediately above the Regulations, while reasons for the changes are given below.

(B) Nomenclature and Definitions

Date of implementation:
1 January 2018

Period Defined Vehicles (Rally)

A car will be dated by the specification presented and not necessarily by the date of build or registration.

Historic Category 1 – Cars of a specification valid before 1 Jan 1968 that comply with R.19.1.1 or R.49.1.1.

Historic Category 2 – Cars of a specification valid between 1 Jan 1968 and 31 Dec 1974 that comply with R.19.1.2 or R.49.1.2.

Historic Category 3 – Cars homologated in Groups 1, 2, 3 or 4 between 1 Jan 1975 and 31 Dec 1981 that comply with R.19.1.3 or R.49.1.3.

Historic Category 4a – Cars homologated in Groups A, N and B between 1 Jan 1982 and 31 Dec 1985 excluding any cars that were regulated out by the FIA.

Historic Category 4b – Cars homologated in Groups A, N and B between 1 Jan 1986 and 31 Dec 1990 excluding any cars that were regulated out by the FIA.

Permit. Within these regulations a Permit is a form of written permission from the MSA and includes variously Permit, Event

GoMotorsport

Club Spotlight

Developing club motorsport for people of all ages and backgrounds



All club events need a team of people to run them safely. But how does a new marshal get the skills they need and the practise of those new skills to become a competent marshal or Clerk of the course?

Thirty years ago, most motor clubs ran one main championship event and a selection of small 'clubby' events that helped to give new marshals these skills. But over recent years many motor clubs have become one discipline clubs, a sprint and hill climb club, a road rally club or stage rally club. So how do new marshals get trained in volunteer roles?

In the North West, one motor club has looked at these issues and come up with a plan to help new and existing marshals. The **Under 17 Motor Club North West** - a new club founded just six years ago - and Accrington Motorsport Club found that they needed to get more members involved with event setup and safety requirements at the 10 events a year that they run.

Four weekends a year they run Saturday and Sunday Production Car Autotests (PCA) and AutoSOLOs at the M65 Junction 4 services, as part of the ANWCC & SD34 MSG championships. On AutoSOLO and PCA events all drivers have to spend time marshalling the tests. On Saturday events, all drivers sign on at 10:30 and are split into groups with a team leader, the drivers then spend about an hour setting the event up for the day.

The numbers of entries are limited to 16 on a Saturday and 36 on a Sunday.

All drivers spend sessions driving, timekeeping and marshalling the test site. This is helpful as at most events a new family attends with a son or daughter that wishes to learn to drive safely. (Remember you can start driving at 14 in standard road cars on these types of event.) Most of the setup is then in place for the Sunday event, which saves a lot of work.

The feedback for all those attending is what a great social day especially when all marshals and drivers get a free lunch with the entry fees!

How does your club train new marshals?

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)

LT MSA Volunteer and Club of the Year open for entries

Entries are open for the 2017 JLT MSA Volunteer and Club of the Year awards, which aim to build on last year's stunning record of over 100 nominations showcasing the very best of UK motorsport.

The Volunteer of the Year awards recognise excellence and commitment across several categories:

- **Steward / Clerk of the Course**
- **Technical Official (Scrutineer, Timekeeper etc.)**
- **Marshal**
- **Medical / Rescue / Recovery / Safety**
- **Other, for example non-licensed club officials, committee members or unsung heroes.**



A winner will be declared in each category and the best overall entry will be named the JLT MSA Volunteer of the Year. MSA-recognised Regional Associations, Clubs and Groups can submit nominations. Each winner will receive a trophy at the MSA Night of Champions at the Royal Automobile Club in January.

The Club of the Year accolade focuses on the wide range of grassroots motorsport activity providing opportunities for members to compete, volunteer and socialise throughout the year. Clubs can nominate themselves and are encouraged to do so no matter how big or small their contribution to the sport. The winning club will receive a cheque and a trophy at the MSA Night of Champions. The second- and third-placed clubs will also receive trophies and cash awards.

Suze Endean, MSA Development Manager, said: "We want to see as many clubs and volunteers nominated as possible because we know they're doing great work but we don't always get to hear about it. Last year's record entry was overwhelming but we want to build on that in 2017 and celebrate even more UK motorsport success."

Nomination forms and guidance documents for all the awards can be found at www.msauk.org/awards. Entries close on 31 October. Go Motorsport's Regional Development Officers (RDOs) are available if necessary to help nominators complete their forms.

www.msauk.org/awards

A farmer named Sam was overseeing his herd in a remote hilly pasture in Hereford when suddenly a brand-new BMW advanced toward him out of a cloud of dust. The driver, a young man in a Brioni® suit, Gucci® shoes, Ray-Ban® sunglasses and YSL® tie, leaned out the window and asked the farmer, "If I tell you exactly how many cows and calves you have in your herd, will you give me a calf?"

Sam looks at the man, who obviously is a yuppie, then looks at his peacefully grazing animals and calmly answers, "Sure, why not?"

The yuppie parks his car, whips out his Dell® notebook computer, connects it to his Cingular RAZR V3® cell phone, and surfs to a NASA page on the Internet, where he calls up a GPS satellite to get an exact fix on his location which he then feeds to another NASA satellite that scans the area in an ultra-high-resolution photo.

The young man then opens the digital photo in Adobe Photoshop® and exports it to an image processing facility in Hamburg, Germany ... Within seconds, he receives an email on his Palm Pilot® that the image has been processed and the data stored. He then accesses an MS-SQL® database through an ODBC connected Excel® spreadsheet with email on his Blackberry® and, after a few minutes, receives a response. Finally, he prints out a full-colour, 150-page report on his hi-tech, miniaturized HP LaserJet® printer, turns to the Farmer and says,

"You have exactly 1,586 cows and calves."

"That's right. Well, I guess you can take one of my calves," says Sam.

He watches the young man select one of the animals and looks on with amusement as the young man stuffs it into the trunk of his car.

Then Sam says to the young man, "Hey, if I can tell you exactly what your business is, will you give me back my calf?"

The young man thinks about it for a second and then says, "Okay, why not?"

"You're a Member of the European Parliament", says Sam.

"Wow! That's correct," says the yuppie, "but how did you guess that?"

"No guessing required," answered Sam. "You showed up here even though nobody called you, you want to get paid for an answer I already knew, to a question I never asked. You used millions of pounds worth of equipment trying to show me how much smarter than me you are, and you don't know a thing about how working people make a living - or about cows, for that matter. This is a herd of sheep. Now give me back my dog".

AND THAT Friends IS WHAT THE PROBLEM IS WITH THE E.U.

2018 Prestone

MSA British Rally Championship

All BRC roads lead to the World Rally Championship

Six rounds in six territories for Britain's premier rally series

British WRC round to host season finale

Return to legendary Ypres Rally in Belgium

The MSA Asphalt Rally Championship will return in 2018, with Protire as the title sponsor, an exciting TV package and a challenging calendar of events.

The revitalised 2018 Protire MSA Asphalt Rally Championship is designed to return the much-loved sealed-surface series to its former glory days, when the top British Tarmac rally drivers battled for the prestigious title over some of the best asphalt rallies in the UK. It will be open to a wide variety of cars and classes, and offer a stepping stone for young drivers and a highly competitive arena for the more experienced competitors aiming for overall rally wins and outright title success.

Protire, the largest supplier of Pirelli, Michelin and Hoosier Motorsport tyres in the UK, won't just lend its name to the MSA Asphalt Rally Championship – the motorsport side of Protire, which is based in Stoke-on-Trent, will also provide an on-event service and supply all brands of competition tyres at very competitive rates to all registered contenders, offer an attractive tyre prize fund and work closely to help develop the series on both a sporting and commercial basis.

The partnership has already been successful in securing an exciting TV package. In addition to fans being able to watch highlights of each round on television, they'll be able to watch the action unfold as it happens, via state-of-the-art live streaming.

All the sporting aspects of the 2018 Protire MSA Asphalt Rally Championship are currently being finalised with the UK motorsports governing body, and will be unveiled at the championship launch in September. Further details on the launch will be announced in due course.

Mike Broad, President of the BTRDA, said: "Whilst we were disappointed not to run the Asphalt Rally Championship in 2017, we're grateful to the MSA for allowing the series to take a sabbatical this year and to give it an opportunity to return in 2018 stronger than it has ever been before. We have been able to make good use of the break, appointing a new co-ordinator and organising an exciting calendar of events that we hope all competitors will really look forward to – from the experienced crews aiming for outright rally wins and the overall title to the younger drivers and aspiring talent competing in the classes."

2018 Prestone MSA British Rally Championship calendar

10/11 March	Border Counties Rally, Jedburgh, Scotland
28/29 April	Pirelli International Rally, Carlisle, England
29/30 June	Renties Ypres Rally, Ypres, Belgium
17/18 August	John Mulholland Motors Ulster Rally, Derry/Londonderry, N. Ireland
13/14/15 September	138.com Rally Isle of Man, Douglas, Isle of Man
October	Dayinsure Wales Rally GB, Deeside, Wales



2018 - Return of the MSA Asphalt Rally Championship

with major title sponsor Protyre and exciting new TV package

The MSA Asphalt Rally Championship will return in 2018, with Protyre as the title sponsor, an exciting TV package and a challenging calendar of events.

The revitalised 2018 Protyre MSA Asphalt Rally Championship is designed to return the much-loved sealed-surface series to its former glory days, when the top British Tarmac rally drivers battled for the prestigious title over some of the best asphalt rallies in the UK. It will be open to a wide variety of cars and classes, and offer a stepping stone for young drivers and a highly competitive arena for the more experienced competitors aiming for overall rally wins and outright title success.

Protyre, the largest supplier of Pirelli, Michelin and Hoosier Motorsport tyres in the UK, won't just lend its name to the MSA Asphalt Rally Championship – the motorsport side of Protyre, which is based in Stoke-on-Trent, will also provide an on-event service and supply all brands of competition tyres at very competitive rates to all registered contenders, offer an attractive tyre prize fund and work closely to help develop the series on both a sporting and commercial basis.

The partnership has already been successful in securing an exciting TV package. In addition to fans being able to watch highlights of each round on television, they'll be able to watch the action unfold as it happens, via state-of-the-art live streaming.

All the sporting aspects of the 2018 Protyre MSA Asphalt Rally Championship are currently being finalised with the UK motorsports governing body, and will be unveiled at the championship launch in September. Further details on the launch will be announced in due course.



Rob Duggan's dream of top flight rallying fades

Former Billy Coleman Young Driver of the Year award winner Rob Duggan (Killarney) admits his dream to drive at the top echelon of rallying is virtually over.

Last season Duggan won the DMACK Junior British Rally championship and a subsidised drive in this season's Junior WRC with the winner of that series receiving a funded drive in an R5 car on selected events within the 2018 World Rally Championship: "We thought we were getting the £60,000 altogether or in tranches of £20,000 but when it really came down to we were told we would get a sixth (£10,000) after every round."



The alarm bells started ringing when Duggan completed the first two rounds without receiving any of the promised funding. As the funding for the opening two rounds was only paid over recently, Duggan was forced to skip the rounds in Poland and Finland. The series concludes with events in Germany and Spain.

"I'm very disappointed. That was my one shot at getting to the world stage. We had committed to the championship, at the start, we had paid up front for insurance, accommodation, flights and other stuff for the whole year and now that is all gone to waste."

Admitting that the cost of the Junior WRC is excessive Duggan (24) said: "Talent doesn't get you anywhere."

TRAINING

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

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

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

Getting Involved

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

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

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

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

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

Other useful links to Motorsport Training:



www.brmc.org.uk



www.volunteersinmotorsport.co.uk

DATES

Marshalling

21st September (Evening)

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

Darwen Services J4, M65

First on Scene

Sat 2nd December

Darwen Services J4 M65

**To Book Your Place On Any
of the above Training Sessions**

You Can do it on Line

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

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

**Or email Tracy Smith
tracey.amsc@hotmail.com**

Or phone (Jon Aston) 0333 0022 510

Under 17 Motor Club NW

PCA

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

Under 17 Motor Club NW Production Car Autotest

These events are fun championship PCAs at large exhibitions to show members of the public about cheap motorsport.

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

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

REGS are available online at www.anwcc.org.

Liverpool Motor Club



Aintree Sprint, 2nd September

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

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

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

Help needed at Aintree!

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

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

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

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

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

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

LMC-chairman@liverpoolmotorclub.com



Liverpool Motor Club



Wednesday 20th September

Greenpower Electric Car Races – Aintree

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

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

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

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

What is Greenpower?

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

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

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

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

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

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

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



TRACKROD RALLY Yorkshire'17



29th – 30th September 2017

**Come and help run
Yorkshire's premier rally.**

We are always in need of marshals to help
run this prestigious event.

Please contact the Chief Marshal
with your MSA licence number.

marshals@rallyyorkshire.co.uk

www.rallyyorkshire.co.uk/

www.facebook.com/trackrod rallying yorkshire

[@rallyyorkshire](https://www.facebook.com/rallyyorkshire)

Murphy, a furniture dealer from Dublin, decided to expand the line of furniture in his store.

He decided to go to Paris to see what he could find.

After arriving in Paris, he visited some manufacturers and selected a line that he thought would sell well back home.

To celebrate the new acquisition, he decided to visit a small bistro and have a glass of wine.

As he sat enjoying his wine, he noticed that the small place was quite crowded, and that the other chair at his table was the only vacant seat in the house.

Before long, a very beautiful young Parisian girl came to his table, she asked him something in French (which Murphy could not understand), so he motioned to the vacant chair and invited her to sit down.

He tried to speak to her in English, but she did not speak his language. After a couple of minutes of trying to communicate with her, he took a napkin and drew a picture of a wine glass and showed it to her. She nodded, so he ordered a glass of wine for her.

After sitting together at the table for a while, he took another napkin, and drew a picture of a plate with food on it, and she nodded. They left the bistro and found a quiet cafe that featured a small group playing romantic music.

They ordered dinner, after which he took another napkin and drew a picture of a couple dancing.

She nodded, and they got up to dance. They danced until the cafe closed and the band was packing up.

Back at their table, the young lady took a napkin and drew a picture of a four-poster bed.

To this day, Murphy has no idea how she figured out he was in the furniture business.



MEM

**MELLORS ELLIOT MOTORSPORT
MALTON FOREST RALLY
SUNDAY 5th NOVEMBER**

IN ASSOCIATION WITH SORT OILS

This popular compact Yorkshire event is back in 2017 with a new location for Noise Test, Scrutineering and the Start on Sunday morning. All pre-start formalities on Saturday and Sunday will be held in Thornton-le-Dale public car park. The main Service Area will still be based in Adderstone Field.

Once again the event is run in conjunction with Clitheroe & District Motor Club and supported by Chris Mellors & SORT Oils. This will be the 20th year that MEM and the Mellors have supported the event, for which we are extremely grateful.

REGS & On-Line Entry

www.maltonmc.co.uk/malton-forest-rally/

EVENT TIMETABLE

Regulations Closing date for entries: Friday 27th October

Final Instructions published: Monday 30th October

Noise Test: Saturday 4th November- 14:00 - 18:00

Scrutineering: Saturday 4th November- 14:00 - 18:00

Documentation: Saturday 4th November- 14:00 - 18:15

Noise, Scrutineering & Documentation Sunday 5th November- 06:30 - 08:00

First Car Starts: Sunday 5th November- 08:31

First Car Finishes: Sunday 6th November - 15:00

Awards Presentation: As soon as results are declared final

Chief Marshal : Mark Williams

Email : marshals@maltonmc.co.uk



POKER STARS RALLY

10/11th November

COMPETITORS

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

OFFICIALS

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

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

**Entries Opened
1st of August**

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

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

Entries Open
1 August 2017



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

Email: info@manxautosport.org



Isle of Man
Event Services Limited



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

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

**Route subject to final approval from MSA and DoI



The Adgespeed Stages

The Three Sisters Race Circuit, Wigan.

Sunday 8th. October 2017

A round of :

The A.N.W.C.C. SD34M.S.G. & The Threshfield Garage, Ravenoil, A.N.C.C. Stage Rally Championship 2017

This is also the final round of, The 6R4.com Three Sisters Rally Challenge 2017 and The A.W.M.M.C.



Pro-Rally.co.uk 1

Copyright © 2012 Pro-Rally Photography. All rights reserved. www.pro-rally.co.uk/terms

REGS :

www.wiganmotorclub.org.uk

Pendle District Motor Club &
Garstang & Preston Motor Club

Heroes Stages Rally

In association with Millennium Coupling
Company and Century Autosport

Weeton Barracks
24th September 2017



Marshals of all disciplines required
Please contact

Radio. Les Fragle :
01995 672230 - 07946 702274
les.fragle@gmail.com

Timing. Alan Shaw :
01282 602195 - 07973 616234
shawalan.555@btinternet.com

In stage. Julie Raynor
julieraynor@btinternet.com
07870493027
(between 5 – 9.30pm or weekends)



DEVILS OWN RALLY

Sponsored by www.motorsportmugs.co.uk



7th of October 2017

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

www.devilsownrally.co.uk/

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

Devils Own Rally Key Facts

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



BW

**ELECTRICAL AND
MECHANICAL
INSTALLATION &
MAINTENANCE**



Tel : 01282 696953 or Mobile : 07711 791631

Email : barry.wilkinson80@ntlworld.com

ELECTRICAL INSTALLS AND MAINTENANCE, PNEUMATICS, HYDRAULICS,
PAT TESTING, DATA CABLES. DOMESTIC, INDUSTRIAL AND COMMERCIAL.

Ilkley and District Motor Club,
Colman Tyres
Navigational Rally

Thirsk Auction Mart,
9th 10th September 2017

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

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

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

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

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

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

Regs :

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

Duncan Littler

SpeedSports (Wales) Photography

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

Tel:01248 430015,

Mob:07740 179619

e-mail: dunclitz@hotmail.com



South of Scotland Car Club
Doonhamer Classic
17th September

The start & finish venue will be at Lockerbie Lorry Park DG1 2SL on service road near Lockerbie where there is one test site. The 2017 route uses all of our already well-established venues, connected by classic quiet roads in beautiful South West Scotland.

During the event you will be challenged by 19 driving tests on a mix of tarmac, concrete and some smooth gravel, all of the "open" variety, with no reversing, designed to test the driver's skill and not mental agility. For 2017, we have striven to reduce queues at tests starts by reducing double usage.

Using simple navigation from a tulip style road book traverses road sections between the tests. No maps should be required to complete the route and there are no regularities.

At signing on, you'll get food vouchers for both crew-members for breakfast. Lunch Stop has to be confirmed which will be a snack meal at mid-point area. Breakfast & Lunch meals are included in the entry fee; evening meal must be purchased in Lorry Park Café.

REGS : www.soscc.co.uk/



RALLY ISLE OF MAN
14-16 SEPTEMBER 2017

INCORPORATING
INTERNATIONAL RALLY ISLE OF MAN
NATIONAL RALLY ISLE OF MAN
incorporating
RALLEE CLASSICAGH ISLE OF MAN TROPHY
RALLY ISLE OF MAN

www.rally.im



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

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

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

www.rallyyorkshire.co.uk

Come and help run Yorkshire's premier rally.

We are always in need of marshals to help run this prestigious event.

Please contact the Chief Marshal with your MSA licence number.

marshals@rallyyorkshire.co.uk

www.rallyyorkshire.co.uk/

www.facebook.com/trackrod rallyyorkshire

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"

WWW.KDMCTARGA.CO.UK

facebook
/KDMCTargaRally

Twitter
@KDMCTarga

GAZZARD ACCOUNTS

Registered Agent with HM Revenue & Customs.

Accounts and Book-keeping services for Small Businesses.

We specialise in

- Self Assessment,
- CIS
- VAT Returns.

We also cater for SMALLER Limited Companies.

Workplace or Home/ Evening visits can be arranged.

We will offer you the following :

- Regular contact and advice
- Assistance for Self Employed
- Simple accounting practices
- Friendly service and assistance

Serving Greater Manchester and areas of Lancashire and Cheshire.

**Registered Office :
33 Acresfield Road,
Middleton,
Manchester. M24 2WT.
Office Tel No : 01706 - 629 - 896**

E-Mail :

gazzard.accts@btinternet.com



Gazzard Accounts Ltd

**Clitheroe
& District
Motor Club**



TAYBRIDGE
CONSTRUCTION LTD.

Civil Engineering & Building Contractors

Taybridge

Clitheronian

Road Rally

23rd / 24th September



REGS :

www.clitheroedmc.co.uk

The Clitheronian

is a round of the following
Championships:

- ANWCC Road Rally,
- ANWCC Allrounders,
- ANWCC Historic Championship,
- ANCC Road Rally,
- ANEMMC Road Rally
- EMAMC Road Rally
- Gazzard Accounts SD34MSG Road Rally and Interclub League and Individual Championships,
- HRCR Premier Rally Championship
- A I Harrison Road Rally Challenge
(open to members of Kirkby Lonsdale Motor

MARSHALS WANTED

Chief Marshal : Matt Broadbent

chiefmarshal@clitheronian.co.uk

Tel. or Text : 07342 215686

ADGESPEED

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

Telephone

Unit - 0161 777 9949

Mobile - 07960 964069

Fax - 0161 777 9948

E-Mail : sales@adgespeed.co.uk



Pro-Rally.co.uk

1



Motorsports Photography and Journalism

Classic Rallying | Historic Rallying | Road Rallies
Stage Rally | Targa Rally | Vintage Car Rallies
Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

[@ProRallyPhoto](https://www.pro-rally.co.uk)

Pro-Rally.co.uk

1

www.pro-rally.co.uk

Promenade Stages

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

foxmotorsportevents@gmail.com



**WALLASEY
MOTOR CLUB**
presents the



Promenade Stages RALLY

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

Kings Parade, New Brighton Promenade, Wirral

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



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

**For further information please see
www.wallaseymc.com**



RALLY XTRA NOW AVAILABLE AT CHOLMONDELEY CASTLE RALLYFEST

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

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

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

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

For example:

World Rally Pass Xtra @ Cholmondeley Castle is just £204, World Rally Pass Xtra @ Sweet Lamb costs £164

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



The Footman James
**CLASSIC
CAR SHOW
MANCHESTER**
SEPTEMBER 16-17 | EVENTCITY
www.manchesterclassiccarshow.com

- Many hundreds of amazing cars from all eras of motoring, all under one roof
- 90+ Clubs - a great place to talk cars, socialise and find the club for you
- Traders, products and services for the enthusiast
- Live restoration techniques demos
- Show and Shine/Concours/private entries
- Expert talks
- Live Entertainment
- Main show all indoors - the weather doesn't matter - book with confidence
- Plus - Live Classic Rally action
- Dream Rides in Dream Cars for charity
- Super easy to get to, just off M60 J9 or 10, right next to the Trafford Centre
- Free parking!
- Kids under 16 enter free (with paying adult)!
- A great nostalgia trip for motoring fanatics and all generations of families alike. Like Cars? You'll love this!

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

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

Kids under 16 accompanied by a paying adult enter free!

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

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

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

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

www.2300club.org/

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

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

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

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

Acknowledgements

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

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

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

A Special mention of gratitude to
ALL THOSE CLUBS AND PEOPLE

WHO DO SEND IN REPORTS,

Jokes, Photographs, Information, reports etc

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

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

Dave Williams & Rachel Bourne (NW Racers)

Bill Wilmer & The Gemini Communications Team

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

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

Bryan Flint (Gemini32) Derek Bedson (Gemini 21)

Adrian Spencer (Adgespeed)

Phil Andrews

Lucy Owen-Moczadlo (Jucy Photography)

Andrew Shepherd www.rally-images.co.uk

Paul Gilligan 'Inside the Industry'

Paul Commons : Paul Commons Motor Sport

Duncan Littler Speed Sports Photography

Steve & Hazel Johnson - Go Motorsport

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

Les Fragle

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

SD34MSG

Wednesday 20th September

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

ANCC



Monday 13th November

Date might change because of WRCGB

Cleckheaton Sports Club,
BB19 3UD

Just off Chain Bar Roundabout, Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday November 13th

8.00pm

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

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

**Deadline for copy
for the October edition is
Thursday the 28th of September
which is due out on**

Thursday the 30th September

PLEASE Email Reports etc. to

Maurice Ellison at :

sd34news@gmail.com

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