

October spotlight



2017



Richard Hunter / Gary Evans

Colman Tyres Rally

Photo Courtesy of Chris Ellison

www.sd34msg.org.uk

Volume 8 : Issue 10 : October 2017 : Maurice Ellison

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Chairman's Chat

After a fairly quiet time things are getting a bit more hectic in terms of events for me. Following the Heroes Stages last weekend I'll be up on Mull for one or both events, then the WRGB all week, the Neil Howard Stages and finally the Grizedale Stages. And before you know it, it will be Christmas and another year gone ! We were in Catalonia on holiday a couple of weeks ago but if I had planned it better we could have combined it with the WRC round, well perhaps next year, warm dry Spain or cold wet Wales ?

I've lost interest in F1 since the championship was ruined in Singapore when that Dutch kid caused yet another accident, this time taking out both Ferrari's and himself. Admittedly he is quick but he needs to grow up and show some respect to those around him. If he had just braked slightly rather than keeping his foot down hoping he would get through the ever closing gap there wouldn't have been an accident and the result would have been so

Best regards, **Les Fragle**,

Chairman/Secretary, SD(34) Motor Sport Group

SD34MSG

Bi-Monthly Meeting

Wednesday 20th September 2017

Highlights

- Instead of the Mull Rally there will be a Targa Rally and a Rally Time Trial however neither of these events will be in our championships including the Marshals Championship.
- The latest championship positions were read out and are included within.
- The date of the next ANCC meeting is now confirmed as 13th November.
- Notes from a Regional Meeting: The Training Fund is not being cut as had been rumoured. As mentioned previously Chris Woodcock is prepared to come to ANCC clubs to give a talk about the role of the Association as perhaps many don't know what is involved. There is much concern over the proposal to have seats changed every 5 years so the feelings of competitors will be taken to the Motor Sport Council. Tracking of rally cars will be mandatory from the time the system is approved, not necessarily the 1st January. Red flags are being used on the WRGB but yellow flags remain on all other rallies.
- At the ANWCC Meeting; the 3 Sisters track needs a lot of money spent on it in order for it to regain its track license. There will not be any speed events next year but rallies can go ahead. There was an issue that an MSA Steward on an event would not sign-on as he felt he didn't need to – all officials on events should sign-on.
- The provisional date for the 2017 SD34 MSG Presentation Evening is Friday 9th February at Blackburn Rugby Club. As ever clubs should supply raffle prizes as this is a major source of income to fund the event.
- It was questioned that as the MSA wants more marshals to register then will there be more training session available next year ? The calendar has not been issued yet but Bob Wright, one of the trainers, has some budget available to be able to visit clubs if there is a need.
- It seems early but dates for 2018 are required from clubs.
- The organisers of the Heroes Stages sent the stage diagrams to the MSA seven weeks ahead of the event but they only started to assess them on the Monday prior to the event on the following Sunday. Until the diagrams were authorised a significant amount of event paperwork could not be printed, making the time available very short. Apparently other clubs have reported this problem so the issue will be taken to the Rallies Committee.
- Wallasey MC thanked all the marshals, etc, who helped on the Promenade Stages.
- There are still some marshal slots available for the WRGB.
- The next bi-monthly meeting will be on 15th November at The Poachers, Bamber Bridge.

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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
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2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	799	1	1
U17MC-NW	651	2	2
Garstang & Preston MC	543	3	3
Liverpool MC	444	4	4
Bolton-le-Moors CC	422	5	6
Preston MC	316	6	7
Blackpool South Shore MC	218	7	11
Stockport061 MC	157	8	14
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	359	1	5
Wigan & DMC	273	2	8
Accrington MSC	269	3	9
Airedale & Pennine MCC	257	4	10
Matlock MC	204	5	12
Pendle & DMC	176	6	13
Wallasey MC	171	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 19 th September 2017			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Maurice Ellison	140	CDMC	Y
= 2	Amanda Baron	127	AMSC	Y
= 2	Tracy Smith	127	AMSC	Y
= 4	Robert O'Brien	87	WaDMC	Y
= 4	William O'Brien	87	WaDMC	Y
6	Alan Shaw	79	PDMC	Y
7	Alexander Baron	77	AMSC	Y
8	Barry Wilkinson	74	PDMC	Y
= 9	Jim Livesey	67	U17MC	Y
= 9	Steve Smith	67	AMSC	Y
11	John Harden	64	LivMC	Y
= 12	Jez Turner	60	CDMC	Y
= 12	David Hunt	60	LivMC	Y
= 12	Steve Price	60	CDMC	Y
15	Geoff Main	57	LivMC	Y
16	John Aston	54	U17MC	Y
= 17	Les Fragle	50	G&PMC	Y
= 17	Les Eltringham	50	PDMC	Y
= 19	Peter Wright	47	PDMC	Y
= 19	Sean Robertson	47	LivMC	Y
= 19	Bill Gray	47	LivMC	Y
= 22	Andy Fell	44	LivMC	Y
= 22	Steve Lewis	44	CDMC	Y
= 22	Andy Fell	44	LivMC	Y
25	Dave Barratt	40	AMSC	Y
= 26	Phil Howarth	37	LivMC	Y
= 26	Peter Schofield	37	PDMC	Y
= 28	Andy Dewhurst	30	GPMC	Y
= 28	Jason Bleakley	30	GPMC	Y
= 28	Anthony Brindle	30	GPMC	Y
= 28	Gavin Irvine	30	GPMC	Y
= 28	David Nolan	30	GPMC	Y
= 28	Alex Brown	30	PMC	Y
= 28	Peter Wilkinson	30	PDMC	Y
= 28	Kameron Anderson	30	PMC	Y
= 28	Joe Ring	30	PMC	Y
= 28	Sam Coombes	30	PMC	Y
= 28	Sam Coombes	30	PMC	Y
= 28	Terry May	30	PMC	Y
= 28	Colin Baines	30	PMC	Y
41	Kevin Jessop	27	LivMC	Y
= 42	Steve Kenyon	20	GPMC	Y
= 42	Toby Fisher	20	PDMC	Y
= 42	Robert Grimshaw	20	PMC	Y
= 42	Ryan Sweeting	20	PMC	Y
= 42	Kris Baines	20	PMC	Y
= 42	Danny Cookson	20	PMC	Y
= 42	Christina Lang	20	PMC	Y
= 42	Richard Cooper	20	PMC	Y
= 42	David Moss	20	PMC	Y

Only Showing those Marshals
that have Qualified

50 marshals have Qualified
152 Marshals have scored points
Last Updated 12th September

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds
1	Myles Gleave	E	76	G&PMC	7
2	Matt Flynn	E	73	CDMC	7
3	Stan Featherstone	E	66	CDMC	6
4	Jon Bossen	E	54	MMC	5
5	Dan Sedgwick	S	51	CDMC	6
6	Richard Hunter	E	48	MMC	6
7	Paul Buckel	E	42	CDMC	5
= 8	Tony Harrison	E	40	CDMC	4
= 8	Mark Standen	E	40	G&PMC	5
= 10	Alan Young	N	32	MMC	6
= 10	Jem Dale	E	32	G&PMC	4
12	Dominic McTear	S	27	CDMC	3
13	Pete Jagger	E	26	CDMC	5
14	James Taylor	E	25	CDMC	4
15	Ian Swallow	N	21	PMC	4
16	Steve Cotton	E	19	CDMC	2
17	Louis Baines	E	18	PMC	2
18	Andy Williams	N	10	U17MC	2
= 19	Steve Greenbach	N	9	MMC	1
= 19	Phil Shaw	N	9	CDMC	1
= 19	Russel Starkie	N	9	CDMC	1
22	Peter Sharples	N	7	PMC	2
23	Craig Shooter	N	6	PMC	1

O/A	Navigator	Class	Pts	Club	Rds
1	James Chaplin	E	72	G&PMC	7
2	Rob Jones	E	67	CDMC	7
3	Sam Spencer	E	56	CDMC	6
4	Gary Evans	E	55	MMC	6
5	Sam Ambler	S	46	CDMC	6
= 6	Ashley Young	S	41	MMC	6
= 6	Steve Butler	E	41	CDMC	4
= 8	Maurice Ellison	E	33	CDMC	4
= 8	Steve Frost	E	33	G&PMC	4
10	Sasha Herriot	E	31	MMC	3
11	Tony Vart	S	19	CDMC	3
= 12	Ian Graham	E	17	CDMC	3
= 12	James Swallow	N	17	PMC	4
14	Matt Broadbent	E	15	CDMC	2
15	Kris Coombes	E	14	PMC	2
= 16	Alan Barnes	E	9	PMC	1
= 16	Ian Farnworth	S	9	G&PMC	1
= 16	Derek Lewin	N	9	CDMC	1
= 16	Lauren Cook	N	9	U17MC	2
20	Sam Coombes	N	8	PMC	2
21	Simon Frost	S	6	CDMC	1

Results following R10 : Clitheronian
Updated September 29th

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	186	CDMC	Y
= 2	Peter Jackson	D	113	G&PMC	Y
= 2	Mike English	C	113	Wigan	Y
4	Phil Jennings	D	110	Warrington	Y
5	Mark Kelly	C	88	G&PMC	Y
= 6	Dave Riley	C/D	83	BSSMC	Y
= 6	John Darlington	D	83	Wigan	Y
= 8	Ric Wood		80	GPMC	Y
= 8	James Swallow		80	PMC	Y
10	Jack Ives	C	57	PMC	Y
11	Mark Knight		53	G&PMC	Y
12	Simon Bowen	D	27	BSSMC	Y
13	Duncan Taylor	D	56	BSSMC	N
= 14	James Massey	D	53	CDMC	N
15	Steve Johnson	A	52	U17MC	N
= 16	Ian Bruce	C	27	S061MC	N
= 16	Peter Sharples		27	PMC	N
= 18	Adrian Lloyd	D	26	Warrington	N
= 18	Gary Jakeman	B	26	High Moor	N

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	186	CDMC	Y
2	George Jennings	D	110	Warrington	Y
3	Darren Taylor		109	GPMC	Y
4	Andy Baker	C	83	G&PMC	Y
= 5	Chris Sharpe-Simkiss	D	57	BSSMC	Y
= 5	Garry Dillon	C/D	57	BSSMC	Y
7	Richard Robinson	D	55	BSSMC	Y
8	Bruce Lindsay		27	PDMC	Y
9	Stephen Grayson	D	56	BSSMC	N
= 10	Matt Broadbent	D	53	CDMC	N
= 10	Louis Baines		53	PMC	N
= 12	Steve Butler	A	52	CDMC	N
= 12	Liam Whiteley		52	PMC	N
= 14	John Darlington	C	27	Wigan	N
= 14	Adrian Lloyd	D	27	Warrington	N
= 14	Garry Hughes		27	BSSMC	N
= 14	Tony Vart	C	27	CDMC	N
= 14	Sasha Heriott		27	MatlockMC	N
= 19	James Swallow		26	PMC	N
= 19	Matthew Jakeman	B	26	HMMC	N

Last Updated 14th September Following
Wallasey MC
PromenadeStages
1st & 2nd September

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	71.39	2	CDMC
2	Nigel Trundle	70.39	1	GPMC
3	Dave Goodlad	67.81	1	BLMCC
4	Andy Larton	63.73	3	LivMC
5	Colin Duncalf	61.20	1	LivMC
6	Russell Thorpe	60.25	1	LivMC
7	Mick Tomlinson	59.79	5	PDMC
8	Colin Smith	50.90	1	LivMC
9	Dave Welton	49.41	3	LivMC
10	John Early	49.40	1	LivMC
11	William Campion	48.29	1	LivMC
12	Duncan Woodcock	40.23	1	LivMC
13	Rob Holt	38.85	3	LivMC
14	Roger Mitchell	32.58	1	PDMC
15	Simon Nichson	27.16	2	PDMC
16	Jim Wright	19.86	3	PDMC
17	Dave Smithies	18.91	1	LivMC
18	Andy Williams	10.02	1	U17MC

Results following R 9 : Aintree Sprint

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	52	Y	CDMC
5	Lauren Cook	46	Y	U17MC
6	Russell Starkie	43	Y	CDMC
= 7	Rob Jones	40	Y	CDMC
= 7	George Jennings	40	Y	WaDMC
= 7	Phil Jennings	40	Y	WaDMC
10	Steve Butler	39	Y	CDMC
11	Louis Baines	38	Y	PMC
12	James Swallow	33	Y	PMC
13	David Goodlad	30	Y	BLMCC
14	Maurice Ellison	27	Y	CDMC
15	Kris Coombes	25	Y	PMC
16	Ian Swallow	22	Y	PMC
17	Steve Price	20	Y	CDMC
18	Steve Frost	18	Y	GPMC
= 19	Garry Sherriff	17	Y	BLMCC
= 19	Sam Coombes	17	Y	PMC
21	Craig Shooter	12	Y	PMC
22	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
John Darlington	42	WiDMC
Andy Larton	40	LiMC
Myles Gleave	39	G&PMC
Peter Jackson	39	G&PMC
Darren Taylor	39	G&PMC
Phil Clegg	38	AMSC
Garry Ross	37	A&PMMC
Mike English	37	WiDMC
Nigel Fox	37	CDMC
Matt Flynn	36	CDMC
Hazel Johnson	36	U17MC
Jon Bossom	34	MMC
Chris MacMahon	29	U17MC
Dan Sedgwick	29	CDMC
Andy Baker	29	GPMC
Mark Kelly	29	GPMC
C.Sharp Simkiss	28	BSSMC
Colin Smith	28	LivMC
Stan Featherstone	27	CDMC
Paul Buckel	26	CDMC
Chris Livesey	26	U17MC
Matt Broadbent	25	CDMC

A Total of 105 Competitors have scored points

2018 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 2018 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

2018 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
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
04/05 Nov	Dansport Road Rally	Matlock MC

SD34MSG Stage Rally Championship 2017

Date	Event	Organising Club
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
14-Oct	Anglesey Sprint	Longton & DMC
15-Oct		

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



Meet

Every other Tuesday

Poachers, Bamber Bridge

Gone Fishin' Scatter Rally

Tuesday 19th September

Results

*Based on legibility of answers... And subject to a stewards' enquiry

1st Flat Cap	Andy Gornall and Rick Rawsthorn	43 points
2nd The Winners	Peter Sharples and Jamie Elwell	41 points
3rd S & M Rallying	James Swallow and Jack Mather	?? points
* They actually scored 45 points but the organisers could not make out some of the answers until later on!		
4th Metro Power	Sam Coombes and Ben Coombes	28 points
=5th Team Mushroom	Charles Andrews and Tom Schofield	28 points
=5th Leo The Clio	Dan Fox and Leah Brown	25 points
7th Cookie Monsters	Jim Cookson and Chris Cookson	24 points
8th Balshaw Brothers	Lee and Carl Balshaw	23 points
9th *rse Bandits	Louis Baines and Jord Duxbury	17 points
10th Merchant Bankers	Dan Cookson and Matt Ankers	13 points
11th Team M&M	Michael Andrews & Michael Greaves	-37 points.

The scatter tested the powers of observation and the need for precise plotting to glean the correct answers to some of the clues, using an area of map 102 centred on start and finish venue, The Plough Inn, Grimsargh.

Thank you to all teams who competed. Myself and co-organiser Terry May hope that you all had fun and possibly advanced your team skills as drivers and navigators.

The next scatter event in the championship will take place in November under the stewardship, of Rob Grimshaw and Craig Shooter.

Please tell your friends and here's to more fun in the lanes.



Regular meetings are held on the second and fourth Mondays of each month at The Red Lion, 324 Newton Rd, Lowton, Warrington, WA3 1HE

ADGESPEED Stages

Sunday 8th October

Wigan & District Motor Club have received an entry for the first all electric rally car ever to compete in a special stage rally in the United Kingdom. The car is an erally Renault Zoe aimed as a first entry rally car for Juniors and anyone wishing to start special stage rallying.

The Special Stage rally, "The Adgespeed Stages" will take place on Sunday 8-10-2017 at The Three Sisters Race Circuit, Wigan, Lancashire.

Our rally is a Championship round of four Regional Stage rally Championships, ANWCC, ANCC, AWMCC & SD34MSG, the maximum entry is sixty cars and the first car starts at 10:00 hours.

The rally is open to spectators a small charge on the gate, parking, cafe and toilets available at the venue



SD34MSG

2017



AWARDS NIGHT

Friday 9th February 2018

Blackburn Rugby Club

on the A6119, M/R 103 / 675 304,
BB1 8NB

7:30pm for 8:00pm

Pie & Peas Supper
Tickets £5 each

Hexham & DMC

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

Report on the
September Sortie 12 Car Rally
See Page 55



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

October

Tuesday 3rd October

Kevin Savage

Navigator who started winning events back in the '70s and is still winning events now
Probably one of the Best Navigators in the North West

Tuesday 10th October

Mull Social Night

For those lucky enough to be going to Mull :
MacDonald Arms. Contact Heidi for details
For those of us stuck in Lancashire

Inter-Club Quiz

Thursday 12th October

At BLMCC See Page 15

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 Club

1st Car Away 7:50pm (@1 min intervals)

Tuesday 31st October

Mull Forum

Targa or Gravel Sprint ?

Competing, Marshalling or Watching ?

All a lot different to your usual Mull

September Clubnights

Tuesday 5th September

Round 1 of The Winter Scatter Rally Series

For the first round of the Winter series of Scatter Rallies Clerk of Course Gareth Shepherd set the 11 competing crews a challenging run around the lanes on maps 102, 103 and the underused map 109.

Starting at J4 Darwen Services and Finishing at the Hoghton Arms crews had over 30 clues to find

Last seasons winning Driver, Steve Cotton was busy with work and couldn't make this round leaving the door open for other crews to take the honours. Dan Fox/Leaha Brown grabbed the opportunity coming home in first place followed by The Dukes in second place and then Levi Nicholson & Ben Mitton taking 3rd spot

Winter Scatter Rally Series Championship Table

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Fox	30	1	Leah Brown	30
2	Sam Ambler	25	2	Dan Sedgwick	25
3	Ben Mitton	22	3	Levi Nicholson	22
4	Gareth Shepherd	20	4	Samuel Shepherd	20
4	Maurice Ellison	20	4	Dave Irwen	20
5	Chris Hewlett	19	5	Matthew Hewlett	19
6	Mark Johnson	18	6	Terry Martin	18
7	Stephen Hardy	17	7	Sam Mitton	17
8	Matt Horn	16	8	Calum Lambert	16
9	Stephen Holmes	15	9	Ben Holmes	15
10	Johnnie Collett	14	10	Chris Collett	14
11	Tom Pilkington	1	11	N Hart	1

Winter Scatter Rally Championship Series Dates

Round 2 : Tuesday 24th October

CoC **Maurice Ellison**

Round 3 : Tuesday 21st November

CoC **Matt Broadbent**

Round 4 : Tuesday 5th December

CoC **Sam Ambler & Dan Sedgwick**

Round 5 : Tuesday 16th January

CoC **Tony Vart**

Round 6 : Tuesday 23rd February

CoC **Paul Buckel & Steve Butler**

Round 7 : Tuesday 20th March

CoC **Terry Martin**

Best 6 scores to Count

Clitheroe & District Motor Club



Tuesday 19th September Pre Clitheronian Chat

Including Events since the Last Catch -up

Very good turn out indeed for the pre-Clitheronian meeting... unfortunately the route remained a secret although Terry Martin was seen listening intently for any slip of the organisers guard . . . as usual.

A good number of novices have entered and were present tonight and whilst Derek Lewin isn't inexperienced he hasn't done a night event for some time but is most put out that he has had to buy a new set of maps as his old ones were imperial!

The quote of the evening however came from Seddy Sedgwick...." Thee has changed the box oil...it was like a unicorns blood...silver.....!?" Hopefully all will be well with the flying 106 on the night.....

A lot of anticipation in the air with all looking forward to the multiple award winning event.

Tony Vart



On the day of the Colman Tyres Sam Ambler foolishly competed on the 'Born Survivor' at Lowther and was therefor Cream Cracked for the Colman Tyres. Despite Sams diminished concentration Sam & Seddy still came home 8th O/A

Congratulations to Ayrton Harrison & Rachael Thornton



Tuesday 26th September Clitheronian Forum

What a great turn-out last night for the Clitheronian Rally Forum . . . possibly the best of the year and included the worthy rally winners in Myles Gleave and James Chaplin. They both made it all sound so easy although James did admit to a wrong slot in the Kelletts whilst Myles inferred that there were one or two moments (!) . . . what was interesting was that this success comes in a car that has only circa 112bhp at the wheels with standard bilstein suspension . . . now knowing the Newton Motorsport lads who prepare the car i suspect it is a better car than Myles let on but one cant deny they both deserved this win and are indeed worthy winners of the SD34 Championship. The car is now for sale apparently . . . contact Myles to buy a proven rally winner!

The other great feature of the night was that we had present a number of first timers and some young ones at that . . . Ben Holmes and Matthew Hewlett enjoyed guiding their somewhat older dads to the finish with the usual novice mishaps whilst Harris Holgate (without a Potti!!) guided the "Nightrider" Celica of Paul Pendleton to the end despite wrong slotting immediately and leaving the low Celicas BTCC style splitter behind on the first section!

Now Phil Shaw is definitely not a youngster but is a novice at this night rallying lark and he had enlisted the help of veteran Derek Lewin to read the maps . . . suffice to say they had a mixed night with car issues before the start and Derek's imperial maps didnt seem to have all the right roads on . . . a few ciggies were consumed!

Gareth Shepherd and Dan Fox had run out of candles just after the Trough in the Metro and it wasnt handling very well even after Dominic McCrash had pumped the suspension up the day before! Dominic Mctear himself accompanied by another veteran Steve Huey Frost had a great run to 9th in the MG now resplendent with shiny red coloured cased spots . . . made all the difference Dom! The Dukes had a great run although they had no idea they were going so quickly and indeed got held up by a female driver on her way home driving along the Little Trough at 4.0am (!) . . . i am sure Sam knew her though!! Simon Bee admitted to be not as fast as he used to be and he wasnt alone as Old Man Flynn and even older Varty know all too well that feeling but we did stop and enquire about the well-being of two of Lancashire's finest Police Officers after they had comprehensively inserted a traffic van into a wall . . . it will need a bit of polish to get those scratches out!!

Finally to Mr Ellison and Jem Dale in the lovely and different Alfa . . . both enjoyed a good run although Moz had a couple of "senior map moments" on their way to a good finish. Incidentally Jem makes the clocks used by CDMC on the night . . . a top bit of hardware Jem!

A story we didnt hear was Tickers and Terry Martin's, rumour has it that the gearbox gave up a few miles from Tickers house on the way to the start' . leaving Tel to chew on his cheroots and contemplate a short rally even by his standards . . . the Barbondale notes staying in the navbag on this occasion. Ticker is surely due some luck soon with the Civic.

The overall consensus was that everyone had enjoyed possibly one of the best night events currently being run in the UK . . . even Freddy was barking his appreciation!

Tony Vart

'What's On' at CDMC

November

Saturday & Sunday
4th & 5th November

Malton Forest Rally

Stage Set Up Crew Required for the Saturday
Marshals wanted for the Sunday
Contact Matt Broadbent : Stage Commander

Tuesday 7th November

AGM

Tuesday 14th November
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 21st November
Scatter Rally (R3)

O/S Map 103
Waddington Club
1st Car Away 8:00pm

Tuesday 28th November

Daniel Barritt (to be confirmed)

Daniel navigated for WRC Academy front-runner Alastair Fisher in 2011 and 2012 before joining Welsh rising star Elfyn Evans in time for his breakthrough year in 2013.



Saturday & Sunday
24th & 25th November

Hall Trophy Stages Rally

Stage Set Up Crew Required for the Saturday
Marshals wanted for the Sunday
Contact Chris Woodcock : Clerk of Course

**Clitheroe
& District
Motor Club**



**Christmas Party
19th December**

See Heidi for more details

Interclub Quiz

By Bolton-le-Moors Car Club



Horwich RMI
Ramsbottom Road
Horwich
BL65NH

**Thursday 12th October
8pm**

Up to four in a team

Music, picture, video and regular questions
Pasties and prizes

Contact Jack Mather
jack.mather95@hotmail.co.uk



As I'm sure you may have seen on our website that DVT has recently had computer problems but is now back sorted and catching up, to ease the pressures, I have 'taken over' the club registrations for 2018 - please can you complete the form at <https://goo.gl/forms/ADs2ZFHCamaxsHVa2>, by the 30th September 2017. DVT will forward the dates request and 2018 invoices by separate email.

If you have any questions, please don't hesitate to contact me.

Kind Regards
Mark Wilkinson



**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=PLvHjtnrZs9AJRgs4XZbPzZss9x4Oszol](https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4Oszol)



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

Airedale & Pennine MCC

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

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

Then we meet on the forth Monday of the month
Visitors are welcome to join us at either of these
or any club meeting.

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

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

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



OFFICIAL ANNOUNCEMENT

From Motorsport (North West) Ltd

2018 Legend Fires North West Stages

After careful consideration the senior members of the organising team have come to the conclusion that we will not organise the LFNWS in February 2018.

As you are all aware The Road Traffic Act 1988 (Motor Racing) (England) Regulations became law on 10th April and initially we were hoping to be the first organisation to use the Act to include at least one closed road special stage on the LFNWS in the Borough of Wyre next February. However after the MSA published their organisers guidance notes in May of this year it quickly became apparent that it would be almost impossible to get everything in place to meet the deadlines within the legislation to run any Closed Road Stages in February 2018.

It is felt that to put on another LFNWS similar to this year's event, would commit too much time and without any new venues would be counterproductive to the future of the event. Thus we feel our time will be better spent trying to achieve the ultimate goal of some closed Road special stages for the 2019 event.

We must stress that our intention is that the event will return as a bigger and better challenge in February 2019.

As organisers we are considering running a single venue rally or other small event in February 2018 in order to keep the team together

The organisers of the Legend Fires North West

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.

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



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

September proved to be the busiest month of the year so far for Blackpool South Shore Motor Club members who headed north, east, south and west (yes, west!) in search of rally action.

Their exploits began on the promenade, no not Blackpool's, but with the short drive south to New Brighton for the Promenade Stages where there were high hopes for Shore success given the strong contingent of competing members. Last year's winners Simon Bowen and Richard Robinson were seeded at car 1 in their ex-Petter Solberg Rally GB winning Subaru Impreza WRC. They were on target for another victory before being forced to withdraw with brake issues and join John Stone on the retirement list.

Fortunately, it wasn't all doom and gloom for Shore crews as Mark Holmes and Craig Simkiss brought their MG Metro 6R4 home in sixth place while Dave Riley and Gary Dillon finished 25th in their Mitsubishi Lancer Evo4. Theirs was an eventful weekend after surviving an altercation with a kerb on Friday evening that played havoc with the Evo's brakes and it took some while to cure a misfire that dropped them time on Saturday. A change of leads and coil pack ultimately transformed the car as they made up over 20 places by the finish, an indication of what might have been!

Another BSSMC member in action on the banks of the Mersey was Matty Daniels who guided BMW 328i pilot Roger Titley through the maze of cones around the multitude of roundabouts to finish 43rd overall.

It was that same weekend that Chris Sharpe-Simkiss contested the Woodpecker Stages as co-driver to Ed Fossey in a Toyota Yaris. The pair finished 51st overall but more significantly third in class to retain their lead in the Thomas Panels BTRDA 1400S Class with only the final round, the Trackrod Forest Stages remaining.

Knutsford & District Motor Club's first ever Targa Rally took place on the weekend following the Promenade and Woodpecker events and it gave one South Shore member the opportunity to team up with former a Lombard RAC Rally winner. Neil Wilson co-drove the late, great, Henri Toivonen to victory on the 1985 event, the pair giving an inaugural win to the Group B Lancia Delta S4 on the car's first ever outing. Wilson had entered the Knutsford event in his Porsche 924 and in need of an experienced Targa navigator asked South Shore's Tom Howe, the 2016 NES-CRO Challenge winner, to team up with him.

Tom takes up the story: *9 September was very wet day, it was also the day of Knutsford District Motor Club's first ever Targa Rally. For months KDMC had been teasing the Facebook users with pictures of test locations and today would be the day their location would be revealed. The event attracted a 54 entries mostly well prepared road rally cars but there was space for a few historics. Unlike the usual Targa events Gravel Tyres were allowed and boy were they needed! It was quite clear from sign on that KDMC had put a great amount of effort into putting on their Targa rally, supplying a fully colour map book with route already plotted and 14 test totalling 18 miles plus 60 road miles. The test diagrams even came with pace notes! 4 of the tests were at the Darley Moor motorcycle race circuit and the other were on private land being mostly gravel or mud and even a railway line ran through the middle of one which was controlled by cleverly thought out passage control.*

The effort KDMC had put in organising it was a real shame the bad weather had a say in the event. The constant rain had really degraded Test 1 and 2 and was apparent when car 1 fell off the course in the slippery conditions and rolled on test 2. Test 2 got cancelled and another had to be severely shortened as the condition was so bad even a 4x4 struggled to get through. Talking of 4x4's in my opinion some of the tracks wouldn't have been amiss on a 4x4 off-road course because of their very rough nature! Talk about bumpy!! The heavy rainfall also turned the ford crossings in to raging rivers and really more suited to a boat than a car. Thankfully we only visited them once with test 2 getting cancelled. With most tests being over a mile long it was essential to have more than 1 car on a test to keep from long queues forming and this was something I'd never experienced before and being caught up by a following car was not a something I'd expected!

The rain made the test conditions for drivers challenging and difficult, and there were no rest for the navigators who had a very busy time with road maps and test diagrams but it was the marshals who probably had the worse day but everyone we visited was still smiling despite being drenched! The event was very challenging and I found it the most difficult event I've done but feedback was very positive so I expect that there could be a return of the event in 2018.

Continued on Page 19

A View From The Shore

Continued from Page 18

The pair finished the rally 37th overall and third in class so given the conditions and the fact they hadn't even met, let alone competed together, before the day of the rally that wasn't a bad result!

Having barely had time to draw breath since his Promenade Stages outing there was more closed road action in store for Matty Daniels as he headed off to contest the Isle of Man National B Rally alongside Manxman Sean Kelly in a Mitsubishi Lancer Evo9. The pair were being cheered on by a large contingent of South Shore members, who had sailed over from Liverpool to lend some vocal support, so extra pressure on Matty to get a good result! Much to everyone's relief, especially Matty's, he didn't disappoint, finishing a fine fifth overall.

Tom Howe was another who was soon in action again, this time navigating his regular driver and fellow South Shore member Quentin James on the South of Scotland Car Club's Doonhamer Rally. The Shore duo didn't enjoy the best of days with their Citroen C2 GT feeling down on power. Further to that a power steering failure throughout the afternoon leg added to the difficulty of some tight tests. They finished the day in 16th place, far short of what they had hoped for.

Meanwhile, with his Ford Fiesta S2500 Millington restored to full health, John Stone crossed the Irish Sea to contest the Clare Stages with his good friend, Patrick Brides, reading the notes. The pair hadn't competed together since July's Greystoke Stages, but as in Cumbria they were pleased to record a finish, on this occasion 13th overall and third in class.

The Heroes Stages Rally provided BSSMC members with a chance to compete on 'home soil' so not surprisingly a number of club members seized the opportunity with two crews recording top ten finishes. Adrian Atkinson hadn't contested a Weeton single venue event since 2003. He has however competed there on numerous North West Stages and as a Clerk of the Course to the Keith Frecker Memorial Weeton Stages he does have some knowledge of the place! Co-driven by Dave Riley, he had pushed his Mitsubishi Lancer Evo6 into fourth place by the start of the final stage, trailing the third placed Subaru Impreza of Martin Farrar and Andy Ward by eight seconds. Not to be denied a podium finish the Shore duo took nine seconds from the Impreza pairing to beat them by a solitary second!

David Gratrix and Iain Reece were the second BSSMC crew to score a top ten finish, claiming seventh spot in their Renault Clio 182, after narrowly missing out on the Class C win. Simon Mills was tasked with guiding Thomas Matthews to the finish in his Seat Ibiza TDi and duly obliged as they made it home in 21st place, despite an air-flow sensor issue causing some overheating concerns. Finally, a further mention of Craig Simkiss who spent two days at the venue assisting the Pendle & District Motor Club and Garstang & Preston Motor Club stage set-up and dismantling crews. Well done Craig!



Adrian Atkinson/Dave Riley
Mitsubishi Lancer Evo6



David Gratrix/Iain Reece
Renault Clio 182



Thomas Matthews/Simon Mills
Seat Ibiza TDi

2300 Club presents:

The John Easson Award 2017

The 2300 Club is proud to announce the details of the 2017 John Easson Award for young rally drivers. First run in 2004, the Award is named after rally driver John Easson, a regular rally competitor and a generous supporter of the 2300 Club before tragically losing his life in an air accident in 1999.

For 2017, the John Easson Award will once again continue the successful format of assisting a young British. The award is open to **drivers** and **co-drivers**. Individuals from all disciplines of rallying are eligible to enter, and a junior driver / co-driver has just as much chance of being chosen for the award as an experienced competitor.

The prize is as always fantastic; **£5,000 cash** to the selected applicant. And new for this year we are offering an extra bonus payment of **£1,000** if the driver or co-driver wins the overall class award on the championship they have taken part in during the 2018 season.

The prize fund will be allocated in stage payments to pay entry fees for a selection of rallies the winning applicant takes part in during the 2018 season, which the committee feel will help ease the financial burden placed on a young driver/ co driver during their rally season. And if successful in securing the bonus prize of £1,000 this will be a huge help in kick starting their 2019 rally season.

The final selection process will see the top three applicants for the award being invited to an informal interview with a panel of judges who will decide the overall John Easson Award winner.

The JEA is huge reward for only a little effort, free to enter and open to all drivers / co drivers who fit the following criteria:

- **Age under 25 on the 31 October 2017, Resident in the British Isles, including Northern Ireland, Isle of Man, Channel Islands**
- **Holders of a MSA competition Licences.**
- **Entries open on the 1st September 2017 and close at midnight on the 31 October 2017**
- **Drivers who wish to enter should send the following details as a minimum to the Award scheme manager:**
- **A current motorsport CV outlining experience and results to date**
- **A covering letter explaining why the panel should select them as winner and their aims for their future in rallying**
- **A reference letter from any 3rd party**

Entry presentations can be as inventive and detailed as an applicant wants to make them; the above criteria are a minimum and we always look forward to receiving some interesting presentations!

And of course applications from previous applicants are always welcomed, and it should be noted many of our winners had been previous applicants.

**Entries should be sent to the John Easson Award Manager,
Allan Durham at the contacts below:**

**John Easson Award
Allan Durham
C/o Pro-Tec Motorsport
Unit 6, Clifton Business Park
Preston New Road
Clifton, Preston
Lancashire, PR4 0XQ**



Previous JEA winners:

2004: George Collister	Isle of Man	2011: Osian Pryce	Wales
2005: Stevie Brown	Scotland	2012: Matt Griffin	England
2006: Ryan Borthwick	Scotland	2013: Chris Ingram	England
2007: Alick Kerr	Scotland	2014: Aaron McClure	England
2008: Philip Scholes	England	2015: Matthew Jackson	England
2009: Mark McCulloch	Scotland	2016: Sam Bilham	England
2010: Sara Williams	Wales		

2017: ? . . It could be you !

Further information : Email: allandurham@btconnect.com



PROMENADE STAGES RALLY

Friday 1st & Saturday 2nd September 2017

Accident Advice
Solutions

LOSS Insurance Brokers

Nothing new done to the car since the last rally, but this one was to be the last rally for this year, with Geoff changing to 17" (from 15") wheels and a different final drive, to give us a bit more ground clearance, and a lower top speed, getting ready for a couple of Belgium events next year.

An amazing top ten entry, we were down at 6, Geoff having led the event two years ago, until a slight indiscretion, and a bent wishbone, we were hoping for a good rally. With the Friday night stages the same as last year, we knew what car 1 (Simon Bowen) would be doing, around the 2.27 mark, Geoff flew round, 2.26, leading the event, by 1 second, a good start, SS2 same again, but now very dark, down to the bottom roundabout and split, we slide slightly wide, and nudge a curb, round the roundabout up the straight to the finish, we are both waiting for the inevitable puncture, or vibration, perhaps our luck has changed? Back into service, the wheel is badly scuffed, and now running 1.5/2.00 degrees of positive camber, "we should be able to dial that out" Geoff says, unconcerned, time for bed, early start tomorrow.

Even though we set a 2.29 on the second stage, were still leading, Mike and Andrew set about trying to get the wheel to negative camber, with out resorting to a big hammer! Start time looming up, its bolted back together, not perfect, and Toeing in slightly, with longer stages all day now, weather perfect off we go. 3.43 eight seconds slower than the top 2, down to third, a slight down shift problem under heavy braking, not good, unfortunately, this persisted all day, costing us a couple of seconds per stage, we weren't sure weather it was a software problem, but there wasn't anything we could do.

At the finish we ended up 5th, at least an improvement on our seeding, and second in class, the lead changed hand five times through out the day, with top five being split by a hand full of seconds, every stage, the pace of the top five was awesome, I cant remember a closer battle, on a single venue. There was rumours going round about it being the last "Prom" I hope not, it may not be proper closed road rallying, but the social side, is brilliant,

**Geoff Roberts Terry Martin. Darrian T90
Clitheroe & DMC**



*Prom Stages Photos
Courtesy of SMJ Photography
smjmckenna@aol.com*



SS8 Arrival
*Its tough being a Marshal
But someones got to do it !*





PROMENADE STAGES RALLY

Friday 1st & Saturday 2nd September 2017

Accident Advice
Solutions

LOSS Insurance Brokers

Wallasey M.C. Promenade Stages Rally

Unusually for us we had a lot of work to do prior to the New Brighton Promenade event. Previous rallies had took it's toll on the BMW. The various oil leaks from damage to the sump & steering rack plus (Ty Croes jump) the gear-box was a little second hand with us having no 1st gear for the last 12 months. In addition the diff had tried it's very best to separate itself from the boot floor so some extensive fabrication was needed to sort it out.

12 BMW's started the 2 day event so we had plenty of competition to target, the popularity of the marque on this event appears to be growing. Only a few Warrington crews were competing with Steve Ellison & Mark Carter in their twin can Escort only 'just' making the start of the rally due to the local traffic chaos.

It was good to see Alistair & David Oram back in their quick Nova having not been out for many months. Ste Landen was again, sitting in the co-drivers seat of the Escort Cosworth driven by Mark Roberts

The evening started well with massive crowds and a beautiful sunset over the sea wall but there was no time to see it with the mega fast flying finish on SS1 & SS2 which was in the dark. We clocked over 115mph over the finish line. Steve had a lucky escape hitting a kerb and breaking a wheel but the tyre stayed up so they were delayed very little.

Day 2 started cool and bright. Perfect rally weather. The Michelins went on and off we went. A steady start saw up climb the leader board slightly. However the ones we caught napping were catching us up. Steve was also improving his speed and eventually overhauled us during the day. The Oram's sadly had some bad luck with the a throttle cable peg breaking losing them a lot of time. On SS5 we hit a kerb following a car through the chicane losing us time as we didn't know the extent of the damage. However, apart from this and a small oil leak we were going OK.

The hospitality from the Ellison camp was much appreciated but I think the excess pieces of battenburg cake was just there to slow us down. The one thing about the prom is the close proximity of Joe public which is a great advert for the sport.

All in all we got to the end, another finish and another reliable run with 32nd overall and 22nd in the large engine class. Our 14th finish out of 15starts. Steve Ellison finished 20 seconds up the road so a close result in the end. Ste Landen finish 17th overall being the top WDMC person on the event. The Oram's after their early problems finished 54th overall but 5th in their class

Phil & George Jennings : BMW Car 44 : Warrington & DMC

From all the team at Fox Motorsport Events, we'd like to Thank Wallasey Motor Club for allowing the Rally Village to be part of the event. A special 'Thanks' to all the Traders & Exhibitors for all of your efforts in the lead to the event, I can truly say that was probably one of the best shows we've held at New Brighton!!

The crowds were huge both days making the show a magnet all day Saturday!!

Hopefully we'll do it all over again next year, but in the meantime the team are working on 2 special projects for 2018, we hope to bring news of these shortly.

Many Thanks
Darren



Clitheronian

Road Rally

23rd / 24th September

Back In The Hot Seat

I never thought I would be going road rallying again after a very close call on the Primrose back in April – but I am happy to have got in a car again and thanks to Simon Boardman I had a thoroughly enjoyable night on the superb Clitheronian Rally 2017.

For those who don't know, in the spring Neil McCarthy and I had a very big accident on the Primrose Road Rally just two miles into the event. We were on Longridge Fell at Kemple End and we were both fortunate not to suffer serious injury or God forbid, maybe worse. It was entirely my fault on reflection. I know the road well, maybe too well, after years driving over it on a daily basis to and from Clitheroe where I started my journalism career.

We were probably going just two or three miles an hour too fast for the crest where we took off and, on landing, skipped to the left, hit a banking and started the roll sequence which destroyed Neil's Clio.

With the luxury of that wonderful thing called hindsight, I should have been slowing Neil down instead of encouraging him to keep the pedal down hard. But we had loads of confidence in the car and after all, it had served us proud on Mull the previous autumn. The Clio was a potent beast but the bumps on Longridge Fell, and, ultimately, my complacency, caught her out.

After the initial impact with the left-hand banking, at that start of the accident, the car bounced into the banking on the right hand side of the road then flipped over and spun through 180 degrees so that we were travelling downhill with the tailgate leading the way, backwards.

The car finally came to rest 100 yards down the road after travelling at a great speed upside down. After smacking into the banking on the 90 left at Bleak House, the car flipped back onto its wheels. It happened in a matter of seconds but to us inside the car it happened in slow motion. Neil says he could see showers of sparks all the way down the road. I just closed my eyes and waited for the final impact. When it came I was injury-free. Boy were we lucky!

I walked away from that without a scratch or a harness friction burn, while Neil suffered a few sore ribs and the sad but stark reality that his car was a ball of scrap. He suffered delayed shock too, which is understandable. The impact ripped the front hub off on his side and the Motordrive seat rails were bent into an S shape by the force of the final impact. There was not a single straight panel on the car.

Thankfully the roll cage did its job and the Motordrive seats, with built-in head restraints, also proved their worth. At this point I must say a huge and sincere thank you to Tony Harrison of Bentham. A real friend in a time of need, Tony, his wife and their daughter stayed up all night and helped to recover Neil's Clio and transport it back to Birstwith, near Harrogate, where Neil lives.

In order to help us, though, Tony first had to recover his own rally car from the event, after his Proton was struck down with an engine problem. He then had to get his recovery truck from Bentham and drive down to Blackburn with Darwen Services, where he met us and then follow us to Longridge Fell where it took a good 30 minutes to winch the Clio on to the truck before he took Neil and the car home. He must have been up for more than 30 hours before he finally got home.

If the SD34 Committee wants to present an award at next year's annual presentation night to someone for a gesture beyond the call of duty, Tony is your man, in my opinion.



Photos Courtesy of Jez Turner

Continued from Page 23

I expected the recovery to be a costly operation but Tony Harrison is one of life's rare creatures, a generous gentleman with a heart as big as a bucket. I was up to his garage first thing on the Monday morning to pay him for his assistance and thanked him again. Cheers pal, you are a top banana. We love you!

But back to the Clitheronian Road Rally. I said to my missus after the Primrose accident that I would not go road rallying again – my wife was very happy to hear this – but the bug bites us all hard, doesn't it? In August Simon Boardman phoned me. He was just seeing how I was as we are good mates and have rallied together for five years. We had a natter and then he just happened to mention that if I fancied doing the Clitheronian he would be chuffed to have me in the car with him. It took about three seconds to agree to the idea. The hard bit was telling Mrs Barnes but I misled her, saying it was just one of those slow rallies that I did from time to time. Bless her!

And that's the story really. No pressure, a great rally on home turf, and the night was perfect. We started seeded at 15 and finished in 15th overall and eighth expert. I had said beforehand that I would happily take finishing 15th, looking at the quality of the crews competing.

Some of the lads have scary pace and commitment and it shows in the results. Young 'Duke of Horton-in-Ribblesdale', Seddy Swedgwick is a bit of a beast, isn't he? He was leading at petrol. Phenomenal. It's merely a matter of time now for the Sedgmeister!

As for us two old farts, we were just out to get round, no dramas, have a laugh and that's exactly what we did. We had a slight drama before the start when the potti failed after a wire snapped. Luckily for us, Chris Woodcock had a soldering kit in the back of his car and Simon was able to fix it.

Without the potti I would have been snookered because it was quite an intensive and complex route, with plenty of double codeboard NAMs to keep us on our toes.

I kept Simon honest all night, we never went off-route, we just had a load of fun and savoured the rally for what it is. B-R-I-L-L-I-A-N-T!

Intrepid Clitheronian organisers Paul Buckel and Steve Butler are good personal mates and they really know how to put on a road rally. It isn't a case of blowing smoke up their backsides but I genuinely think the Clitheronian is the slickest, best-run road rally that I have ever done. If every rally ran to this format I would be out most week-ends, wife permitting!

They put on the type of event that they would want to do themselves. They are seasoned competitors, they know what works, they know which roads to use and how to make the rally competitive and fun at the same time. They are well schooled in the art of rally organisation, they genuinely care about the sport. In short they are two of the sport's good guys. No detail is left unchecked. The marshals are also well briefed so that there is no ambiguity, no misinterpretation of control procedures by individual marshals that can upset the apple cart.

It is straight-forward pre-plot, no-nonsense rallying with plenty to keep navigators busy and a demanding enough schedule to have the drivers working up a sweat.

I am sure others will write reports and give details of the route so I will not bore Spotlight readers any longer. Suffice to say it was an excellent night, an excellent event, I was in excellent company and the Sunday night drinking session which then followed was also most excellent, with musical accompaniment from the likes of Sandy Denny, Led Zeppelin, Van Morrison and, dare I admit it, the Bee Gees! I thank you, one and all!

Clitheronian

Road Rally

23rd / 24th September

 **TAYBRIDGE**
CONSTRUCTION LTD.
Civil Engineering & Building Contractors



Photos Courtesy of Jez Turner

Alan Barnes – Preston Motorsport Club

Clitheroe & DMC **CLITHERONIAN**

After our recent introduction to Targa rallying with the Knutsford and the Doonhamer it was time to see what all the fuss was about with this road rallying business, so being members to Clitheroe and DMC the Clitheronian seemed a good idea.

The night arrived and after spending the day doing little bits to the car we set off down to burton services and got signed on. We got on with plotting the quiets and black spots while waiting for our time to get the route instructions plotted down.

So at about 10:45 we got finished plotting the maps and then went off to ready ourselves in the car.

The brief run up to the first section gave me chance to get the maps in order before arriving at the start to be told that there could be a tractor blocking the road about a mile in but it had cleared when we got there. Towards the middle of the section we came across a police traffic van that had nicely lodged itself in one of the area's finest dry stone walls, apparently they were called out to the farm after the farmer had blocked the road. The first section was a very steep learning curve and gave myself and my dad who was driving and chance to see what the night ahead has instore for us.

At some point in the second section we missed a code board on a NAM which gave us our only 5 minute penalty of the night but after this we drove on through the lanes until we had a small battle over another code board in which there was a few scrapes and scratches made to both cars.

Petrol gave us a brief halt to fill the car up and get all the maps back in order for the second leg, which went a lot smoother for us because we now had at least half an idea of what we were doing and after a brilliant route we arrived at the finish of the last section which we were both gutted about due to the night being such a blast but we were definitely in need of the breakfast that was waiting at the finish.

At the finish we waited for the results to come out and it turned out we had finished 3rd in class (novice) and we found out later at the Clitheronian forum that we'd won an award (Best Clitheroe & DMC Crew) which was a big surprise on our first event.

I'd like to take a minute and say what a brilliant nights sport it was and the route was absolutely brilliant couldn't fault the whole night, a big thank you to the organisers, Marshalls and everyone involved.

Chris and Matthew Hewlett

Car 32.

Clitheroe & DMC

Clitheronian

Road Rally

23rd / 24th September

TAYBRIDGE
CONSTRUCTION LTD.
Civil Engineering & Building Contractors



Some Old & Politically Incorrect Adverts (& More on other pages)



Clitheronian

Road Rally

23rd / 24th September

If Carlsberg did Rallies.....

This seemed to be the one we were all waiting for, with the SD34 championship looking tight in both sides of the car so it was a surprise to see the event struggling for entries initially but with the Colman over, an influx of crews appeared on the list with an encouraging number of first timers including some the right side of 25! Thus it was nearly 40 crews that headed up to Burton in Kendal for the start formalities which were basically scrutineering and then plot circa 120 references in the given 100 minutes...a quick route conflag with a fellow nav and off.....and basically don't stop until breakfast !!

Mr Flynn had sorted the once again pristine MGZR1400 after the Colman retirement by replacing the absolutely cream crackered clutch, fixed the blower wiring, changed the rear wheel with the embedded stray MOD howitzer shell in and for good measure performed a full valet on the interior....Steve likes an immaculate car it must be said. Now we had a good steady run with no real dramas to 16th overall and a pot for 2nd semi expert with only CB/NAM overshoots and one minor wrong slot in a neutral to think of although we did meet the CoC here rumbling about the countryside in his lovely MGZT. The only time we stopped (other than GWs obviously.....) was when we appeared round a corner on a very narrow, grass in the middle, type of road, to see in front of us a Police Traffic van fully embedded into a small ditch/wall. It had obviously just happened as the lights were still shining up into the sky and the Officers were just climbing out...we stopped to ascertain if they needed any assistance but they assured us that they were fine and instructed us to carry on....must have been an interesting discussion with their boss on the Monday morning!! Suspect they could be doing football duties at Turf Moor for the remainder of the season which is punishment enough for anyone.....

So why was everyone raving about this event at the excellent finish venue...well my view is the no nonsense navigation, the extremely well placed CBs, a good use of NAMs, some new roads to this event of recent years, the sheer mix of lanes both wide and narrow plus the fear-some fell roads but the overall overriding impression is one of nonstop action on both sides of the car...petrol is just a splash and dash after a very long first half with no let up all night going into the second half.

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Clitheronian

Road Rally

23rd / 24th September

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The only area that could be improved upon was the insertion of a section to alleviate the long transport to Barbondale although I am aware that Steve did indeed have to delete one due to a possible PR issue in the lead up to the event. Nevertheless Barbondale is worth a drive to . . . the all too numerous brows . . . true northern "brow hopper" territory recalling the MN days of the 70/80s. I had forgotten just what a test this section is to be honest so well done for including it chaps. Chris and Steve had a problem initially with the results programme but a quick call to Mathew Atkinson, who worked the problem in real time over the phone, soon had everyone aware of who had done what with The Dukes slipping to 5th after leading at petrol which was an incredible performance . . . Don't know whats in those "Rollies" but it sure works boys! The MG had run faultlessly for us and we both enjoyed it . . . if only we were 40 years younger!! J

Thanks to Steve/Paul/Matt and all who helped put on another corker of an event . . . are there any better events run than The Clitheronian!? SD34 awards night could be interesting in February proving yet again that CDMC is the place to be!

Tony Vart : Clitheroe & DMC

Footballers Quotes

this is what £400,000 plus per week gets you!

"My parents have always been there for me, even since I was about 7" : David Beckham

"I would not be bothered if we lost every game as long as we won the league" : Mark Viduka

"If you don't believe you can win, there is no point in getting out of bed at the end of the day" :

Neville Southall

"I've had 14 bookings this season – 8 of which were my fault but 7 of which were disputable": Paul Gascoigne

"I've never wanted to leave. I'm here for the rest of my life and hopefully after that as well" : Alan Shearer

"I'd like to play for an Italian club, like Barcelona" : Mark Draper

"I'm as happy as can be – but I have been happier" : Ugo Ehiogu

"I can see the carrot at the end of the tunnel" : Stuart Pearce

"I couldn't settle in Italy – it was like living in a foreign country" : Ian Rush

"Germany is a very difficult team to play – they had 11 internationals out there today" : Steve Lomas

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Photo Courtesy of Jez Turner



Photo Courtesy of Jez Turner



23rd / 24th September

Gosh I'm out of touch. Eventually managed to get to do a rally with Jonathan Hoggarth, effectively for the first time this year, as the GP Memorial had lasted all of 3 miles before we had to head for home with the car stuck in 2nd gear, it was not going to get round like that, caution was the better part of valour that night.

Setting off from Burton services, (is the exhaust blowing, Jonathan?.....No, don't think so), we were seeded 21st, I'm never quite sure why people seem to get het up about seeding, yes, if you are way back with good results, you are going to get baulked and that shouldn't happen, but I have a sneaky feeling that ego plays a part in some protestations, and we are out there to have fun and enjoy, is it a first world problem to be too concerned about seeding?

The first competitive section started off on the little yellow heading north from the Crooklands canal bridge, we did a test on the Devils last year up there on the farm on the right. Tight little road, a clever way of ensuring all give ways were observed was to put a code on every junction, hidden behind an arrow, you had to stop, though I did hear tales of code 'spotters' possibly being employed, the way round that was to use an unspecified number of PCs in place of the codes, no one knew where they were to be, so if a code was written in, in place of a signature, it would give the game away that a spotter had been used? Didn't hear of anyone being caught out, but a worthwhile effort to prevent cheating?

I'm needing more seat time in a road rally car, I'm not used to the speeds and found myself cringing quite early on, not a reflection on Jonathan's car control, it's good, excellent even, more a comment on my relative naivety and age, and sense of self preservation. I didn't resort to adding severity to the corners though, to slow things down. I do, however appreciate the skills of a top navigator, having had Martyn read the map to me the previous weekend. Chalk and Cheese is how I would describe our two efforts, I aspire to improve.

Barbondale was fun, north to south, the triangle at the end is difficult to spot from that direction, as the road surface bore testament, we added our four tyre marks as we overshot too. At the triangle NAMs, there were two code boards, ensuring slow progress and pushing the time out for crews. We had not yet got any system in place so found ourselves both reading the codes and me trying to write it down, whilst Jonny, having read it out, moved on whilst I was trying to write the first code, then started reading the second code causing some confusion, self inflicted. Quick chat and we agreed an improved method of working, and it worked much better. The last of the 'bad' NAMs was in front of a spectating Dan Willan, how embarrassing, we took an age!

Out from Wennington, round the back of Bentham, out onto Lythe Fell, one Martyn Taylor and Ian Tullie were manning a give way code, at least I arrived with the window down and board out, light on, almost felt like a navigator. Jings it was fast, more cringing from me, but well driven by Jonny. Through Slaidburn quietly and onto the last section before petrol, no dramas and almost getting back into the swing of it, we were 12th at that point.

Next competitive start, 5,4,3,2,1..... clutch dropped and WAAAAA, remember the blowing exhaust? It broke at the manifold, what a noise, we continued but couldn't hear ourselves think and were going to cause problems for the organisers if we were to continue. Time to retire and head for home, shame, but road rallying is potentially problematic enough without having a REALLY noisy rally car go past at full pelt, on a PR'd route, we crept back to base, parked the car and made our way to the finish to hand in our damage declaration, and have breakfast, which was excellent.

From the bit we did, great route, fantastic marshals and a thoroughly enjoyable nights fun, despite the way it finished for us. I hope to do some more rallies next year with Jonathan, and the 12 cars with Tony Harrison, great fun with both drivers more than competent in the competitive environment. I surely have room to improve.



Photo Courtesy of Jez Turner



Photo Courtesy of Jez Turner

Clitheronian

Road Rally

23rd / 24th September

Go back a few years and the Clitheronian was a Plot & Bash rally. I always enjoyed the route & roads on offer but struggled with even the relatively simple clues that Paul Buckel & Steve Butler came up with. One way or another a simple mistake by me had us well off the pace, we might have been on the pace but if you are on the wrong road being quick matters not a jot. Then they changed to pre-plot and what was a good event became probably the best rally, by far, in the North of England (and that probably includes Wales). I have nothing against Welsh events. They have some amazing roads to use and also get access to some brilliant Whites but every event I have done in Wales seems to be a sprint between Route Checks and you never seem to get the chance to enjoy a good long section without constantly stopping for signatures. Maybe that I have done the wrong events.

After our good run on G&PMCs Memorial Rally with Ayrton Harrison in the bog standard Toyota Celica I was now really looking forward to the Clitheronian. Whilst we had had some very good results in the Micra, the Celica was still not a flying machine but it did have that extra grunt for going uphill that was sadly lacking in the Micra. I rang Ayrton to check that we were going to do this event and he said "Yes. What's the date? I will go and put it in the diary". With the Clitheronian moving its Start and Finish venue from its traditional location at Darwen Services on the M65 further North to Burton Services on the M6 (8miles from my house and not too far from Ayrtons) I thought we could be on for another good result. I turned my attention to where the Clitheronian might go. After studying the maps and looking at available Fuel Halts I became convinced that we would be going up Barbon-dale & down Kingsdale then over Lythe Fell and back up the Trough with a few other bits thrown in around Killington. Brilliant - Ayrton knows most of Killington, Barbon-dale, Kingsdale, Lythe and the Trough - All in his back-yard and his playground, starting to get excited. Cant wait.

The entry went in and with three weeks to go I popped round to Ayrtons to see if the bits and bobs that he had not had time to put into the Celica for the Memorial had been fitted (Flexi & Marshals light and with luck a light to see the code boards with, and removal of the useless Fog lights). Nothing done but he then says "Whats the date again?". So I tell him - 23rd 24th of September. "Oh deary me! (not his real words but you get the drift) I am on Holiday and dont get back until the 25th - I thought it was the following weekend!" A few 'Oh Deary me's' from me now.

There is always someone without a Nav for events these days so I should be able to get another ride. Jem Dale (From G&PMC) has lost his regular Nav (James Chaplin) to Myles Gleave so I sent him an email. Ride Sorted. I was now going to be in a 'Silverish' Alpha Romeo 145. There is little communication between Jem and me until after the seeding has been done but we do arrange to meet up to check that my calls for bends, junctions, code boards, slots and NAMs are what he is used to and also set up my belts. A ten minute run on the Friday night around a few local roads and we are both happy. Jem needs to fix an exhaust that is rattling on the Alpha and all good to go on the Saturday night.



Clitheronian Rally Continued from Page 29

In between all this I see a post from Ayrton on Facebook. Whilst on holiday he proposed to his girlfriend Rachael and she said yes. Congratulations to both of you

Jem picks me up from home at 19:30, a little later than planned, the exhaust took longer to fix than he had thought it would. Through Noise & Scrutineering and I am told by Heidi Woodcock that Terry Martin has gone to help Dave Whittaker who has broken down on the way to the start. Seems that whatever the problem was, it was not a simple fix because they don't start. So no report from Terry (well there was. I got it by email the following day "Got to noise and scrutineering, and Dave didn't!").

We Sign On and get NAMs, Black Spots and quiet. Jem has a lot of alterations to make including Next of Kin which of course was down as Ayrton's Dad. Not a lot to plot. Try to work out the location of the NAMs as I usually do. There seems to be a lot and most of them I don't recognise. I think one of them might be the NAM at the bottom of Barbondale but it's not going the way I had thought and there are a lot of NAMs before this one. Mmmmm might have got my route forecast wrong. Get the Route at our designated time and get down to plotting. 111 references. 20 minutes in to the plotting and Jem says only a few to go now . . . But we haven't got to Petrol yet. He hadn't seen

the other side of the page and we hadn't got off map 97. So about another 20 mins of plotting and we are done. No Queries with plots and I mark up the NAM diagrams with the RC Numbers and we are good to go. My prediction of going up Barbondale and down Kingsdale is wrong, but we are coming down Barbondale and the NAM that I thought was on Barbondale is correct but we are not using Kingsdale at all.

We have time for a re-check of the route and a nip to the loo before making our way to MTC 1 and then it's a short run up the M6 to STC1 at Crooklands. Out of STC 1 and up Black Yeats to the crossroads at Warth and turn right towards Tarnhouse Tarn. I PR'd this section way back in 2007 for the Illuminations but nothing seems familiar, it seems a lot narrower and is three ply with grass growing up the middle of the road. (*Bloody old age and memory failing again!*). From here it's up Kittridding and then down the B6254 and slot left down Aikrigg Green taking in NAM 1 and then past Tosca to STC3. Still clean, but so is everyone else. Back up the B6254 to Old Town and the start of Killington. Lots of NAMs and tricky junctions that had me swearing at Clerk of Course Paul Buckel but we were 6th quickest so relatively pleased.

A long transport section to Sedbergh and then along Helmside to the start of Barbondale. I guess that the original route used the road on the other side of the River Dee past Dillicar but had had to be cut. Out of TTC 8 and up Barbondale going well, got the two CBs in the NAM and then down to Barbon and slot left towards Howergill. I had warned Jem about the slot at Low Bank House prior to the event when I was convinced about the route going up Barbondale but didn't think it would be a problem coming down. Wrong. I slitted him left up a dead end and we dropped about 2 minutes backing out and getting back on route (silly mistake). Then three sets NAMs on the run down the Roman Road to the end of this section before the A65, the handbrake on the Alpha is not brilliant and there is some shuffling about to get round the tight grass triangles.

A gentle run down the A683 and then turn left at Melling towards Wennington and the start of the next section. The brake warning light comes on and we decide that it might be prudent to take things a little more steady and investigate the problem at Petrol. Out of TTC 11 to staggered crossroads at Oxenforth Green and turn right then left at next slot, right at Thimble Hall and right at the easy to miss slot right between farm buildings at Park House. Whit Mossd, Ivah and Ringstones follow before we turn right at Fourstones and onto Lythe. Stupid old me had tossed map 98 into the back of the car when we came off Barbondale and I couldn't find it so I was calling the NAMS & CBs from memory (*Don't think Jem noticed*) We dropped 4:58, Tony Harrison dropped 0:35 (*fastest by a minute on his local road*). Our time could have been due to the backing off because of the braking issue or my not having the map or a combination of them both. Just one more section and I can have a rest at the Fuel halt in Clitheroe whilst Jem checks the brakes (thanks : I need the rest. It has been full on up to now)



Continued on Page 31

Clitheronian Rally **Continued from Page 30**

The last section before the Fuel halt takes us down Fowlers Laithe to the staggered crossroads at Chapel Croft then over Marl Hill to Cow Ark. and then up Rabbit Lane to finish just before the Waddington. . Cracking first half

At the Fuel halt Jem fills the Alpha up with Petrol. Whilst he is doing that Car 16 arrives (Pete Jagger in the bright yellow Peugeot.) When Pete goes to pay for the fuel the cashier says "18 litres of Diesel sir". Pete has filled his car up with Derv, Rally over. Jem checks the Brakes and fluid levels and can find no faults but the Brake light remains on. Is it a glitch or have we got a problem? Whatever the problem it is nothing compared to that of Pete Jagger!

Out of Petrol and make our way to the start of the second half. Away from MTC 17, miss first on right and 300 turn right and NAM 12 on left. Towards Bashall Eaves and Hairpin Left down to Crossroads (Control) turn right at Crossroads and down to the Hodder Bridge. Turn right up Kemple End, round the hairpin and NAM on the right, except I think I know where this is and ignore the skid marks and tell Jem to keep going. I am wrong its where the skid marks were and we go back to collect the Code Board. We drop an unnecessary minute because of this at the next control. Turn right at the Crossroads and up Jeffery Hill. Just about manage to get round the NAM in one. Down the other side of Jeffery Hill and then a couple of SGW Code Boards and we are onto the Little Trough. Just one NAM with two Boards to get at the end of the Little Trough and its then Neutral to the next Competitive over the Trough.

I now dont need map 103 and as I discard it into the back of the car I notice it is falling in bits. I have folded it so many times that is now tearing apart at the folds. Dont think it could have taken much more before it fell into 6 or 8 pieces. Over the Trough, just the one Nam and one Code Board to get. Dan Sedgwick and Sam Ambler are the only crew to clean it. Neutral through Abbeystead and start the next competitive section just through the gate. Up to the T and collect the Code Board at the Junction. Cant see the code Board. Back up and its there but the CB sign in front of it has dropped off. Up Wagon Lane, around the grass triangle NAM at the Junction, down to the not as map crossroads and turn right up the long straight leading to Five Lane Ends. Neutral to the next section starting near to Ellel Quarry

Out of Control, up to first slot on the left and head towards Kitt Brow. Miss the slot into Kit Brow and Straight on. Turn left at crossroads and right at next crossroads and up the long straight to the next crossroads where we catch a member of the public sauntering along. He turns left towards Lancaster and we follow. However, we should have gone straight on. Turn round and back onto route, turn right down Stock a' Bank and over Littledale to Brookhouse.

Neutral through Brookhouse and then its just the last section to go and Breakfast.. The Brake Fault light has now gone out! Out of control and up Halton Park. Slot right at T Junction and left at next Junction. Down past the NAM (not used) at the Gas Works and right past Dunald Mill Quarry. Right at T and miss first on right, Take the second slot. Left at the next slot and left at the T junction and into the last control. Gentle run up the A6 to Kings Arms at Hale for a welcome breakfast.

Great route. Timing spot on. Terrific mix of slotty technical stuff. Cunning use of NAMs and SGW CBs to keep you very busy whilst keeping your driver on the right road whilst (too many Whilsts) the Nav was still writing down the Code Boards (very easy to slip up and go the wrong way). Plenty of impossible to read moorland roads. Lots of Friendly Marshals along the way. To those marshals who I didn't say thankyou to and to those that I did . . . Another thankyou, I had a whale of a time. Hope you enjoyed it much as me (although as I said before I was cursing Paul Buckel at times)

Another thanks to Jem for putting up with me. The Alpha is not a bad little car even with that door bar that this old git had trouble getting out of at the end. James Chaplin (Jems previous Nav) must have very short legs (going to call James 'The Hobbit' from now on) because when I did use the Nav Foot Rest my knees were up under my chin!

Congratulations To Myles and James on the win and commiserations to Tony Harrison on 2nd place by only 2 seconds (one second closer than me & Ayrton on the Memorial)



Ilkley & DMC
Colman Tyres Rally
9/10th September

Danger !!!

Unexploded Bullets!

It was a slightly hesitant Varty that decided to accept Steve Flynn's invitation to sit in his immaculate MGZR1400 with him for the Colman Tyres.

It wasn't Steve's driving i hasten to add that was my concern but the dreaded Plot n'Bash ...having only done a couple of these previously with decided-ly mixed outcomes but i worked on the premise of the more you do the better one should get at them...in theory! Thus i found myself with Steve warmly ensconced in his luxury tow car pulling along a trailer loaded withMatt Flynn's immaculate Proton! Now Matt followed along driving Steve's car...stange but true but all in order to save poor Matt's ears from the Protons gearbox noise on the road...delicate flowers these young Dingles!

A great start and finish venue I thought with the staff actually seeming to want us there . . . the food was excellent both before and post our (short..) event so well done to Ilkley MC.

Scrutineering passed quickly and without incident and allowed all to drool over the beautiful Clan Crusader that was entered . . . the young'uns like The Dukes didn't even know what it was, never mind remembered the likes of Alan Conley winning MN level events in the CCC (a much missed magazine by us Old Gits) backed version.

After what seemed a lifetime we were off but we did well to find the car park entrance as the blower wiring had an issue and hence we couldn't see a blooming thing and it was only when we had luckily got the correct main road down to the first section that clear vision was restored.

Now the navigation format i thought was actually very clear and well thought through...and wasn't too difficult on the move which was my overriding concern.

The very first few hundred yards caused some consternation as we approached a wide LH corner only to see what looked like bits of 4x4 timber laid out forcing cars to go wide...through a lot of tipped root vegetables!! There were a couple of lads on the roadside waving us on . . . I suspect they had been on the strong stuff for at least a few hours! On this first section it turns out I had missed a GW and we had been observed . . . not that it mattered in the end. Looking back on this the following day I realised i had been so happy to get the route plotted up to and including Catterick that I had missed the instruction detail . . . lesson learnt hopefully.

Continued on Page 33



Photos Courtesy of Chris Ellison



Ilkley & DMC Colman Tyres Rally

9/10th September

Continued from Page 32

The first two sections in the Catterick complex i thought were brilliant even though we had a couple of overshoots finding the boardswell arrowed and thought out and a real coup for Ilkley...fantastic !! The clutch however decided that it didn't like all the abuse at this point and a very disappointed crew decided to retire on the uphill start of the third section...clutch judgering and massive slipping when mobile meant very slow motion back to petrol and ultimately Thirsk Auction Mart.

Also present at petrol was a non paying guest . . . embedded in the offside rear tyre was a bullet casing which we decided to leave well alone . . . well you cant say we hadn't been warned as Ilkley had mentioned this possibility in the regs!

A superb breakfast and prompt results ensured a lot of happy crews...a very good event indeed i thought and it was only a shame we hadn't done more of it.

That man Sambo Collis had triumphed again, guiding Richard Hemingway to yet another win...what was refreshing for numpties like me was that in his award acceptance speech Sambo owned up to having to wait for Gary Evans, his minute man to come along, as he didn't have the new A1 on his old map...even the best sometimes don't get everything right!

Now if only we hadn't let Matt thrash the MG along the A59 over to the start young hoonigan!

Tony Vart : Clitheroe & District MC



Just for Fun (and to test the grey matter!)

A nuther quiz bits of all sorts

Answers next month

1. What is the longest month of the year
2. What can you buy which will cost you £1 for 1, £2 for 50, £3 for 250 and £4 for 3000
3. What is the only time in the UK when you can drive a modern car on a public highway without wearing your seat belt
4. Who was the first wife of Henry VIII
5. Arteries are connected to veins by what small vessels
6. Sooty originally came from which seaside town
7. Baklava is a type of what
8. How many old pennies in an old florin
9. What links swan, camel and wolf, although there is a missing character. (Clue – I do like to be beside the sea-side)
10. What is the lowest denomination banknote currently used as legal tender in the UK?

***Last Months Quiz Answers
are on Page 40***

Interclub Quiz

By Bolton-le-Moors Car Club



**Horwich RMI
Ramsbottom Road
Horwich
BL65NH**

**Thursday 12th October
8pm**

Up to four in a team

**Music, picture, video and regular questions
Pasties and prizes**

**Contact Jack Mather
jack.mather95@hotmail.co.uk**

An organisers view

Ilkley & DMC Colman Tyres Rally 9/10th September

After organising two 12 car events in the past few years and competing regularly for 3 years on night rallies this was my first delve into assisting in the organisation of a rally. Assistant Clerk of the course sounds pretty grand, but really my role was to assist Ian Mitchell, Clerk of the Course and Andy Pullan, "Catterick Maestro". Two very capable people who had done this before. I thought I would write a little down about organisation as something different from competitor's views in Spotlight.

I was a little nervous about taking on such a role, primarily because of the pressure about getting something wrong with a field of up to 40! Ian and Andy have been here before and I benefited from their approach to the event and knowing what is required to get it moving from the ground up. Having people who have "been there and done it" makes a big difference.

Among some of the main things to consider is the amount of PR work that goes on, identification of good control locations – 2miles apart and getting the timecard completely correct with all PC's and NAMs.

Firstly Ian broke the PR into sections and we'll be forever thankful for the club for assisting in going round the route and hand delivering letters to residents. If you can, help your local club with this task, you'd be surprised how many people enjoy getting the letters and are excited by the rally route plus you get to see some amazing roads in day-light!

On controls, we used Quo to measure the sections rather than using driving distances, which saved a lot of petrol and meant you could move things at a moments notice without needing to re-measure. This also made the delivery of the route to the RLO and MSA much easier.

Finally on the timecard it is a case of check, check and check again. I made a mistake here on the Colman with an additional route check. So this can be a good one to get help from a friend (not doing the rally!).

The afternoon of the event we spent getting Catterick ready, myself Andy, Nick Pullan and Ian. This was an opportunity to take into account the feedback from the previous year and a few more arrows and warnings went in. On the night it was very much a case of waiting, sorting out any issues that arose (lights in the scrutineering bay!) and making sure we had enough marshals. Although Joe and Francesca had many more than they needed and we received many thank you's on the night from stage regulars to complete novices. We were short on pre-registered but they all appeared last minute and all did a great job.

Then final job was navigating round in the course car, making sure the marshals were in good spirits, handing out haribo to them all as a little present and checking that the route was clear. Of course we also managed two runs through Catterick..... we got to have some fun too!

The best bit was hearing stories of the night and event and what everyone got up to. It seemed like everyone enjoyed the rally and particularly 30miles of gravel roads and novices managed the plotting as well as being enjoyable for the front runners.

In summary, if you get the chance, volunteer and help at your club's big events, you'll learn lots about road rallies and have a new found respect for any future events you attend. Recommended for anyone.

Niall Frost - Asst COC – Colman Tyres – Ilkley DMC

Ilkley & DMC Colman Tyres Rally 9/10th September

It all started at Thirsk Auction Mart. Noise and scrutineering done pretty quick then hanging around for 4 hours as it was plot and bash,

We seemed to be doing ok on the first few sections then it got quite interesting on Catterick. Very slippery through the woods and the gravel tracks were fun which brings me onto the 3rd section where we had an off on a long sweeping right hander,

Thanks to the recovery team for pulling the car out!! No damage but had to scrub the next section and cut to petrol. So back to Catterick for the second run, found it a bit easier but got stuck on a steep muddy track, thanks to Adam Roper for giving us a push. Then that sweeping right hander again, ended up sideways but kept it out of the ditch just!!!

Lost a bit of time on the next few sections then did a white that should have been left to Landrovers. Got a puncture and a bent wheel!! Changed the wheel and onto the last road section.

So started 26th out of 30 finished 18th out of 19 finishers so not to bad for a bog standard Metro 6R1.1!!!

Thanks to Dan for getting us round.

Thanks to all involved for a fun but challenging rally.

Photo Courtesy of Jez Turner



Gareth Shepherd/Dan Fox : Car 26 : CDMC

Ilkley & DMC Colman Tyres Rally 9/10th September

Clan on the Coleman Tyres

With all the energy and time spent by Mark Gilmour and Mike Dent at Century Autosport in preparing the Clan for historic road rallying, it was time to put all their recent work to test. The only part of the car that had not been 'restored' or modified, the gearbox, had caused problems for noted road rally ace Dan Willan on the Bluestreak Targa rally recently. He was being navigated by his son Jack, but unfortunately had to retire at lunch with increasing difficulty changing gear, eventually ending up with a boxful of neutrals! Luckily I managed to acquire the perfect replacement box, at short notice, effectively a rally box with a longer first, standard second, and shorter third and fourth, both straight cut. Time to try it out.



What better introduction to driving a road rally than to be navigated by Martyn Taylor, I considered myself very lucky to have him offer to sit alongside, someone who has a real pedigree in rallying of all disciplines. We both set out with the intention of having a steady evening and re-acquainting ourselves with Catterick prior to the Rally of the Tests later in the year, especially in the dark, a tangle of tank trails, little laybys and tortuous link roads sufficient to test anyone in a rally car on a mission. The organisers had lots of arrows out on the ranges, making the sections more easily navigated than they will be on the 'Tests' I suspect.

Scrutineered without problem at Thirsk Auction Mart, then the nervous waiting for the off, looking round the car park it was easy to lose the Clan, lower roofline, and closer to the ground than the normal road rally cars, but often located by the number of inquisitive onlookers coming over to have a look. It looked incongruous with its large spotlights, I reminded most people that putting them on significantly robs the engine of some of its meagre power from alternator drag alone!

A couple of short competitive sections, both cleaned, before entering Catterick ranges, great fun. I'm a novice at driving on road rallies, the last time I drove on an event like this was the Clitheronian almost 4 years ago, and that was in an S1 Elise.....without spotlights! We finished then, but the Trough at night with no local knowledge was a bit of an eye opener, to say the least.

Into the ranges, determined to take it easily and find the right route, I drove too gently really, but uncertain of the car's handling on the loose, and getting used to the 'power' delivery (not a lot under 3000) meant that sometimes we chugged along whilst I worked out how to speed up. I don't think the car or driver will go down in history as one of the quickest rides that Martyn has had! Just as we came out of the ranges the bugbear of previous rally efforts raised its head, the rear brakes were stuck on! Arghhh. Into the mud, released some fluid from the bleed nipple, and the car started rolling back onto me, I'd parked on a slope, doh. Still, it's not a heavy car and whilst I held it with one hand I was able to roll out of the way and ask Martyn to put the handbrake on.

Shortly after this, having successfully navigated the next few competitive sections, including a long, very rubbly white near Grinton Moor, we set off into the last white before petrol. I was becoming more anxious about all the clattering on the whites, and this section had a warning about potholes, so I resorted to driving round or straddling them, as a survival technique, not being used to the road rally technique of blatting straight through, basically I'm a bit soft? Remember that my background over years is speed hillclimbing, and earlier circuit racing, so the nearest I had got to was a muddy grass paddock at Barbon, at 5mph until onto the safety of tarmac. Not really any relation to a roughish white, in the night, in a rally car. Anyway, one large pothole appeared, I straddled it rather than go straight through, and the grass verge offered an immediate 2 foot drop into long grass, oops. We slithered forward at a 45 degree angle, off the road, to the point of no return without a tow or lift! Bugger, in fact, double bugger, and then some. I'd let down Martyn with a simple driving error, and we were as far from Thirsk as we were going to get.

Thankfully the organisers had a roaming rescue for Catterick, and they agreed, on a call from Martyn, to come and help us recover. Stephen Preston turned up in his Discovery, with his mate, and the full extent of the task became evident. The roof of the car was in line with the road surface, we were that far down, but had to be towed back some 25 yds plus to a place where there was only a 1 ft drop off the road, and then up and over the ledge onto the road. Absolutely no damage to the car, thankfully, we drove back to Thirsk, loaded up made our way back to the Lakes for the euphemistic 'early bath'

The car behaved well, apart from the brief hiccup with the brakes, and is testament to the attention to detail and preparation of Century Autosport, I just need some seat time and a chance to get to know the car and what it requires to unlock what all agree is it's great potential.

I owe massive thanks to Martyn for braving the night, and for letting me experience what it's like to sit next to one of the best, an eye opening experience, and one I thoroughly enjoyed, sadly for not long enough, but that was down to me.

Next event is the Devils Own, the last event in the HRCR road rally championship, and one with a twist. Last year Niall and I came 8th in the Volvo PV, this year, who knows? Really looking forward to it, really really looking forward to it!

Simon Frost : Clitheroe & DMC & KLMC

Ilkley & DMC Colman Tyres Rally 9/10th September

After sitting and contemplating outcomes for the end of the season, we (myself and Young Snr) decided to focus our efforts on the SD34 and ANCC points left to play for.

Arriving at the spacious start venue of Thirsk Farmers Auction Mart, scrutineering and doing minimal pre plot there was plenty of time to chill out, eat and catch up with some faces we haven't seen for a long while. As the start time loomed the temperature dropped and a slight fog began to form.

With the first handout coming through the window at MTC1, this took the crews up to three standard sections before all the fun of Catterick began. We started ok and we started to pick up the pace but then missed a deceptive right slot before the entrance to a country park (country park track was mega though), but after a short detour we were back on route and big Al was trying his hardest to claw back lost time.

After the warm up it was a run up to Catterick to complete the first loop of 3 map diagrams. Half way through the first section the words "This is mint on here!" were shouted across from the driver's side of the car and to be honest I couldn't have agreed more, the surface was slippery but really good sport (later followed the conversation that we should come back and do the Stocktonian Targa in Feb 2018). Being second Semi-Expert on the road we knew the crew in front Jonathan Hoggarth / Nick Townley in the Astra had plenty of speed but after they took a wrong slot in Catterick this gave us a little more confidence in what we were trying to achieve.

In the following competitive sections after the catterick fun I struggled with some of plotting on one of the sections before petrol resulting in missing two route checks but the card turned out not to have enough boxes to record all route checks. Majority of other crews picked up the illusive route checks so in the words of Beautiful south we "carried on regardless".

After fuel it was a run back to Catterick to complete the second loop of tests. Hats off to Ilkley motor club for arranging the use of these sections as again they were mega fun with everything as per the map. After completing the second loop it was time for some plot n bash to take crews back to the finish. In one of the sections we met Danny Cowell coming in the opposite direction which made me doubt my plotting and made the wrong decision to turn back, which lost us a lot of time doing 3 point turns all over the place.

In all though we really enjoyed the event and some consistency is starting to form in the reduced number of wrong slots and number of boards being missed which is all positive as we have only been involved in the sport 3 years to the Date of Matlocks first 12 car.

To walk away with 12th O/A and 1st Semi-expert was a result we didn't expect at all, so was really well worth the trip up. Top Result for Rich & Sambo with the win. Onwards to the Clitheronian (and at time of typing a possible Dansport outing : Young Junior)



Photo Courtesy of Jez Turner



*Richard Hunter / Gary Evans
Photo Courtesy of Chris Ellison*

Ash Young with Snr driving : Matlock MC

Things that go through your mind when you can't sleep (part 1)

- If you attempt to rob a bank you won't have any trouble with rent/food bills for the next 10 years, whether or not you are successful
- Do twins ever realize that one of them is unplanned?
- What if my dog only brings back my ball because he thinks I like throwing it?
- If poison expires, is it more poisonous or is it no longer poisonous?
- Which letter is silent in the word "Scent," the S or the C?
- Why is the letter W, in English, called double U? Shouldn't it be called double V?
- Maybe oxygen is slowly killing you and it just takes 75-100 years to fully work.

Three Rallies on the Bounce

First : The Colman Tyres

Ilkley & DMC
Colman Tyres Rally
9/10th September

First up was the **Colman Tyres** which started at Thirsk Auction Mart. With the car loaded up on the trailer we headed off up to Thirsk. All was going fine until we approached Ripon and the trailer lights decided enough was enough and packed in. We pushed on to the start venue and into scrutineering. With a lot of help from Chris Woodcock we eventually got through and all was good.

Jonathon Webb was the man in the Silly Seat. I must say that Jonathon is a fantastic Nav - Witty, Funny and so laid back that he is horizontal.

Out of the start venue and a run to Catterick 1. Got through this with no mishaps and got all the Code Boards and headed to Petrol

Back to Catterick for Catterick 2. This time it all went pear shaped. Slight downhill into 90R was Jonathans call. What happened was a little different - Straight on and into ditch! Game over! No major damage, a couple of broken spotlights and a punctured radiator.

The 30 mile return to Thirsk on a tow was something that we don't want to repeat again. Jonathon was more awake on this than he had been all night!

Second : The Rali Mon

Why **Rali Mon** you may ask. Well Anglesey will always have a special place in my heart. I spent 3 years growing up at a boarding school called Indefatigable situated on the Menai Straights in Llanfairpwll. (the place with the longest name train station) After leaving 'Inde' in 1990 I vowed to return one day and do the Rali Mon. Fast forward 27 years and there I was

Steve Frost was in the Silly Seat. It really is a different world in Wales, Escort Heaven! When you see TV crews interviewing the top 10 you realise the popularity of rallying in Wales. We get our route instructions. 4 A4 sides of references. 90 Controls on 104 miles of route. Took all of 105 minutes to plot. Then the roads - Miles of them that are nothing like the map shows. The yellows are all tight and twisty and then we are into the first white. Right 'through a hole in the hedge'. Downhill and very slippery on Road Tyres. We came into Don Kings control (Don & Steve were a fair pairing back in the day) and a lot of banter between the two of them and we are off . . . Down hill, Caution Crest . . 90 Left and then Steve says 'Pull Over'. 'Why' I ask but when I look at him it becomes obvious. He is rather hot and sweating and starting to turn green. As soon as we come to a halt, Steve is out of his belts and the car and throwing a 'Hughie'

So that was that. Game over. Steve was really very ill and I couldn't put him through any more misery. We cut to Petrol handed in our time card and Damage Dec and headed home

Third : The Clitheronian

Great run on the **Clitheronian Rally** and at last we managed a finish and top 10 at that. Having fun all the way.

Hughie Frost managed to keep his dinner down this time and I avoided the ditches. Flat out all night once again.

Jordan McTear and Kaemen Walsh were out marshalling making sure I got round ok (daughter and fella)

No real dramas on the night. I just remember Frostie screaming it's 300 flat : that was Lythe

So 9th o/a will do to round off my 3 on the bounce

Dominic McTear : Clitheroe & DMC



CAERARVON & ANGLESEY MOTOR CLUB
BARNES AUTO ENGINEERING

RALI MÔN

16/17 SEPTEMBER



TAYBRIDGE
CONSTRUCTION LTD.

Civil Engineering & Building Contractors

Clitheronian

Road Rally

23rd / 24th September

Another Anglesey Adventure

After an enjoyable Rali Mon last year I had planned on making another trip to Anglesey and persuaded Bevan Blacker it was worth getting some E marked so we could enter together. With a couple of weeks to go a spanner was thrown in the works as he was unable to find anyone

to tow the car to the event and with a rather short geared and incredibly loud Dog Box driving it on the three hour journey to the start wasn't really an option. He tried in vain to find a suitable solution but when the Colman tyres saw him damage his front suspension, not to mention me losing my voice almost completely, we decided to pull the entry. Then in a twist of fate Mark Standen messaged me a few days before the event to say his navigator was unable to make it and would I step in, as I had a free weekend and the map ready I said why not.

As a Welsh Championship event a strong 67 car field assembled at the Anglesey Show Ground on a dry evening with us seeded at unlucky 13. I met Mark at the start and with scrutineering passed (I still don't know how he gets away with his handbrake arrangement) he informed me there was one slight issue, the starter motor had packed up, it would be jump starts all night. A small amount of pre plot done we wasted a couple of hours admiring the variety of cars including 15 Escorts and a particularly smart Sunbeam, with Mark's just one of three Proton's, stark contrast to an English event. We received the full route in grid reference form just under two hours before our start time and bored ourselves to death plotting it. There didn't seem to be any tricks, just the usual stop start route with PC's as often as they could fit them in and 15 NAM's to drive round for no reason (they very rarely put codeboards on them in Wales). Route checked with Rob Bryn Jones we headed out to the first Selective. I have no idea why Welsh events use the terminology they do (or how the MSA let them) but the event is broken up into neutral sections and selectives, with selectives having multiple controls, all competitive in nature. An example might be MTC1, NTC2, SS1 (Selective start 1), TC1a, TC1b, SF1 (Selective finish 1). The problem is if for example if car 12 dropped 1 minute at TC1a, and we as car 13 remain clean, we then have to follow car 12 until SF1 as we cannot drop a minute without incurring a penalty. This causes particular hindrance when you are required to stop for signatures every mile or so. As a result at the drivers briefing I asked if two cars want the same minute at a control will both timecards be filled in at the same time, assuming there are two marshals? The answer was yes. The reason I asked this question is when running as car 34 on the Eagle we spent the night catching slower cars only to lose time at nearly every control as the marshals refused to process more than one car at time. This issue is compounded further when the rule is the marshal doesn't write on your timecard until the minute you want has started. Hopefully though this wouldn't be a problem, we would see.

The opening selective started well as we both got used to each other and I got used to juggling three clipboards, the electric window and marshals light. Sitting in an unfamiliar car certainly slows your control procedure until you get used to it. Towards TC1b we took in a reasonably long white that was almost entirely mud and grass and with tarmac tyres on the car Mark didn't want to take any risks. We were a few seconds down at the control but as it was timed to the minute we got away with it and the section after was easily cleaned. Up to SF3 we dropped 28s as I struggled to call any of the road as it was seriously not as map. A short neutral took us to selective two which started badly as I told Mark not to push too hard as we would clean it, we dropped 44s (lesson learnt, keep it pinned until you see the control). We cleaned a slack section to TC2b but with just 4 minutes to SF2 I knew it would be a dropper. At NAM5 we had to go round a cone in a layby on the right, SGW, cross the road, round a cone in a layby on the other side of the road, SGW, then pull up to a PC at the SGW with a main road. Mark struggled round the stupidly tight cones and when I presented my timecard we were told we hadn't stopped (we had) and would we like to do it again. We therefore backed up, did it all again and re-presented the time card to the very surly marshal. This extra manoeuvring meant we dropped 1:31 and the next control, well off the pace.

We arrived at Petrol and elected to swap the Michelins on the front of the car for a pair of Hankooks that were in the boot in the hope of gaining some extra grip, the only problem was Mark's nut gun, which is required to lift the jack, was flat. Luckily Dominic McTear was on hand to lend us his. Tyres swapped and car bump started I prepared to leave but several crews seeded ahead of us hadn't gone. I checked with Peredur Davies if he was making up his lateness and he said no, with a target time of 30 minutes on the timecard and no mention of time recovery we played it safe and didn't make up any time (clearly they've never heard of the $\frac{3}{4}$ rule). I do feel sorry for the novices, many of whom must have been close to OTL by petrol, let alone at the finish.



CAERARVON & ANGLESEY MOTOR CLUB
BARNES AUTO ENGINEERING

RALI MÔN

16/17 SEPTEMBER

Continued on Page 39

The second half restarted with Selective 6 which other than a heart stopping moment when the car stalled as we slid passed a codeboard (lucky Mark managed to get it started whilst still rolling) was relatively uneventful. Then at SF6 Mark stalled moving away from the control.

Luckily it was neutral from here and we asked the marshals for a push but the car refused to start. Mark and I both pushed it, we both tried starting it, a passing marshal helped push and we even found a hill to push it down but it simply would not start. At a T junction back on the flat I asked several crews if they could tow us and after several no's the crew of car 16 agreed to help and even leant us their rope, only for it to snap as they moved off. They apologised but said they had to go. I tied the rope back together and convinced car 21 to tow us, this time it bumped off with ease. I unhooked the rope, jumped in and told Mark to follow car 21 to the control as fast as possible. Now less than ten minutes from OTL I took the decision to take the same minute as another car, in hindsight a poor decision, but as we stood the risk of having exactly the same problem again should we stall I wanted to keep a contingency in hand. Thankfully the marshal at the start of the section had some common sense and allowed both cars to go at exactly the same time, the only issue was we were clearly quicker than the Rover ahead but he wasn't for moving, and at the first PC we lost time behind him only to catch him up again, right before the next PC. At TC8a we dropped 7s as we pulled into the control on his back bumper. Up to TC8b we were easily clean and then encountered exactly the problem I had asked about in the briefing. The two marshals knew full well we wanted the same time as the car ahead but waited until he had left before strolling over to do our timecard. By the end of the section we caught the car ahead and dropped 25s, we should easily have cleaned it.

Into selective 9 we again set off on the same time as another crew, car 21, but as they had been good enough to tow us we let them go ahead. After less than half a mile we collected a codeboard and slotted left as car 21 stopped to either let us past or go back for the board, either way we had a clear run and dropped 10s at TC9a before cleaning the rest of the selective. On the final selective we dropped 55s at TC10a, cleaned TC10b where we were told "go very quietly and slowly through the next village, don't worry it's not a dropper". We duly obliged and proceeded quietly when we saw the Q board. We then missed the deceptive slot left by a couple of car lengths, backed up slowly and quietly and preceded on our way. With the quiet not included in the plotting we kept going slowly until we saw a Q end board, but one didn't appear. We entered a DSO control and asked if it was the end of the quiet but got no response. Not wanting to fall foul of anyone we continued slowly until I said to Mark sod it, get your foot down or we'll drop time, and we did, 2 minutes. I was fuming. How can you have an extreme quiet in a competitive section with no quiet end and a belligerent DSO? I queried this at the finish and received the response of "Competitors are responsible for their own timing". When I went to discuss this further I was met with a frankly rude reception. I said if we had gone flat out through the quiet to avoid dropping time then what would have happened? This along with the appalling attitude of a select few marshals on the event left a rather sour taste. Perhaps it's because we didn't speak Welsh to the marshals or maybe they just don't like yellow cars, but it is very disheartening to receive such a negative reception at controls, not to mention costing us time unnecessarily, when I have been polite at every control and thanked each marshal for coming out.

The final result was 20th overall and 8th Experts, not where we had hoped to be and I apologised to Mark for not being on top form. Whether I contest another event organised by C&A Motor Club remains to be seen. My thanks do go to Mark for an enjoyable night in what is a very impressive car. Due to other commitments this is my last road rally of the year so it's time to make plans for 2018.

Sam Spencer : Clitheroe & DMC & Malton MC

Things that go through your mind when you can't sleep (part 2)

- Every time you clean something, you just make something else dirty
- The word "swims" upside-down is still "swims".
- Intentionally losing a game of rock, paper, scissors is just as hard as trying to win.
- 100 years ago everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.
- Your future self is watching you right now through memories.
- The doctors that told Stephen Hawking he had two years to live in 1953 are probably dead.
- If you replace "W" with "T" in "What, Where and When", you get the answer to each of them.
- Many animals probably need glasses, but nobody knows it.
- If you rip a hole in a net, there are actually fewer holes in it than there were before.
- If 2/2/22 falls on a Tuesday, we'll just call it "2's Day". *(It does fall on a Tuesday by the way)*

Eventsigns Woodpecker Stages Rally 2nd September

Mechanical woes cause DNF for Tommi Meadows

Tommi Meadows had a disappointing end to his event on the Eventsigns Woodpecker Stages Rally (2nd September).

The 17 year-old MSA Academy student got off to a rocky start in the first loop of stages in the very fast Radnor Forest complex, leaving him and co-driver Ian Oakey with some catching up to do throughout the day.

'The first two stages were difficult ones for me,' said Meadows. 'I struggled with confidence on the real high-speed sections. Unfortunately it's not financially possible for us to go testing between the events, so every corner is an experiment for me and the car'.

After a quick check-over in service at Ludlow Race Course, the Hippo Motor Group backed Ford KA headed out to the forests of Wigmore and Haye Park for stages 4 & 5. The twistier nature of these tests worked in Meadows' favour, with a step up in pace from the morning loop it was clear to see that confidence inside the car was increasing.

The final stage of the day was a long 13.5 mile blast through Radnor Forest, which proved to be a battle of attrition. Around 3 miles into the stage, a rock found its way between the gear selector and caused it to snap under load. This left Tommi unable to engage any gears to limp out of the stage, and forced the crew out of the rally.

'It's definitely a hard one to take. I know the areas that I need to improve on - I tend to drop too much time early on in the day which leaves me playing catch-up,' explained Meadows. 'The last stage caused trouble for a lot of people and I think if we had a trouble-free run then we might not have been far off a podium. I think sometimes it's easy to be way too hard on yourself, but I'm already focusing on improving once more on Rally Yorkshire later this month'.



September QUIZ

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

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

Answers

How many did you get? I got 9 of them

- | | | | |
|--------------|------------------------------------|----------------|--|
| 1) KAR 120 C | The Prisoner (Lotus 7) | 8) a LGW 809 G | } The 3 Minis from The Italian Job |
| 2) ST 1 | The Saint (Volvo P1800) | b GPF 146 G | |
| 3) FAB 1 | Lady Penelope (Rolls Royce) | c HMP 729 G | |
| 4) GEN 22 | Chitty Chitty Bang Bang | 9) 248 RPA | Inspector Morse's Jag |
| 5) BUC 852 | Jones Butchers (Dads Army) | 10) SLE 71 R | Terry McCanns Capri (Minder) |
| 6) HXR 322 | Genevieve | 11) CNH 320 | General Lee (Dodge Charger) |
| 7) DHV 938 D | Trotters Reliant Regal | 12) WLG 142 E | Basil Fawlty's Austin 1100 Estate |
| | | 13) JJZ 109 | Steve McQueens Mustang in the Film Bullet |

Lynch battles Welsh weather for double podium

Wigan racer Tony Lynch fought hard in challenging conditions to secure a double podium finish from the latest rounds of the Toyo Tires MSA British Rallycross Championship at Pembrey.

Tony headed for South Wales looking to maintain his recent good form at the wheel of his Lucas Oil Team Geriatric Ford KA; which had allowed him to fight back from early season mechanical issues to challenge for the top three in the Supernational Class standings.

With Pembrey hosting two rounds of the campaign as a double-header, Tony was aware that a strong points haul would be vital for his championship hopes and he was on the pace from the outset in Saturday's seventh round. A solid performance in the three heats saw him take a win and two second places to earn second on the grid for the final, with conditions on track improving over the course of the day.

A battling performance in the final saw him take the fight to the quicker Renault Clio of points leader Tristan Ovenden before taking the chequered flag in second place. Sunday would through up an additional challenge with the arrival of rain, but Tony again put up a strong fight in his heats to qualify on pole for his semi-final; which he duly won to earn second on the grid for the final.

As Ovenden romped away to victory, Tony would become embroiled in a heated battle with the Vauxhall Corsa of Allan Tapscott before eventually wrapped up second place to match his result from round seven.

It means that with only the season finale at Croft now left to run, Tony has strengthened his top three championship position and heads into the final round just nine points behind second placed Paige Bellerby.

"I think we can happy with the way the weekend panned out and we've picked up two solid results in difficult conditions," he said. "On Saturday, I think we did well to keep pace with the Renault and to finish as close to him as we did considering his power advantage was good, but Sunday would be more challenging with the worsening weather.

"The heats went okay but I didn't get the best start and lost a place when the lights went out in the final. Paige then had a spin and I was able to hold off Tapscott to get second place, which means we're now looking good to take a top three in the championship.

"Considering where we were after the opening few rounds with the issues we were having, that's a fantastic achievement and I have to thank the boys for the work they have put in. They were superb again all weekend and got the car set-up just right for the changing conditions. We had no issues to worry about and I think we got the most we could have expected from the two rounds.

"Now we'll aim to go to Croft next month and wrap up our place on the podium."



The Melbourne Challenge

Fault Finding

For those that aren't aware, and back in February this year I included myself in that population, there is a challenge in the single stage venue rally world called the Melbourne Challenge. This sounds like a far flung championship out in Australia but it is a little closer to home at the Melbourne rally venue near York.

The challenge has been running on and off since 2004, is free to enter and you score points based on your results over three events that are held there. This year's events were the Lookout Stages, John Overend and Vale of York. Melbourne is one of my favourite venues as it is a mixture of sealed and broken surfaces and when it gets wet it becomes extremely slippery. It is very rough in places and can pull a car apart over the course of a day's rallying. Ann and I had our best result there with a 3rd overall in the Scooby a few years ago and we have fared quite well in the little 106 Rallye with a 1st in class on this year's Lookout Stages.

Going into 2017 Ann asked if I fancied going for the Melbourne challenge which meant the revvy French shopping car would be subject to over 150 miles of constant pounding around the notorious venue. We had nothing to lose as we had planned to do all three events and the fact it was free made it even more attractive! The Lookout Stages were first up in April and after changing the steering rack and having a harness bar welded in the car steered and was safer but didn't go as fast! Something wasn't right and until the cam came in at around 4500 rpm the car just wouldn't pull. Add to this that the super-fast Matt Smith was also in our class the day looked to be a fore gone conclusion!

However, after lots of prodding and poking the car ran a little better and Matt Smith was apparently only 'testing' his amazing Proton and picked up some time penalties here and there. This all resulted in a very unexpected first in class by a handful of seconds! Quite a result for a poorly car on terrain it isn't suited to. Other than the dismal pulling power the car ran spot on and got round in one piece.

The John Overend Stages Rally in May came round quickly and I still hadn't got to the bottom of the running issues. Everything that sparked, pumped and exhausted was changed but still no change. I was pulling my hair out and changing bits I really didn't think would have much affect but had to be eliminated from the list of possibilities! This was our low point as we came 3rd in a merged class behind two one litre Micra's. They were very well prepared and well driven Micra's but even so our 1300cc's should have been enough to challenge the spritely Nissans. I was fed up and losing interest in the car.

The Micra that won the John Overend was now equal with us in our class in the Melbourne challenge, class 0 and 1 had been merged due to lack of numbers for the challenge as this venue is not really where the smaller cars thrive or survive! They had managed a 3rd and 1st in class so going into the last round we were tying for the class win. It was all getting a bit exciting but with an asthmatic 106 our hopes of challenging the flying Micra were limited at best!

The Vale of York was in September and after the poor showing in May I was determined to turn up with a car that ran something like the French had intended it to! The 106 Rallye is a giant killing buzz box which has a super revving 1300 cc engine with a matched cam and gearbox to make sure the revs are kept above 4500 rpm at all times! It's light and nimble and bags of fun. But mine was lethargic and sulking! And I couldn't find out why. Up until changing the steering rack and having the welding done it was fine and zipped around like an angry wasp but now it was like a sulky teenager not being bothered until it woke up by which time it was time to slow down for the next corner!



Melbourne Challenge 2017

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So I bought some throttle bodies to replace the tried, tested and very efficient inlet manifold Peugeot had spent millions designing and fine tuning! I bolted the throttle bodies on and they sounded glorious but a quick test drive round the block showed there was still a pulling issue even though the new bits hadn't been set up. So I got hold of a map able ecu and engine harness, took them both to an engine tuners and they wanted £1600 to alter the harness to fit the Rallye set up and tune the throttle bodies.

After picking myself off the floor I went to retrieve the car from the tuners and set about taking the throttle bodies off and putting the original inlet manifold back on! The car is only a £2000 bit of fun so doubling its value with an engine harness and tune up wasn't going to happen any time soon!!

So with a heavy heart but fortunately, healthy bank balance, I set to and removed the glorious sounding throttle bodies. They will be going back on but not just yet. As I unbolted the assembly from the car a connector with no lead coming out of it came into view. I had never seen this one before because it was hidden from view when looking from the top by the inlet manifold and when viewed from below the starter motor was in the way. Hmmmm, where's the wire for that I thought? Errrr... just behind it clipped to the bulkhead where I must have put it when I changed the steering rack was the answer!! My efficiency and desire to keep everything out of the way when taking the rack off had led me to clip the cable up into a spare clip!! Oh you silly billy how could you have missed that is what I'm sure I yelled across the garage! I went and made a cuppa and had a cry!

Connector connected, it was the knock sensor, original manifold bolted back on and it was test drive time.....and the car was back to its eager revving self! Phew! It was a different car from the one I had driven and with all the new bits, including a 4 branch exhaust manifold, a bit quicker.

After the first stage of the Vale of York event the crew in the Micra we were battling with came up to us asking what had changed as we were 25 seconds faster than them. I explained how I was incompetent when unbolting bits from the car and that it was now running as it should. The car ran faultlessly and team principle, Alfie, advised his dad to swap the front tyres for a fresher pair and we were off again in the afternoon picking lines between the big bumps and trying to keep the times up.

We finished 3rd in class and ahead of the Micra so our work was done. We had won our class in the Melbourne challenge so headed off to collect our trophy. However, as the results were read out our smug grins vanished in a flash as the Micra crew were announced winners of the class!! What the blummin heck?!! After all that hard work and frustration with the car this was the last straw. Ann and I looked at each other and were just about to speak up when the overall winners of the Melbourne challenge were announced and it was us!! Incredible! Of all the teams that took part over those three events and we were the most consistent and reliable, possibly luckiest which all teams need! We were gob smacked.

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Melbourne Challenge 2017

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Over the three events the service crew made sure the little Rallye ran smoothly and was ready for each stage. A huge effort was made to find the fault on the 2nd event and had Ilkley's finest, Graham & Peter Hepworth and Simon Crossley, crawling under over and in the car trying to work out why it wasn't pulling. The missing wire was hidden well and wasn't going to let itself be found easily. A huge thank you to everyone involved in getting us across the finish line on each event; it's the finishes that count and have made all the difference.

We are now installed in the history books as being the **2017 Melbourne Challenge champions** and it feels very good! Totally unexpected and very proudly accepted. We will have to defend our title next year but if I need to replace anything I'm going to take loads of pictures and take my time disassembling and reassembling the parts!!

Neil Raven : Ilkley & DMC



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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

20th Gemini Awards Presentation Afternoon

Wednesday 27th December

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



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

Accident Advice Solicitors, Loss Insurance Brokers Promenade Stages Rally 2017

Friday and Saturday 1st & 2nd September

Friday evening and it's a short thirty minute hop across the Mersey for me to New Brighton and the Promenade Rally, run by our friends in Wallasey Motor Club. This rather special rally which runs two night stages on the Friday, followed by a full days sport on the Saturday is one event that I put in the calendar early each year and this year was no disappointment.

This is a 'closed road' event, that predates the MSA success in getting English legislation passed, as the event runs on in effect private roads that Wirral Council allow to be closed each year along the Mersey waterfront. The efforts involved in this event are monumental and Wallasey must pay particular attention to the road closure requirements and the need for extensive spectator fencing and barriers that won't come cheap. The equipment list is never ending with crowd barriers of every shape and size, cones by the hundred, floodlighting and bales. All of this effort, along with the welcoming rally village activities and accessible service area make for an event that has something for everyone and which brings a welcome boost to the local economy. I should also point out that the event supports each year a local charity and this year the North West Air Ambulance is supported, a well deserving cause. With a rally of such size, complexity and expense the input of the event sponsors and the help of Wirral Council Leisure Services are particularly welcomed.

After signing on in the sailing club, there is time to check in with Phil Mostyn in Control and get my location for the evening pair of floodlit stages. With the paperwork collected there is plenty of time to explore the Fox Motorsports Events Rally Village and soak up some of the pre rally atmosphere and activities.

As the last bus traverses the stage before the roads are closed, we all get into position and help the marshals move the final pieces of stage furniture into position before the first run of the reverse field scheduled to start at 19:30. A little last minute drama finds the radio of Gemini 57 refusing to operate on MSA Ch3, the selected frequency for the event and eventually Phil manages to loan out a club handheld to resolve things at least for tonight. An unauthorised drone flying over the stage must also be located and grounded before the action can start, beginning with the now familiar train of various safety cars.

On schedule Car 98 fires off the start line on the stroke of half past seven as the sun begins to dip on the horizon, and the rally of a thousand roundabouts is underway. From the very off the action is fast and furious as crews tackle the challenging roads layout, with one roundabout I guess looking very much like another. The strong entry of 93 cars has something for fans of all ages, from the Mark IIs, through what seems like a huge band of BMWs, to more exotic machinery from the world of world rallying. Car 25 the white BMW E30 ? is spectacular as the rear wheels scrabble for grip with what looks and sounds like a massive amount of power, whilst the very unusual Audi S2 Couple Quattro screams in and out of the corners, although the prize for best sound effects must surely go to that 80s Japanese supercar a whistling Mitsubishi Starion turbo. The first stage passes off with surprisingly little drama, although we see the sad end of Car 17 with apparent diff failure.

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Radio Mutterings

Promenade Stages

Continued from Page 46

As the last of the evening light fades, the unique night time drama of Stage 2 commences, with the crowds treated to some breath-taking action. Mention must be made of the Subaru Car 38 with its green lights flashing in the wheels, something you might have had on your bike as kid, rather than a speeding rally car. Although even these lights were outshone by the luminescent door number panels of Car 9, that made a least reading their car number a doddle in the dark (MSA take note, maybe these could be mandatory for all night events in the future). There is something rather special in night rallying and the glare of spot lamps blazing out across the night sky in all directions, as cars crisscross the stage. Amazingly all 92 runners on the second stage make it safely to the stop line, with all four wheels mainly on their wagon, despite the notoriously high New Brighton kerbs, meaning a quiet evening for the recovery boys.

Saturday dawns early as signing on is between 6 and 7, with the action scheduled to start early at 8am. Marshals are very well looked after by Wallasey and the club provides a goody bag, meal voucher and marshals draw, all of which is much appreciated by the army of volunteers needed to staff and support the event. As usual I am allocated the merge to look after and observe, for stages 3-8 by the hairpin at the RNLI lifeguard station, moving out to roundabout 5 for the last two pairs of stages. I arrive nice and early to park up safely but also to try and make sure that I don't block too much of the vision for the pack of motorhomes parked up overnight overlooking the stage start and tight hairpin. As the sun rises, there can't be too many events where you can sit and watch a veritable armada including a mighty cruise ship sail up the Mersey into Liverpool.

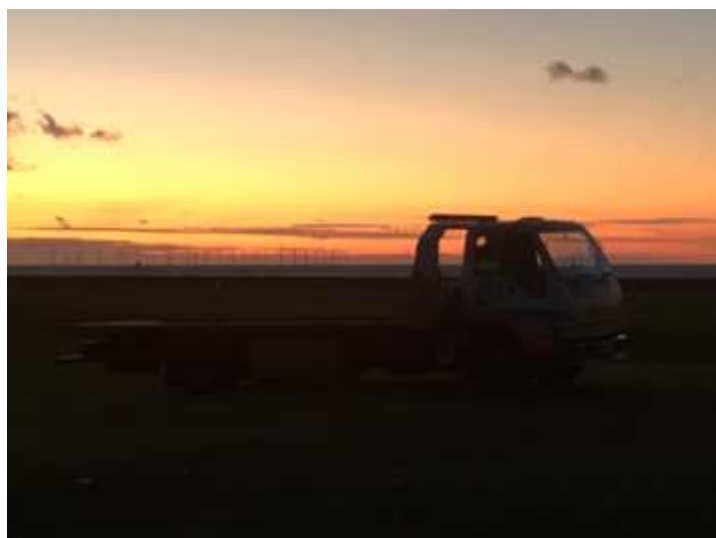
Dead on time we start Stage 3 at 08:00, this time with cars in numerical order and Car 1 the ex Solberg WRC Subaru heads the field. Almost immediately there is drama as Car 8 the BMW screams off the start line and the bonnet almost immediately flips up, necessitating the crew pulling off the stage to fix things and the loss of time, when seconds really count. The hairpin on the second lap catches one or two early runners out and the marshals are kept on their toes repositioning the cones and barriers. In the end this first run only sees the demise of Car 87 who are reported off with "gearbox issues".

Stage 4 starts the moment the last car is reported by Swift 39 clear of the stop line and the action continues, perhaps just that little bit quicker as crews get accustomed to the daylight stage layout. Perhaps after their earlier problems on the first run the crew of Car 8 see the 'red mist' and manage to kill a whole row of 'big foot' cones exiting the hairpin sideways. Maintaining the unusual pattern of single car losses, we see Car 85 pull off between roundabouts 4 and 5 with some unknown mechanical malady.

RAF Rescue catching up on some well deserved zzzzz's between stages !, although to be fair at least one of the team is ready for the next shout.

After a very slick stage turnaround the large crowds are treated to more dramatic action, as the fine weather begins to favour the two wheel drive cars over their more exotic four wheel cousins. The hairpin continues to catch out the unwary and Car 11 smashes into the barriers losing about 8 or 9 valuable seconds, before recovering. Car 17 is then reported off in clouds of steam or smoke at roundabout 4 and then Car 38 seems to have radiator problems at post 1. Another drone causes some further anxiety over the Clown roundabout area, before the owner is found and to be fair agrees to land the drone safely. For stage 6 a total of 87 cars start and apart from the loss of Car 93 with some mechanical issues at the chicane the run is pretty uneventful.

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Radio Mutterings

Promenade Stages

Continued from Page 47

A 'quiet' run is most definitely what we don't get in Stage 7, Car 31 flies into the hairpin and there is then a very large bang and a huge plume of ugly looking smoke. The car struggles on for a short distance and then expires opposite Summit 5 Unfortunately the rather spectacular sight of the engine blowing has deposited a large quantity of oil onto the stage, through the hairpin and out along the merge. Although the marshals are quick to throw down some sand and cement, and warn approaching cars their efforts aren't enough and after some rather frightening spins the Stage commander quite rightly stops the stage on safety grounds. Cars losing it here run the real risk of crossing the stage into the oncoming path of accelerating cars off the start line. As if by magic officials of every size, shape and to be honest perhaps ability then emerge and bucket upon bucket of sand and cement are spread out to deal with the large slick. After some very vigorous brush work the stage is judged safe to restart after a creditable stop of only 18 minutes. In the end with the loss of Car 92, a total of 85 runners make it to the end of stage 7. For the second run the drivers are warned of the large amounts of sand at the hairpin and most take the warnings seriously, although one or two slide about a little too much and lose valuable time in the process, eventually 82 cars make it safely to the end of the stage.

As the stage is switched around I leave the hairpin / start area and relocate out to roundabout 5 for the new merges for the final four stages of the day. The merge just after the roundabout, sees cars pass either side of the roundabout before merging back into a single line of traffic in front of the flats and high ground, for those who know the site. The speed of the approaching cars is mighty and I'm grateful for the heavy duty steel barriers that I park behind to separate me from the sliding rally cars. The kerbs take somewhat of a bashing, as wheels spark off the concrete as cars slide into and out of the corners. The first run sees the loss of three cars, numbers 37, 40 and 80 and Car 78 finds that a somewhat solid Council 'Giveaway' sign is more of a 'Stop' sign, although they make it just about to the end of the stage. Stage 10 passes off with little drama and sees all remaining 78 runners safely in and out of the stage.

For the final pair of stages the merge moves a short distance and I safely relocate off stage and set up for the final runs of the day, with as ever only a few seconds separating the top runners, there is all to play for. Stage 11 is fast and furious and Summit 5 calls a safety as Car 90 ends their day with a 'bang' at the chicane, parking just about off the racing line and dropping yet more oil. Quite rightly Allan calls for both the car to be moved and the oil to be taken care of before the final scheduled run of the day.

Unfortunately we come perilously close to losing the last stage thanks to some idiots who decide it is OK to stand the wrong side of the safety barriers up by the cliff area and Hilltop 1. Despite warnings, the youths just laugh at the marshals and radio car who make it clear that the final stage is close to being cancelled due to the time limits of the road closures. In the end it takes the personal attendance of both the Stage Commander and Clerk before these selfish idiots move to the right side of the safety barriers and we start with minutes to spare. Stage 12 sees the loss of Car 13 reported as "diff failure and then Car 41 pulls off with most of their nearside front wing ripped off and flapping in the wind, reporting a "broken wishbone", in the end this means a very creditable 70 cars end the event.

All in all another memorable event, a credit to the Wallasey MC organising team and all of the volunteers needed to make such a big and high profile event pass off safely.

Ian Davies Gemini 23.
& more Mutterings on Page 49



Manchester 100 Bike Ride – Sunday 3rd September

Another early start means for me the drive out to Northwich and the Manchester 100 charity bike ride, one of a series of two wheel bike events that the Gemini safety team support during the year. Using the team high band radios, we provide essential marshalling and safety communication cover for the thousands of riders supporting in this case the Christie Hospital, along with numerous other charities.

As has become traditional I am allocated the official, but voluntary rest halt at mile 20, by the Anderton Marina and boat lift. As well as a rest halt, the post includes first aid provision and a bike mechanics service area. The first rider arrives at my post at 07:45, covering the first twenty miles along open public roads in about an hour, I'm not sure I could do that in a car !. After this very keen single rider the main field soon appears and there are bikes and riders of every shape, size and most definitely ability, although fair play to them all , 100 miles or 100 Kms is a fair challenge for anyone.

Stuart in radio control is kept busy as the Tony in the course opening vehicle checks on the event routing and marshalling posts, as the riders keep on his tail. For me the banter with the riders who really appreciate your help and support makes the event. A friendly smile and thank you from riders who in many cases you recognise from previous years, along with the enquiring dog walkers make for an enjoyable morning.

The more serious side to our involvement is brought home when the ambulance at my post is called to a fallen rider at post 25, who is reported to have dislocated their shoulder. Apart from several bike failures and punctures, my post passes off with little drama. Towards the end the mechanics and I smile at a pair of lads who stop at the halt for a couple of smokes, not perhaps the best of ideas with another eighty miles or Kms to go. I'm finally stood down from my post about 11:20, as the two Chris's Jarvis and Woodcock close the route at my location after a busy couple of day's activities.

Ian Davies Gemini 23.



And Even More Mutterings **Heroes Stages Rally**



It's a fine early Sunday morning as I head north up the M6 the relatively short distance to Weeton to join our friends in Pendle & District for this years Heroes Stages. After signing on with Les in Gemini Control we receive a much appreciated meal voucher, that nicely provides a warming bacon buttie and coffee, refuelled I head out on the stage to my base around junctions 28/29. My exact post and lap counting roles changes as the stage layout changes during the scheduled twelve stages and I need to relocate to a safer parking place after each pair.

Waiting for the first car scheduled for a 9am start, I study the entry list that shows one of our 'own', Gemini 14 Adrian Lloyd is out in his BMW.

After a slight delay due to a poorly parked car close to the stages the first car blasts off the line at 09:08 and from the very off the action is some of the most intense and fierce I have seen for many a year. From the top to the very bottom of the small 39 car field everyone is driving this first stage as if it is the last stage and a class win or position is at stake. Almost immediately there is trouble and the first car into the stop line isn't Car 1, but Car 7 I assume with a mechanical problem. Car 16 flies by with heavy front end damage and the marshals have their work cut out replacing cones and barrels at thirty second starts. Car 22 appear to have been hit by someone or something as the back of the car is a mess ?. In the end we see the demise of Car 29 and sadly Adrian in Car 31 who needs a suspended tow, with wheels reported as pointing in different directions.



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Even More Radio Mutterings

Continued from Page 49

Stage 2 is soon underway and the frantic action continues, Car 16 reappears with some rather fetching blue colour co-ordinated gaffer tape holding the car together and Car 6 seems to be magnetically attracted to the barrels the number he manages to hit or nudge. Car 24 succumbs to a drive shaft problem and in the end a total of 32 cars make it to the end of the stage. The pace is extraordinary and the event really deserved a full entry but those out there were certainly trying very hard !.

After changes for the next pair of stages I relocate slightly and the action resumes. Rather surprisingly it is like everyone is taking a break or has scared themselves silly on the first pair of stages and this third run is an altogether calmer affair. All 32 cars that started finish the first run and they even manage to complete the correct number of laps which is a first. For the fourth stage we lose rather oddly 4 cars in service and only 28 come out to play for a second run although all finish (a theme set to continue as 28 becomes the magic number).

Unfortunately although the next stage turnaround is completed quickly, we are delayed as Merlin Recovery must move Car 31 to a safer location and this takes longer than anticipated due to the wheel damage. Normal 'mad' service is resumed and the crews really go for it in stage five. The barrels at my junction take a hammering, first Car 3 smacks them hard sending water and barrels flying. Just as the hard working marshals get the junction rebuilt Car 2 repeats the same hit, followed almost immediately by Car 10. 28 cars in and out of the stage continues the theme to be repeated for stage 6. Stage 6 also sees a rather odd repeat of earlier action at my post as cars 1 and 8 'catch' up with each other in the lap sequence into my junction and both drivers demonstrate superb skill in safely navigating the tight junction side by side.

For the next pair of stages the turnaround is more significant and the set up crews and marshals work hard in a co-ordinated manner to get the stage rearranged and ready for the next runs. Stage 7 passes off without too much drama although Car 1, leading at the time has some sort of a problem and loses quite a bit of time ?. 28 cars again start stage 8 and there is drama at my junction as Car 17 comes to halt with a split gearbox and Car 24 expires elsewhere in the stage. A quick call to Les in Control and I 'book' Merlin Recovery to come and collect Car 17 at the end of the stage.

Stage 9 is soon underway after the changes to the stage route are completed and Merlin take a poorly Car 17 back into service. For this next run I have to keep a sharpened pencil to hand as several cars appear to love the stage so much they hang around for an extra lap !. The driver of Car 20 takes a knock and they are checked out at the finish by Calder Rescue but given the all clear and return to the action. In stage 10 I get the fright of my life as Car 33 suddenly appears right in front of me, apparently having driven off the stage route and cuts alongside me to return to the correct stage route. Quite rightly I was looking at the cars in front of me counting laps and didn't expect someone to come up on my blind side !!.

By now the field is thinning out and with the loss of several more cars we head to the final stages of the day with a much reduced 23 cars. The final two stages pass off without any real incidents and those who entered I hope enjoyed the day as much as I and my colleagues did. This was an excellently run event that delivered good mileage across 12 stages of some of the most competitive action I have seen for many a day...well done to all concerned



Clitheroe Club Night Car Trial Tuesday 22nd August. Reed Beds and Flat Beds

I spotted a fairly low key car trial being advertised on the Aire-dale and Pennine Showoff pages and thought I would see if the Super Saxo would be eligible! A few messages to a fro with the organiser, Maurice Ellison, from Clitheroe & D MC and full details were despatched. Basically it started at 7pm, sign posted off the A65 at Ingleton and if it was raining there would be sandwiches and a social in the pub! Nice and straight forward!

Claire and I were definitely taking part and as we are trying to get the kids involved as well we invited them. Claire's daughter, Kate, has already competed on an IDMC clubnight CT and had a great time learning just how difficult it can be driving a car up a grass slope! She has only just started driving and is finding the car trials a great way to learn clutch control and gaining a bit of driving confidence. So she was in! However, young Elliot is also old enough to compete on the car trials but is counting the months down until he can do an autotest! He was a thanks but no thanks.

After a mad rush for us all to get home from work in time to get changed and make some butties we loaded ourselves into the Saxo and hit the road! The sat nav reckoned an hour to Ingleton and with cloudy but rain free skies above we made good progress and picked up the orange motorsport arrow pointing up out of Ingleton.

We climbed up some narrow lanes and with Ingleborough standing tall to our right we turned into a field and stopped dead! Ahead was a run through a soft field with reed Beds and deep wheel tracks! Halfway through a Rover 400 was being towed backwards and it's perfectly formed MG Rover front bumper was being bent back double by the mud being pulled through it! Not a good sign!

I decided to get out and inspect what lay ahead and did a couple of confidence boosting jumps up and down on various bits of grass to try and convince myself we would be ok!! There wasn't an obvious line through, it was just hit it and see. So we did and after plenty of wheel spinning and sawing at the steering wheel we found ourselves at the other end, all bumpers and plastics intact!

We changed the wheels and after recovering the jack from the soft ground went and signed on. As this was a taster session and there were three of us we asked if we could use one car and that was deemed ok. We were handed our score cards and instructed to do three rounds of three hills and to have fun! All the hills were below us and when we got to the lowest one we were greeted by a Freelander coming up hill 3 with just the front wheels spinning! There was also a Series 2 Landrover attempting hill 2, again with just the front, virtually slick, tyres scrabbling for grip. There were 4wd vehicles competing on a car trial!! Well, they had been converted to 2wd after having the rear propshafts removed but fair play to them, they were big vehicles to manoeuvre around the hills.

Added to this spectacle there were cars in all manners of 'stuckness!' Some were beached, some were across gulleys and others just couldn't get any traction at all! There were vans, sports cars, rally cars and pick ups! Cars were going backwards to get up hills and there were groups of people tugging and pulling at cars that couldn't get going! And all around you could hear people laughing and having a cracking time!!

We set to on our first hill and under the watchful eye of John Rhodes I got to the top clean. Kate was up next and achieved the same, keeping her nerve and ignoring my mumbled instructions of help and advice! Claire cleared the hill on her attempt as well so we headed off to the next hill. The Saxo was running well and we were driving round the newbies still trying to find some grip from somewhere. A quick sarnie break got the concentration levels up, I hadn't eaten for a couple of hours!

The next hill had a nasty little hump in the middle which required speed on the approach and then off the accelerator for a nervous trickle over the hump. I tried the Clarkson 'Power!' approach but it got me nowhere. Rupert North had tried the same on his first attempt but learnt the second time and trickled! I didn't! I just tried going faster! Which wasn't going to work at any time, ever! However, on my third attempt I trickled and got the Saxo to a 1 instead of a five but that second attempt and fail had an adverse effect on my position in the final results!

Kate nearly managed the trickle but got stuck each time and by the time Claire got behind the wheel darkness had descended and it was full beam and yoof driving lights on to see the route. During all this trickling we had also attempted the last hill and had varying levels of success. The 2wd receding tyre line Landy had got stuck on a corner and dug itself in. The following Micra all but disappeared in the resulting grooves and had to get the rescue Landrover to help him out. The hill was rerouted around the hole which was Amy Tofts undoing as she drove out of the section unaware it had been changed.

All hills completed, all that was left to do was get back across the reed bed gauntlet run and then change the wheels in the pub car park. Overthinking the situation I held back to let the four cars ahead get across and not block our way. Unfortunately I stopped on a non Saxo supporting piece of ground and she sunk! I jumped out and Claire took the wheel and with the help of some other chaps and Claire's steady right foot we released the Saxo from the grips of the bog monster! Once free Claire sped off across the swamp and I jumped in the rescue Land Rover which had been lurking like the joker car that follows the Top Gear road trips!

Once at the pub the results were announced as everyone was tucking into the sandwiches the pub had put on. Out of 21 entries the Yorkshire visitors had fared quite well with Rupert 1st, me 2nd Amy Toft and Sam Oddy joint 3rd, Gary Ross 7th, Kate 8th and Claire 12th with 3 maximum marks after not having time to complete a few rounds.

It was an excellent night with lots of people having their first go at a car trial on hills that challenged all skill levels. And as it was a taster evening the whole thing was free!! (NB : All Clitheroe & DMC Clubnight events are Free to enter) Clitheroe had kept it all low key but ended up with a healthy entry and lots of smiling competitors.

Neil Raven : Ilkley & DMC



The Footman James
**CLASSIC CAR SHOW
MANCHESTER**

16 – 17TH SEPTEMBER 2017

Local members from both Boundless by CSMA and Under17MC- NW were busy at this Show.

Boundless by CSMA had a large stand showing the range of Motoring based activities possible within the club. Offers include half price membership (£12.50) if referred from the show .

As well as the Motorsport and Marshalling interests the local NW Motorsport Group is well known for, the display included Classics and 4X4 interests. The aim was to reach out to the many existing members of Boundless and stimulate more activities in the NW.

The Motorsport display had one of Steve Johnson's many Micras and Simon Boardman's lovely Volvo Amazon Historic Road Rally car. Both cars attracted a great deal of interest.

Quite a number of members already marshal on both stage and historic road events. Members will be out on Rally of the Tests and Le Jog in the next few months.

In the Classic display there was a lovely 1954 Sunbeam Alpine, 1956 Moggy Minor and 1973 Hillman Hunter GLS all of which were campaigned in Motorsport in the past, although seldom remembered.

It is hoped to organize some meets and runs in future and any members interested should contact Graham Maxwell (graham.maxwell@boundlesscommunity.co.uk) .

CSMA has been in existence for over 90 years and has a long rallying heritage running teams in the RAC Rally of for many, many years.

The 4X4 Group in Boundless is hoping to organize some activity days so owners can learn what their vehicles can do off-road and how to drive in those conditions. We are looking for partner 4X4 clubs to work with. Again please contact Graham Maxwell (graham.maxwell@boundlesscommunity.co.uk) .

Membership of Boundless brings many benefits, notably free Legal Expenses Motor cover, membership in every MSA Association across UK and many discounts on Insurance , holidays and other lifestyle activities.

Contact Graham Maxwell for more info.

The Under17MC-NW were busy outside in the Live Action Arena running a ANWCC championship PCA's on both days but giving members of the public the chance to sample cheap, entry level motorsport which many don't realize is possible. In return for a charitable donation people were able to ride 3 laps of the PCA test. Over the weekend a total of £630 was raised which will be donated to the NW Air Ambulance.

Each hour long session was run between demonstrations of a variety of Group B rally cars.

Both these live activities attracted scores of spectators and interest in motorsport



MARSHAL TRAINING

21st September

Another well received session with a wide ranging audience consisting of approx.

14 Accredited Marshals who want to upgrade to Marshal (Most are new marshals, a few are experienced and going through the grading process)

1 very experienced Scrutineer

1 Trainee Scrutineer (now introduced to above for mentoring)

1 Quick competitor who was First on Scene at a recent incident and realised he wasn't skilled enough to deal with it

1 Very experienced Radio Controller + Assistant (Wife)

A few others who had heard about session 1 and wanted to come along for a refresher

A bit more feedback just arrived by email

"I would like to thank you again for last nights training.

Even with me having quite a lot of marshalling experience, I took a lot from the course."



The Footman James

CLASSIC CAR SHOW

MANCHESTER

ANWCC PRODUCTION CAR AUTOTEST CHAMPIONSHIP
EVENT CITY PRODUCTION CAR AUTOTEST 1
UNDER 17 MC NW
17 SEPTEMBER 2017



Ovl - Cls	No	Driver 7	Club	Car	Pens
1 - 1 (A)	A5	Andrew Williams	Under 17,	Vauxhall Nova	380.7s
2 - 1 (B)	B2	Jamie Foster	Under 17	Proton Satria	384.4s
3 - 2 (B)	B1	Luke Girvin	Under 17	Peugeot 206	388.3s
4 - 3 (B)	B4	Simon Astbury	Under 17	Ford Puma	396.5s
5 - 2 (A)	A3	Chris Livesey	Under 17	Nissan Micra	396.9s
6 - 3 (A)	A2	Scott MacMahon	Under 17	Nissan Micra	397.8s
7 - 4 (A)	A7	Hazel Johnson	Under 17	Nissan Micra	398.5s
8 - 5 (A)	A1	Steven Smith	AMSC	Nissan Micra	399.8s
9 - 4 (B)	B10	Carl Girvin	Under 17	Peugeot 206	400.4s
10 - 6 (A)	A6	James Williams		Vauxhall Nova	403.1s
11 - 6 (B)	B3	James Astbury	Under 17	Ford Puma	408.5s

At the recent **Manchester Classic Car Show** a prize draw offered a paid entry at one of the **Accrington MSC AutoSOLO** events to be held at **Darwen Services** on **2nd & 3rd December**.

The lucky winner is
Andy Williams!
Congratulations!



So now Lauren and I are sat in the beautiful surroundings of Burton in Kendal services, northbound on the M6 just north of Carnforth, writing this waiting for MTC0 on the Clitheronian road rally, a round of the north-west, the SD34 and Knutsford Championships.

KDMC Targa on Friday 4th

Another first for us. The targa. A multi venue mixed surface PCA or so I thought. Tame stage rally would be a bit closer I think. Norris the Nova was going to get his first taste of off roading, with me anyway. Great simple straight forward navigation by OS map copies between the tests and diagrams like an Autosolo but with pace notes to boot. Lauren's first go "on the notes" and very good she was. We got round all the tests with no real issues as for the most part they were laid out so you could see the next cone as you rounded the one you were at. There were a couple of sneaky ones tucked away on the Darley tests to spice things up. Second run through these 2 tests was easier once we knew where they were. The rough farm tests were the roughest I'd ever done in anything but enjoyable. I'm just glad I'd invested in a Hockley sump guard, it was needed. Hines and red earth had the gravel playing the flight of the bumblebee on it. The "Ford" was interesting as the weather hadn't been kind to the marshals, chucked it down a lot so this had turned it into raging rapids. With the customary waving arms, universal sign for slow down, greeting us on the approach and the warning loads of revs and slow through it we managed it with no issues. Or so we thought. On arrival at the finish a couple (about half a dozen) of old seat holes in the floor had let a bit of water in and thoroughly soaked our jumpers that were under the seats. The tests at Darley were superb. Pristine tarmac on the circuit with some smooth gravel on the infield roads and slippery mud, gravel and mossy concrete on the airfield meant Norris was handling like a rear wheel drive and it felt really good. After doing the ERO targa Russ Henstock suggested knobblies on the front and road tyres on the back to give just that effect. All in all we had a great day out, we finished and that's all we were out for. Well done to the organisers and marshals who put in a lot of work in unforgiving weather. Looking forward to next years.

Event City PCA's 9th and 10th

Norris needed a few running repairs after the KDMC Targa and the drivers seat needed adjusting for the PCA weekend at Event City where James and I were doing passenger rides for the North West Air Ambulance fundraiser, but it also happens to be 2 rounds of the ANWCC calendar so this was no demonstration event. Lauren was marshalling on this one as she can't reach the pedals with the fixed seat, sorry. I left the knobblies on the front as there was a gravel section round the back of the course and as they're not e marked they're probably illegal next year so I may as well use them up. This was James's first run in Norris so he took it easy on the first half dozen or so runs. I did not! After the targa this was a walk in the park. Saturday ended up with a win for me and 10th for James. Sunday we had to change the course because the Group B rally cars were damaging the drainage grid covers so it was a bit more open rather than tight and twisty so that was 5th for me and 12th for James at the end of the day. We had the Stig visit and I gave him a run round. Some say he's taller on the TV. Some good points for the NW and KDMC championships for us both and the club. After this some new tyres were needed and a full front ends worth of poly bushing, the tie bar bushes were almost gone, literally.

Times up and we're off in a few minutes so I guess it'll be next months bulletin for the Clitheronian report.

Sunday morning. It'll be an interesting one but I'm too jet lagged to do it now! Until the next event, let's be careful out there.



HEXHAM & DISTRICT MOTOR CLUB

THE SEPTEMBER SORTIE RALLY

Road rallying returned to the Hexham & DMC calendar after the Summer break with the September Sortie, a 60 mile epic on map81 which attracted a healthy 10 entries and, thankfully, a good turnout of marshals, much to organiser Jonathon Webb's relief. The start and signing on were located at Stannington Services, just off the A1, with the aroma from the adjacent Indian restaurant wafting up navigators nostrils as they plotted the give ways and quiets.

The competitive mileage started just West of the A1, a fairly relaxed opening section with tulip diagrams to guide you round. As usual on Hexham events, the code boards were a mix of number plates and signposts, some of the latter were buried deep in the hedgerows and took a bit of spotting. This section used all the yellows West of Mitford and finished just outside Netherwitton. This was followed by a blast up a very straight yellow to Tc.4 near Longhorley.

The following section was defined by a herringbone, fortunately not circular, and used the familiar yellows round Todburn and Hesleyhurst before running up the brown road to finish just outside Rothbury. The fords at 118962 and 098972 were almost devoid of water and didn't delay anyone unduly. After a neutral through Rothbury and Thropton, battle recommenced with a blast up another twisty yellow and featured the unmarked triangle at 993½034. The organisers notes had stressed "Quiet and slow" through Burradon and Netherton, those who headed the instructions dropped time which wasn't really playing the game.

The final hand out was a succession of grid lines to cross, no problem unless if, like your scribe, you had left your reading glasses at home, the grid lines consequently being VERY indistinct ! The route used a maze of yellows in the Whittingham and Glanton area before a dash down the B6346 to finish outside Alnwick. A feature of this area is the profusion of old, cast iron signposts, non reflective and Very hard to see, especially when partially buried in a hawthorn hedge !

A run in brought crews to the Foxton Hall Golf Club and that staple of all Hexham events, the after rally supper which was devoured with much gusto. A surprise on the night was that 3 Novice crews filled the first 3 places, good to see new faces coming through, with victory going to the Peugeot 205 of Chris Dodds and Pete Gibson. A hearty round of thanks are due to the hardy band of marshals who endured a curious evening weather wise, while some were being attacked by swarms of midges, others were getting soaked with heavy showers, we owe them all a big **THANK YOU.**

Results:-

1.	Chris Dodds/ Pete Gibson	Peugeot	13:03
2.	Mick Davison / Jess North	Proton	15:02
3.	Sally-Ann Hewitt/ Mark Lewis	Mini	21:39
4.	Ian Guthrie/ Roy Hewitt	Ford Anglia	25:38
5.	Dave & Sheila Ross	Peugeot 205	27:50
6.	Alan Bennison / Ed Graham	Proton	28:08
7.	George & Ian Eland	Proton	34:56
8.	George Harrison / Stephen Crosby	Proton	35:33
9.	Stuart Wilson / Jonny Gurling	Triumph TR7	41:14
10.	Luke Tait / Warren Scott	Escort MK2	45:25

NEXT HEXHAM EVENT :- THE AUTUMN TROPHY RALLY 18th October

Start : Hexham Finish Dr. Syntax



Airedale & Pennine MCC

MSA British Car Trial Championship

RUPERT NORTH British Champion

Round 12 : Gaby Mohr Trial
Wolverhampton & South Stafford Car Club
10th September

Rupert North (A&PMCC) borrowed a Citroen Saxo and drove superbly all day in challenging conditions to take a fabulous class and overall win at the Gaby Mohr Trial.

Rupert has faithfully campaigned his Rover Mini for 19 years, and jumped ship in a gutsy move to challenge Shawn Franklin who could only manage third in class.

Trevor Moffatt challenged North all day but a poor fourth round dropped him behind.

Phillip Buckle took a big front wheel drive class win from Mark Hoppe who managed three hills with a broken CV joint salving the MSA Class Award.

Dave Oliver was once again sublime with another class win from Steve Courts.

Rupert North was ecstatic to finally take the British Championship, only leading it after the last round. In a strange car he showed pure British Championship class to take his third overall win of the year.

RESULTS

1.	Rupert North	Citroen Saxo	69.0%
2.	Trevor Moffatt	Vauxhall Corsa	73.0%
3.	Phillip Buckle	Citroen Saxo	74.5%
4.	David Oliver	Hilman Imp	75.8%
5.	Shawn Franklin	Citroen Saxo	107.0%

Final Championship Standings

1.	Rupert North	Mini/Saxo	40points
2.	Shawn Franklin	Mini/Saxo	38 Points
3.	Barrie Parker	Westfield	35 Points
4.	Trevor Moffatt	Corsa	34 Points
5.	Mark Hoppe	Dutton/Mini/Saxo	28 Points



*I know they are from 'Yarksher'
But even so . . . That's still a little harsh*



Friday the 1st and Saturday the 2nd of September was my annual trip to New Brighton for the Prom Stages. Steve Price was Chief Marshal and he had volunteered me to do the Marshals briefing. Easy Peasy I thought. Get them all signed on and then get them all together (like a Drivers Briefing) and tell them the story. Answer a few questions. Job done. Half an hours work at most on Friday night and a repeat on Saturday morning. I should have known it wouldn't be that simple. The way it has been set up is for them to sign on and then I give each and everyone of them an individual briefing. The logic behind this was that once you had the marshals out on stage they probably wouldn't all come back for a briefing. So after 60+ marshal briefings on the Friday Night and another 40+ on the Saturday morning I was fed up of hearing it myself. On the Friday night I spectated both Stages. On the Saturday I delivered the prizes from the Marshals Prize Draw and was able to see how everything was working out on the Stages. The majority were good and one group outstanding., however there were a few that I think were really only there to spectate with their mates and needed reminding of what their duties were and how to carry them out safely.

On Monday the 28th of August I dropped my son and his girlfriend off at Manchester Airport for their holiday flight to the Caribbean. I was due to collect them from Manchester Airport on Friday the 8th of September but Hurricane Irma got in the way. They were told that there might be a problem on Tuesday the 29th of August. Must have scared the pants off my son because he asked his girlfriend to marry him and she foolishly said yes. One of the worrying things was that, whilst they were waiting to hear what was going to happen if the Hurricane hit, was that all the Americans in their hotel had been told to pack and Flights home for them had been arranged. On the 30th they were evacuated from their hotel and then spent a scary day and a half in a shelter. The original plan was to fly home overnight Thursday and for me to collect them on the Friday morning, however that went to pot and they got back to Manchester on Saturday. The problem now was that I was Test Commander on the Knutsford Targa Rally and not available as a Taxi. To make matters worse I had taken them to the airport in my sons car and now he didn't have the house keys. Girlfriends (*now Fiancé*) father came to the rescue.

As I said above - On Saturday the 9th I was Test Commander on the Knutsford Targa Rally at the Darley Dale Motorcycle Race Track. It rained and rained. Looked a cracking event. A few little snags which will be easily solved and make it even better for next years event. From Darley Dale it was a long run up to Thirsk to marshal on the Colman Tyres Rally. Had a cracking meal at Thirsk Auction Mart but the Breakfast the following morning was probably the best Rally breakfast ever. Managed to do 3 controls. And it didn't rain at all! Sam Spencer did the Knutsford Targa & finished 5th O/A then did the Coleman and finished 2nd O/A. Good weekend for him. The attrition rate was fairly high on the Coleman Tyres and only 19 out of 30 starters finished

My next event was the Doonhamer based in Dumfries and sat in with Pete Whitaker in the Lotus Cortina Mk1 but we never got there. Ayrton was away on Holiday for the Clitheronian so I was sat with Jem Dale. The following Weekend I will be down at Wern Ddu for the Gravel PCA, followed by the Devils Own which leaves only the Solway as my last competing event of this year. Marshalling : Still got the Pokerstars, MEM Malton Forest Rally and the Hall Trophy and two days on the WRCGB and another year gone (and far too quickly).

Grumpy Old Git

Still Wittering On & On & On



SD34MSG Website & Spotlight

The August edition of spotlight would not upload to the sd34msg website. The website hosts had imposed (without warning or notification) a 2mb upload limit.

2mb, these days is not a lot and Spotlight is usually around 5mb. It took just over a week before the issue was resolved.

I am still getting a lot of bounce backs from email addresses from accounts associated with the Orange Network. If your e-mail account was with Orange or associated addresses you are probably aware it no longer works. I have deleted as many of these addresses as I can find to reduce the 'bounce backs' If this is the address on my mailing list then I will be unable to continue to send you Spotlight each month.

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

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

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

Some of our member clubs, rather than forwarding each issue of Spotlight to their members every month just have a link to the SD34MSG Website on the own clubs Website and therefore those clubs members with just a club website link would not have been able to access last months edition until the problem was resolved all (a bit lazy of those clubs really : within 2 hours of me sending out spotlight I receive a copy from CDMC & then another from Gemini).

A little problem that I have come across recently is that my Gmail account seems to think I am a 'spammer' and is restricting the amount of emails (especially those with a large content such as Spotlight) so I am now having to send the mag out in batches. I seem to be able to do 3 X 500 batches per day without a problem but when I try 4 batches it tells me I have reached my email limit. So Spotlight might just be delayed a few days for some of you. When this first happened I couldn't work out who it had been sent to and who had missed out. This coupled with the Orange fiasco had me at sixes & sevens for a while.

If anyone knows how I can overcome these little difficulties I would love to hear from you

NORTH WEST RACERS

With Dave Williams, Marvin Hall and Rachel Bourne



Paul Rose admires the view en route to one of his three wins

Anglesey 2017- mhpic

ALL-ACTION AUTUMN

This Autumn is a particularly busy period for the North West racers. The CNC Heads Sports/Saloons kicked off September at Anglesey with the Avon Tyres Northern Formula Ford 1600 Championship taking to the tarmac at Oulton Park a week later. The latter series returned to action at the end of the month at Anglesey where they were joined by the Electrovapeco.uk XR Challenge in a meeting we'll cover in the next edition of Spotlight.

CNC HEADS SPORTS/SALOON – 2nd & 3rd September

With an excellent 40 car entry at Anglesey, not the most easily accessible of locations, Classes A/B/C and D/E/F had to race separately.

In the faster cars, Paul Rose was once again the quickest of the quick in Saturday morning's qualifying session. He required half a second less time to take his Saker around the twisting tarmac than anyone else. Garry Watson was next on the timesheet in a Westfield ahead of Rose's team mate, Steve Harris.

As usual, Rose was beaten off the line by Watson's lighter car and also the Locosaki of Joe Spencer but the reigning champion was soon up to second and took the lead down the back straight on lap 3. Watson was able to stay with the big black sportscar for 5 laps but eventually Rose eased away despite not using maximum revs due to a problem with the software controlling his gearbox. Rather neatly, the first three home – Rose, Watson and Spencer – were also the winners of Classes A, B and C.

For race 2 on Sunday morning the weather had turned nasty with rain and wind. Watson's wet tyres were past their best and so he opted to use his slicks. This meant a sixth placed finish was the best he could manage. With Spencer going straight on the first time the field tackled The Banking, Rose was left to take a comfortable victory. Spencer rejoined sixth but worked his way up to second overall and first in Class C. Luke Armiger revelled in the conditions taking his Vauxhall Tigra to third, winning Class B.

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NORTH WEST RACERS

With Dave Williams

Continued from Page 58

Rose made it 3 wins out of 3 later that day with Watson electing to sit this one out. Despite excess wheelspin off the line, Spencer led into Target but Rose powered ahead exiting The Banking. With the first 2 cars spaced out, there was a ding-dong battle between Spencer's team mate Dave Harvey and Armiger. The former came out on top as Armiger once again claimed Class B.

Garry Wardle was fastest of the D/E/F runners in qualifying with his Porsche 997. He was less than half a second ahead of Richard Burkinshaw (Honda Integra) and Oliver Thomas (Subaru Impreza) who set near enough identical times.

Things went downhill for Wardle when his clutch failed at the start of race 1. Thomas led after a restart was required when a couple of midfield cars collided. Burkinshaw was always on his tail and kept the winner on his toes. This pair took Classes D and E respectively. Piers Grange's Escort ran third initially but was demoted by Alistair Stenhouse's BMW M3 on the second circuit. Ian Gorrie took his Raw Striker to another Class F win.

It was persistently raining for race 2 the following day so it was advantage to Thomas with his 4-wheel-drive car. He saw the chequered flag almost 30 seconds ahead of Wardle who had taken his broken Porsche home and returned with a Mini Cooper S. He worked his way up to second from the back of grid helped by a number of cars spinning off due to standing water on the approach to Rocket which eventually brought out the red flags.

Star of race 1, Burkinshaw, slipped down the order as he didn't have any wet tyres with him while Stenhouse was third once again ahead of Steven Parker's Class E winning BMW Compact. Gorrie kept it on the black stuff to win Class F.

Thomas and Wardle mastered the wet conditions which also prevailed in race 3 to finish first and second. Having spun out of a Top 3 position earlier in the day, Richard Roundell steered his Vauxhall Vectra to the final place on the podium and Class E honours in the process. On this occasion, Class F went to Clive Dix (Ford Puma).

AVON TYRES NORTHERN FORMULA FORD 1600 CHAMPIONSHIP

9th September

Having joined the Northern series at the previous meeting at Anglesey in early August, Jake Byrne brought his family-run Ray over from Ireland to do battle at Oulton Park. When the time came to take part in qualifying, it looked like it may have been a wasted journey as a mechanical problem prevented him from appearing on track but, after the gearbox was stripped down 3 times, the gremlin was rectified and Byrne raced out to take part in the final minutes of the session.

The frantic work in the paddock was not in vain as, driving through a red mist, Byrne was able to set the fastest time despite only completing a single flying lap. Until that point, Luciano Carvalho (UCLAN Racing Van Diemen) and Josh Smith (Myerscough College Firman) had been battling for pole in the Post89 Class but they had to settle for second and third, separated by less than tenth of a second.



Luke Armiger was a Star in the Wet

Anglesey 2017- mhpic



An eclectic mix of cars in the CNC Heads series

Anglesey 2017- mhpic

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NORTH WEST RACERS

With Dave Williams

Continued from Page 59

The Post89 and Pre90 cars qualified together but raced separately. In the latter class the UCLAN Racing Reynard of Jaap Blijleven was a spectacular sixth overall.

In the first contest for the newer cars, Byrne converted pole position into the race lead and drove superbly in the opening laps on a greasy surface – the day featured many heavy showers. It was key that he was on the pace from the word go as the second half of the 20 minutes were neutralised behind the Safety Car as a competitor had come to rest in a vulnerable position at Druids.

Josh Smith had noticed that the leader's car beginning to slide around after his early burst of speed and reduced the gap by a second on lap 5 just before the yellow flags appeared at all the marshals' posts. Carvalho completed the podium although Matt Round-Garrido's B-M Racing run Medina Sport may have challenged for third had racing not been interrupted.

There was another Safety Car period early in the second encounter but this only lasted a couple of laps and set up a quite thrilling race with the first 5 cars bunched up.

Leading the train, Jake Byrne was able to eek out an advantage but then he missed a gear and was back under pressure primarily from Josh Smith and Matt Round-Garrido until this duo collided on the exit of Lodge.

Tom McArthur's day had begun badly when the officials excluded him from qualifying. From the back of the grid, he was up to sixth in race 1 before the Safety Car thwarted his progress and then he claimed second in this encounter ahead of Carvalho. The latter's consistency sees him leading the Northern Championship.

In the Pre90 races, Blijleven took a brace of dominant victories. His nearest challenger was Chris Hodgen who was making a surprise guest appearance behind the wheel of a Van Diemen RF89 freshly prepared by Souley Motorsport for an Australian driver who will be using the car at the end-of-season Formula Ford Festival and Walter Hayes Trophy meetings.

The term "nearest challenger" is used in the broadest sense as Blijleven finished the first event 30 seconds ahead of Hodgen with the Dutchman excelling in the wet conditions. Brian Soule, who built Hodgen's car, was third in a Van Diemen RF88.

Hodgen was only 8 seconds behind Blijleven at the end of race 2 but a 10 second penalty for an unintentional jumped start as he misread the clutch's bite point on his unfamiliar car dropped him to third behind Chris Stones in another Van Diemen RF88.



Jaap Blijleven was unbeatable



Spray Away - Start of Post89 race



Jake Byrne leads the way

Report by Dave Williams,

Photos : Rachel Bourne & Marvin Hall

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Creative Imaging

www.bournephoto.co.uk

F1 Spa Francomchamps

27th August 2017

This year I received a very special birthday present from Claire, a weekend at the Belgium GP! To say I was gob-smacked was an understatement, the only time I was left more surprised was when I got virtually a 1 to 1 exchange rate when I bought some Euros for the trip!! The excursion would be spent with a party of 32 other like-minded people and the scene was set for an experience of a lifetime.

The adventure started at 3am on the Friday of race weekend when we met our chauffer driven 50 seater coach and we were scheduled to arrive back 3 days later on the Monday. We normally drive everywhere but were up for a coach trip and I can recommend it, especially when there are plenty of free spaces. The driver was on his 4th visit to the GP so knew all the back roads and kept us away from the worst of the queues getting in and out of the circuit.

Claire and I reverted to our school days and bagsied the back seats which also allowed me to stretch my little legs out. As the coach pulled away we enjoyed a glass of red wine then slept until Toddington services, that's the way to travel! Two more pickups were scheduled on our way to Dover, one of which turned out to be a group of 8 'proper geezers' who worked for Sutton and East Surrey Water. They brought plenty of booze and had polished off a bottle of whisky, a bottle of rum and half a bottle Jägermeister by the time we had left France! They had brought along a friend, Wendy, who they had put in the luggage compartment under the coach! Wendy turned out to be a wheelbarrow they used to transport beer, chairs and then whoever ended up the most intoxicated was wheeled around for all to laugh at! Their strong southern accents and wicked sense of humour kept us entertained for the journey from Calais to our hotel in Leuven. I'm smiling as I type, remembering the journey!

A 4 star hotel greeted us in the beautiful town of Leuven and we dumped our bags and set off in search of food. Leuven also turned out to be as expensive as it was pretty although some had sniffed out a Domino's pizza place which served up medium sized pizzas for 6 Euros so we would at least be able to survive after splashing out for one meal at a local restaurant! Not much time for sightseeing as we were up at the crack of dawn to make the 1 ½ hour journey to the circuit and we had our breakfast derived lunch to sort as well. I am of course referring to the art of discreetly wrapping up items from the breakfast buffet in napkins and making sandwiches out of the swag later in the day!

Saturday was practice then qualifying for the F1 teams as well as qualifying for the Porsche GT crews and that was the sound that greeted us as we approached the queue to get in. I was completely unprepared for the view that would open up in front of me and by the end of the weekend I would only just have got my head around it! People! Loads of people! Everywhere! In trees, on top of toilet blocks in the woods and on every available inch of hard standing around the circuit! And 95% of them, including us, had a fold up chair!! A quick Google search today has confirmed there were 265,000 people at the circuit and I can believe that! It was bonkers! As was the scenery! It was like being in Dalby forest with trees everywhere and steep hills on and around the circuit and away in the distance. There was even plenty of mud if you wanted the full rally experience! But it worked. Everyone got to see the race and accepted moving around was going to take a while.



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F1 Spa

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We soon came to realise that the best place to view the race was in front of your television at home but the best place to experience the race was at the circuit. So we decided to find a spot for the practice session that was in view of the circuit and one of the huge screens dotted around the track! That worked well and after practice we set about moving around the track to look for a good place to camp out for race day. One of the guides we had read on 'tinternet recommended a walk through the woods from the bottom of Eua Rouge through to the exit of the double left hander, Pouhon. The guide was written before the modern day turbo charged cars and spoke about the glorious sound ricocheting through the trees as the cars roared through the forests. The cars are a lot quieter now but the two seater F1 experience cars taking people for rides round this breath taking track had the old engines and what a noise they made! We timed our walk through the woods so we could hear those go round and it was magic. Very few people were walking along the road which opened up in to the area all the team trucks were parked up and there were loads of them! They were all gleaming in the team colours and lined up perfectly! Most had private registration plates of all nationalities and they were lined up numerically as well. It was something that isn't advertised but well worth a diversion from the people packed paths.

I would be letting the Brit name down if I didn't mention the weather in my report. It was glorious! Anyone who watched the practice on Friday would have seen the rain but from the moment we arrived on the Saturday morning to the moment we got back to Leeds on the Monday we were blessed with sunshine. The racing may have been a bit more exciting if it had been damp but from a spectators wellbeing point of view the sun was very welcome. The only spectator who wasn't having a good time was Wendy the wheelbarrow. She had been refused entry and was left to languish in the grass under the watchful eye of the Belgium army!

Eua Rouge! I won't dwell on this bonkers section of the circuit but will say this. The cars need all the downforce they are creating to keep them on the floor when they come over the crest and those drivers must have spheres the size of the moon to hit that hill at full speed. My calves were burning as we walked down the side of it and I was sure I was going to run out of brakes at one point. Breath taking, quite literally.

We watched qualifying at the exit of Pouhon next to the Verstappen stand which erupted each time Max went past. The F1 cars seemed to be cruising around the corner but were actually doing around 120mph if not more! Hamilton came round on his last attempt and set the best time as well as the fastest ever lap time, very impressive. After the qualifying we set our own record, most people in an under pass going both ways and very slowly!! Patience and nerve were required as the mainland Europeans are experts in making good progress through a queue! There would be murder if the participants of the queue for till 5 in Asda carried on like them!



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F1 Spa Continued from Page 62

Once released from the hoards in the circuit we boarded the bus and joined the same people queuing in their cars!! This time we had a 20 ton coach so had the upper hand! Back to the hotel, quick meal and an early night ready for an earlier start to try and get a head start on the mass crowds. We had spotted a good location for the days entertainment which allowed viewing all the way up the approach to and then around Pouhon.

With our stuffed napkins and fold up seats we headed off to the race track! Well, the queue on the roads to get to the race track! They were massive! The circuit its self is in the middle of nowhere and is accessed via quiet country lanes which makes for interesting driving in a coach. However, once there we were pleasantly surprised to get straight through the pedestrian entrance, grasping a free lanyard as we went! We made our way to our chosen spot and soon realised why there wasn't a queue to get in, everyone was already in!! A sea of orange and red washed around the circuit with flags waving and an ant like trail of people walking round the outside. We continued towards our chosen area and as we approached Claire spotted a piece of hard standing big enough for our folding chairs and pounced! We were in. We did have the tall Belgium club in front of us but they were also very thin so our view was only slightly compromised.

We settled down and watched the F2 race which was fantastic, then the Porsche GT race came flying through and provided us with a spectacular crash on the approach to our viewing point and Nick Schumacher drove his dads Benetton F1 car round to celebrate 25 years since Michael's first F1 win which was at Spa. Then it was on to the main event. The two safety cars were despatched to check the course was clear and the Porsche being used nearly ended up in the barriers after getting on to the painted surface of the corner. Of course he got a mighty cheer and applause for his efforts. Shortly after came the warm up lap, the cars trundling past weaving and breaking to generate some heat in the tyres and brakes. The next time they came past it was at full speed, like a swarm of angry bees, and they took the corner so smoothly and controlled. Every lap the drivers positioned their cars mm perfect to achieve the optimum line and lap time.

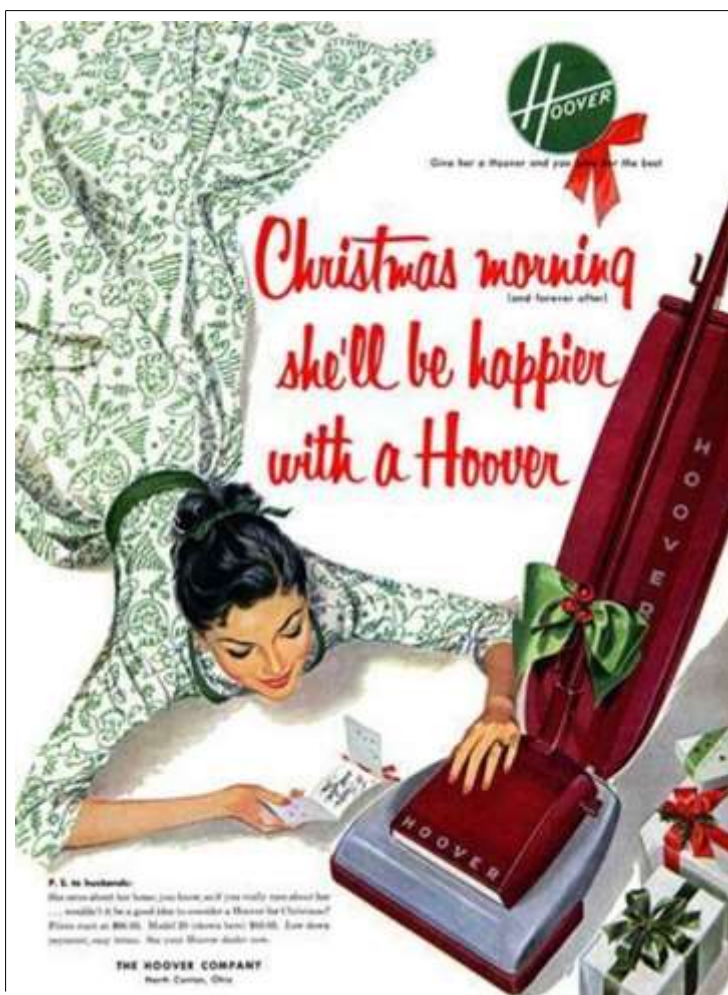
Verstappen received cheers and applause for each lap until he ran into mechanical problems and had to pull up leaving his devoted fans crying into their mayo and chips. But they weren't down for long as they turned their applause and cheers to Hamilton and watched him hold off a determined Vettel to win the race after the safety car had gone in. A real display of control and absolute precision driving. Be under no illusions of how difficult this circuit is to master. You can only really see the bit of circuit you are on because the woodland blocks any view there might be and even if the trees were felled the hills would still block your view, it's amazing. If I went round in my 106 1.3 litre Rallye it would need winching up Eua Rouge it really is that steep.

After the race we made our way through the 'all squeeze in' under pass and finally to the coach. A few hours later we were back at the hotel and exchanging tales of our day with the rest of the group. We then started exchanging drinks and more drinks and so on until we had told the same tales several times and all at different volumes! The coach back to Blighty the following day had some very queasy looking travellers aboard but they held their nerve and breakfast to the relief of the rest of us!

A two hour stop on the way back in the wonderful town of Brugge allowed us enough time to sample some strong local beer and the signature chips and mayo! The ferry back to Dover was like a Mediterranean cruise with glorious sunshine and calm turquoise seas and it was here Claire picked up a superb duty free bargain on some red wine which was used to help us nod off on the long trail back up north. It was a fantastic weekend with so many new experiences and a brief insight into just how massive and lucrative the F1 circus is for the areas it visits. I think an IDMC Wendy might be a good idea but would most likely end up being used to carry cones and steaks around!!

Thank you Claire for a wonderful weekend!

Neil (Basket Weaver) Raven : Ilkley & DMC



A Classier Way to Watch a Grand Prix



I went to my first Grand Prix in 1970 at Brands Hatch and watched Jochen Rindt's Lotus 72 Cosworth beat Jack Brabham's Brabham Cosworth BT33. It was an exciting race with Rindt in the lead from early on, but losing it when he missed a gear. Brabham pulled out a 13 second lead but ran out of fuel on the last lap. Rindt pulled ahead of Brabham's coasting car just before the chequered flag. It was an exciting finish but those who hark back to the good old days should note that, out of the 25 cars entered 3 failed to start and 9 finished with only 4 on the winning lap. I watched several more grand prix, alternating between Brands and Silverstone until the mid seventies.

Brands was a much better circuit to watch from than Silverstone where you needed to bring your own scaffolding to get a good view. The traffic was always bad at both venues

After many years we resumed grand prix viewing with a trip to qualifying at a very wet Donington in 1993 with son and heir Chris. After that we had father and son trips to pretty much every British Grand Prix up to 2014. The traffic never improved much but the views got better. Then we decided to go further afield; Hockenheim and then Austria last year. I can thoroughly recommend the Austrian GP. Fabulous views over the mountains from a very steep hillside, half the circuit in view and, with a short lap, the cars come round very quickly. On top of that, it never took more than half an hour to get in or out of the circuit even on race day.

Anyway this year we were planning to go to Spa, but it didn't quite work out.

Then I saw an ad for watching the grand prix with full hospitality at the Williams Conference Centre in Grove, right next to the factory. So it was soon booked

We rolled up at 08.30, as specified. We'd come from the hotel by taxi as there was a free bar all day. First sight to catch our eye was some grand prix topiary outside the entrance, with Valtteri Bottas' 2016 car the other side of the entrance door. Registration was over in seconds, then it was a glass of Martini Prosecco and a briefing on the day's activities. After that a buffet breakfast and off to the mornings activities. These included: Scalextric racing on a huge circuit (I beat Chris into second place), two goes in a Williams simulator (you won't be surprised to hear Chris beat me on this), BataK reaction time machine (Chris again) and a pitstop wheel change challenge – didn't quite break into 3 seconds and nowhere near the Williams record of 1.9 something seconds.

The other half of the morning was a guided tour round the Williams Grand Prix collection, 42 F1 Williams, all capable of being run.

At 11:00 it was a briefing on qualifying and a link to the pit garage in Spa for a chat with Felipe Massa. Quali hadn't gone well for Williams but they were hopeful for the race. There were lots of interesting snippets on offer as well.

A four course lunch of the highest quality was next, finishing in just enough time for the race, which you could watch from your table or the cinema seats.

It was a really good race: tense finish and exciting action with the right result, at least for us. Thanks to the Force India's self-destructing again, Massa was in the points. There were 80 guests for the day and that made a really good atmosphere watching the race: something we hadn't expected.

After a debrief and afternoon tea, there was some time for another walk round the museum and a visit to the shop before doors closed at 1600. By this time there were only a few of the 80 guests left. At about 1545 we were advised by a staff member that it would be a good idea to leave the museum and make our way back to the lounge bar.

There in his wheelchair was Sir Frank Williams and we were able to have a brief chat and, of course a selfie.

All in all a fantastic day, everything done in spot on fashion and, at the end of it, no traffic!

I'm not on commission or anything but I would definitely recommend this experience to any enthusiast.

How much? £200 a head. Williams do this for every Grand Prix on the calendar.

Dave Graves



GreenPower Racing

Fun and Games on the Club Circuit

Once again it was great to have Greenpower back on track at Aintree and again Liverpool Motor Club were providing support with marshals, recovery and set-up. Despite the entry for the three races being somewhat down on previous years the quality was excellent. The event is split into three races these days; two one & a half hour races for F24 (the Up to 16-year olds) and a one-hour race for F24+ (the 16 to 25-year olds).

Once again, the stars of the F24 races were the girls from Sandbach High School. Their sheer professionalism must be admired and they were still practising driver change overs in the Paddock on race morning! In Race one Sandbach's new car for 2017 (Mr Basil Slicker) had a problem at the start and after being recovered to the paddock and fixed they started their fight back from last place (27th). Their fight back to third by the end of the hour was typical and they finished just 22.8 seconds adrift of the second-place team car Reggie from Sir Thomas Boughiey High School. Sandbach's old number one (Dylan Lafert) held a healthy lead at the end of the first lap and drove away finishing 4 laps ahead at the Chequered Flag having covered 40 miles in 1 hour 32 minutes and 20 seconds which included two pit stops.

In the F24+ race The Weald School's Bluebird started towards the back of the grid but was soon working their way to the front. They had a titanic battle with two of the vehicles from Renishaw plc (RENovation and REC-349) with the lead changing hands at the pit-stops and on track. Bluebird came home the winner by just 20 seconds with RENovation second whilst REC-349 was a further 1 minute 20 seconds in arrears. Bluebird covered 33.9 miles in 1 hour 2 minutes and 26 seconds including pit stops.

The second F24 race saw Sandbach dominate as their 'new' car Mr Basil Slicker never missed a beat and took the win by 4 laps from their old number one Dylan Lafert. Third place went to Wolverine 2 from Wolstanton High School a further three laps behind Dylan. Race 1 runners up Reggie finished down in sixth place.

For those of you who have never been to the Greenpower races at Aintree you really should add it to your "bucket list". These are the only four wheelers who still race on the old Club Circuit which of course uses so much of the old GP track. The sheer enthusiasm of the competitors is infectious and the whole event is one of enjoyment. On the technical front Greenpower has come on in leaps and bounds since their first Aintree event and it is an eyeopener. These cars are sensational and they look fantastic, if you don't believe make sure you come along in 2018 and see for yourself.



***Dylan Lafert
Sandbach High School***



***F24 Race # Bluebird 2
The Weald School***



***Basil Slicker
Sandbach High School***

SMITH STARS AT OULTON'S STELLAR GOLD CUP

Already an excellent event, the Oulton Park Gold Cup stepped up yet another gear in 2017 with the addition of both the Historic Touring Car Challenge and FIA Historic F2 International Series. And, when considering the ultra competitive HSCC Historic Formula Ford and Pre-66 Touring Car championship events featured heavily on the Bank Holiday Monday undercard, the more than respectable crowd were in for a real treat.

The HSCC organised Historic F2 championship appears to have suffered very little from the emergence of Peter Auto's rival series in 2017 with some 25 cars taking to the Cheshire track over the weekend. And whilst Darwin Smith dominated proceedings in race 1 to claim victory by 17 seconds, he would have his work cut out in race 2 as the event quickly turned into a two horse race.

Donington winner, Richard Evans is regularly a front runner in this category and on this occasion refused to let the Northern Irishman out of his sights as the two bright yellow machines pulled away from the pack. But, despite Evans' best efforts he never really got close enough to challenge; the series returnee, in his formidable March 722, appearing unbeatable around the picturesque parkland circuit as he went on to record his second victory in as many days. The Gold Cup, awarded to the aggregate winner of the 2 F2 races, just reward for Smith's utterly brilliant drive.

The Motor Racing Legends organised Historic Touring Car Challenge was a very welcome addition to the Bank Holiday Monday schedule where, for a trial period commencing with the Gold Cup, Group A RS500s have been allowed to join the party. And whilst Chris Ward claimed pole position for the 50 minute race with a late charge in the JD Classics Rover Vitesse (shared with Steve Soper), it was the Mark Wright piloted RS500 which leapt into an early lead; his pace over the opening laps as he pulled away from Ric Wood's Capri and the pole sitting Rover possibly the reason why these machines had previously been off the menu!

Having dominated earlier in the season at Donington Park, Soper was not quite able to deliver the same level of performance at Oulton. Ward on the other hand is rapid everywhere and an early stop to get the ex Silverstone Chief Driving Instructor behind the wheel would pay dividends as Ward found himself in the lead of the race as the mandatory pitstops unwound.

Had it not been for fuel starvation issues, Dave Coyne, in the RS500 started by Wright, may well have challenged for victory. However the intermittent problem would play havoc throughout the second half of the race with the 1990 Formula Ford Festival winner doing well to salvage fourth 4th with a last lap charge.

As it was, despite suffering a braking issue, Ward was able to take a comfortable victory in the end, with the Capri of Ric Wood and the late stopping M3 E30 of Mark Smith rounding out the podium positions. This had been a classy drive by the JD Classics man and Soper was the first to acknowledge that Ward was largely to thank for their top step of the podium appearance.

This wasn't the only touring car action of the day however with the schedule also including 2 historic touring car races for the pre-66 machines as well as a second encounter for the end of millennium Super Tourers.

The Honda Accord is often the car to beat in the HSCC run Super Touring Car Trophy and the second race at Oulton provided no surprise in this respect; Stewart Whyte heading a 1-2 for the Japanese brand to register his second victory of the weekend. Meanwhile, Gianfranco Brancatelli claimed 6th position overall to take class A honours in the very same RS500 he drove to Spa 24 hour victory in 1989.

Qualifying for the Pre-66 machines saw Ford Falcon pilot, Jack Drury, require just 4 laps to take pole position by a massive 1.4 seconds. It was to no avail however as a broken oil pump, which cut short his qualifying session, also caused him to miss race 1 whilst the engine was changed!



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Oulton Park Gold Cup

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This left the door open for the smaller engined marques to flourish with James Clarke leading home Richard Belcher to complete a Ford Cortina 1-2 and Jonathan Lewis in his Mini Cooper S registering an excellent third.

The Falcon was fixed for race 2 however and despite having to start from the back of the grid, Drury was in the lead of the race before the end of lap 4; his victory by more than 13 seconds underlining his total dominance of the category on the day. With such a performance gap, a double race victory should have been a formality and the ex BMW driver will hope his championship push is not impacted by the unfortunate reliability issues experienced in qualifying.

As has often been the case in 2017 a healthy grid of Formula Ford machinery had been gathered for the Oulton Park Gold Cup meeting and it was no surprise to find Richard Tarling and Callum Grant again battling it out for victory. But whilst overtaking was plentiful at Croft, it was not so easy at Oulton and try as Grant might he could not find a way passed the Janum T2 of Tarling in either race; Tarling again showing his defensive skills to record a double victory despite suffering a broken exhaust in the days first encounter. And whilst Tarling's two strong results kept him well in the title frame, a distinctly under the weather Grant (2016 champion) all but threw in the towel following another strong points haul for series leader Michael O'Brien.

Benn Tilley put in 2 strong Formula Ford performances to claim creditable 6th and 7th placed finishes but it was the Formula Junior category where the youngster truly excelled; the Lotus 22 pilot going on to record his first and second overall victories in the Silverline backed series as John Fyda and Peter De La Roche, on both occasions, rounded out the podium positions.

In the Second Derek Bell Trophy race of the weekend, a drive train problem with his March 79B denied Andrew Smith the chance of a double win. Instead, Neil Glover powered his F5000 Chevron B37 to victory as the 2 litre F2 Chevron B27 of Mike Bletsoe-Brown and the March 712 of James King, fresh from his brilliant F2 performance to claim class A honours, rounded out the podium positions. Behind, Julian Stokes came out on top of the Techno F2 battle to claim Classic Racing Car victory with race 1 winner, Daniel Pyett unfortunately ending the day in the Old Hall barriers.

And last but not least, there looked to be a huge shock on the cards in the Classic Clubmans race as John Harrison lead much of the early running. Mark Charteris is very rarely beaten in this category however and would not be denied on this occasion either; the Watford man making the crucial pass at Cascades on lap 8 before going on to record a 3.6 second victory.

Was there a better way to spend August Bank Holiday Monday? I think not. Having absolutely loved the Gold Cup meeting last year I wasn't sure it could be bettered. I was wrong. Witnessing historic F2 machinery lapping Oulton in sub 1.36 times is something else, as was the sound of many a V8 at full chat in the Historic Touring Car Challenge. More of the same next year please!

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.
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Or visit the website

www.paulcommonsmotorsport.com

Liverpool Motor Club' Aintree Autum Sprint

Liverpool motor club held their final sprint of 2017 which counted towards Liverpool motor club speed, ANWCC sprint, Auto66 northern counties speed hill climb and sprint, Longton's northern speed, SD34 motorsport group sprint and hill climb, BARC SBD speed, cross border speed championships, at Aintree motor racing circuit on Saturday 2nd September, although the entries were slightly down on previous events, this didn't stop the L.M.C team putting on a professional well run event. The weather was cloudy with sunny spells, but more importantly it did not rain, the first of the two practice and six timed runs got underway on Aintree's 1.47 mile circuit with class SA, road going production standard saloons up to 1400cc with Chris Smith's MG ZR winning the class with a time of 60.93 (beating his 2015 class record) over the times of Thomas Brogden 70.05 and Peter Brogden 71.68 driving the same Fiat Seicento. The larger engined standard saloons 1400 to 2000cc class SB went next, Paul Gorge in his Renault Clio Sport 172 put in a time of 54.62 not quick enough to beat his record of 54.23 set in April this year but quick enough to give him the class win over Colin Smith's 55.35 in another Renault Clio 172, Class 1A road going saloon cars up to 1400cc was supported by David Taylor in his well turned out 1380cc Morris Mini Cooper S, who set the class record of 56.96 in 2015 and with no class competition, his slightly slower time of 57.08 gave him class honours, Class 1B road going production cars 1400cc to 2000cc winner was Russell Thorpe driving his turbocharged Renault five completing his fastest run in 52.72, Keith Minshull's Peugeot 306 Rallye time of 54.49 gave him second spot, Keith Foster's time of 53.11 in a 3 litre BMW M3 had the fastest time in class 1C road going cars over 2000cc

Classes 1D and 1E for road going 2&4 seater sports cars saw class wins for Peter Brown in class 1D cars up to 2000cc with a time of 57.46 while Robin Grimwood's time of 50.80 in the over 2000cc class driving a 3.4 Ltr Porsche Cayman S took 1E. Class 1F road going production saloons not eligible for any other class had one entry, the Seat Leon Cupra 280 of Gordon Hick achieving a time of 55.63 Three cars in class 1G road going Lotus Elise and other non ferrous chassis construction cars up to 2200cc, all Lotus Elise Elen Worthington's Elise came out best with a time of 50.88, Steve Wilson 2nd with 55.42 and Philip Wood 3rd with 55.7. Road going kit cars with car engines up to 1700cc Class 2A and engines over 1700cc Class 2B saw class wins for Martin Walker's Westfield time of 50.90 class 2A and Nigel Fox's Caterham time of 48.48 class 2B

Class 3B Modified production saloons 1400cc to 2000cc top two drivers were Paul Nutter 49.56 and Carl Austin 49.75 driving the same blisteringly quick Mk2 Ford Escort 1300cc Turbo putting Andy Larton's Peugeot 106 into 3rd spot with a respectable time of 49.97, Class 3C for over 2000cc Modified production cars was won by James Hunt with a time of 52.32 in a 2.5Ltr BMW E30 The familiar 5Ltr TVR Tasmin of David Welton was the only entrant in Class 3E Modified 2&4 seater production sports cars over 2000cc and put in a time of 53.95 Class 3G for Modified kit and replica cars over 1700cc (car engines) saw Graham Denholm's time of 48.58 in his caterham7 marginally quicker than the 48.78 put in by Phil Day's Locost7 while Chris Boyd took class 3H motorcycle engined Modified kit cars in his Sylva Riot Bingley Special with a time of 45.79.

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Aintree Sprint Continued from Page 68

Martin Chittenden was the only entry in Class 4A sports Libre and Hill Climb super sports cars up to 2000cc and he achieved a time of 54.46. Classes 5A, 5B, 5C and 5E were for racing cars, Eve Whitehead won 5A for racing cars up to 1100cc in her RBS8 with a time of 44.89, 5B formula Ford honours went to Geoff Ward in his Swift SC93F in a time of 50.19. Class 5C racing cars over 1600cc up to 2000cc had Ray Stockton's Van Diemen Formula Vauxhall Junior put in a time of 59.00. Class 5E racing cars over 2000cc only had one question to answer, would John Graham in his Gould GR55B smash the very quick outright sprint record of 35.82, (that's an average speed of 115.27 mph), set by Nick Algar in a Gould GR55 on 26th June 2010, as it turned out Nick Algar's record is safe for a while longer, John's best time was 36.62 still the fastest time of the day, Graham Blackwell was in second spot with a time of 42.99 driving his Mygale Ecoboost G17. The Final two Classes were classic cars, class 6B classic racing cars built before 1st January 1986, Les Proctor was the class winner with a time of 53.52 in a Elva Mk7 but in my opinion the star of this group was Norman Tidd's 1928 Austin7 21/4 tourer at 89 years old, got round the 1.47 mile sprint circuit in 89.35. Class 6A Classic road going cars and sports cars manufactured before 1987 saw Alan Wilson's Austin Healey 3000 get round in 54.71 to win the class, with David Smithies NSU Prinz second with 63.34, the Mk2 Ford Escort 2000 of Sean Bramhall had Problems with a broken half shaft and was a non starter, all the results are on Liverpool Motor Club's web site

Report & Photos : Brian Taylor
www.whitedogphotography.co.uk



Longton & DMC

3 Sisters Sprint

September 3rd



Longton and District motor club had their third visit of 2017 to the Three Sisters Race Circuit on the 3rd September for a round of their Northern Speed Championship and Sprint Series.

There were 60 competitors and 49 cars in 22 classes, running over the 1143metre course, the weather was cool with light rain, and a damp track meant the existing record holders times were safe although new records were set in the Lotus 7 and Standard Sports Car class as these had to be established.

The Standard Sports Car Class up to 2000cc (SC) was first of the line with John Wadsworth establishing the record in his Mazda MX5 with a time of 59.84.

David Taylor went next in his 1380cc Morris Mini Cooper S in the saloon cars up to 1400cc (1A) class with a time of 60.80.

Saloon cars over 1400cc up to 2000cc (1B) Keith Minshull's Peugeot 306 Rallye had the best time of this class with 54.77.

Class 1D 2&4 seater sports cars up to 2000cc had the MX5's of Keith Rose and Stuart Mather both competing in the cross border championship with the Mazda MX5 of Keith Rose being slightly quicker to take the class win with a time of 61.15.

The 2&4 seater sports cars over 2000cc class (1E) winner was William Champion's TVR S2 with a time of 58.44 placing Paul Collier in his BMW 3.0 Z4 in runner up spot with 60.49 Road going Lotus Elise and other non-ferrous chassis construction cars up to 2200cc (1G) had Steve Wilson Lotus Elise S2 and Robert Halt Lotus Elise competing for honours with Steve Wilson coming out best with 57.74.

Class 2B road going kit and replica cars over 1700cc (car Engines), The Caterham Supersprint of Les Golding came out on top of this class over the Caterham Seven of Nigel Fox with a time of 54.54. Modified Saloon cars up to 1400cc (3A) had Daryl Bentley and Debbie Cooper sharing the same Toyota VITZ with Daryl being marginally quicker with a time of 62.18 over Debbie's time of 62.47.

The Modified saloons over 1400cc up to 2000cc (3B) saw the yellow peugeot 106 of Andy Larton turn the table on the pair of Paul Nutter and Carl Austin in their blisteringly quick mk2 Ford escort turbo from the previous day's event at Aintree to win the class with a time of 52.06.

The modified saloon cars over 2000cc (3C) had the pairing of Colin Duncalf and Stephen Norton in their MG Zs with Colin getting the quicker time of 63.91. The modified kit and replica cars over 1700cc (car engine) fastest time of this class was achieved by Darren Coleman with a time of 54.21 beating Gareth Coleman into runner up spot, they were both sharing the same Sylva Striker. Class 3H modified kit and replica cars (motorcycle engines) had a class win for Bob Bellerby with a time of 51.19 in his Sylva Riot Jonathan Davies took the class win in the sports Libre and hill climb super sports class (4A) with a time of 55.43 in his Peugeot 205 Mi16. Class 5A racing cars up to 1100cc saw Robert Bailey come away with the class win and fastest time of the day of 48.64 in his Empire Evo2. Geoff Ward's time of 57.96 secured the Formula Ford 1600 racing cars manufactured before 1st January 1994 class (5B) driving his swift SC93F. Class 5C racing cars 1100cc up to 1600cc saw Oliver Taylor driving his Hi Tech DP put in the fastest time of the class with 49.63.

Classes L1 to L7 were for the lotus 7 speed class with records to be established the results of these were class L1 (speed class 1) Richard Abraham Caterham 7 55.60 class L2 (speed class 2) Robert Jacobs Caterham 7 58.24 Class L3 (speed class 3) Richard Price Caterham 7 55.53 Class L6 (speed class 6) Shaun Ellwell Caterham superlight 52.54 Class L7 (speed class 7) Simon Harrison-Moore Caterham Superlight Busa 54.43

Another well run event by Longton and district motor club Full Results are on the Longton and District motor club web site <http://www.longton-dmc.co.uk/index.php/events/three-sisters-3rd-sept>



Report & Photos : Brian Taylor
www.whitedogphotography.co.uk



PEOPLESFORD



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

A SUPERB EVENT

Bo'ness, or Borrowstounness to give it its full name, lies on the Firth of Forth about 16 miles west of Edinburgh and about 9 miles west of the newly opened Queensferry road bridge with Falkirk a further 6 miles to the west of Bo'ness. The suffix "ness", which is Norse for "headland", gives some idea as to why this ancient town has very important historical links to the Roman period as the town has a commanding view over the Firth of Forth and it marks the eastern extent of the Antonine wall and one of the frontiers of the Roman occupation of the British Isles. A Roman fortlet can still be seen on the Kinneil estate which is now a very large public park overlooked by the massive fortified Kinneil House. Competitions must have taken part in this neck of the woods for centuries, here one can imagine the Romans with their chariots competing against each other in ancient times although these days the horse power takes a different form. Kinneil House wasn't built until the 15th century by the powerful Hamilton family but it is a very imposing residence indeed. Another famous person connected to Kinneil House was James Watt who worked on and perfected his steam engine in a building which is now a ruin lying very close to Kinneil House itself.

Bo'ness town is small with about 14,000 inhabitants but its significance in motorsport terms has been just as significant as the town was in Roman times. Initially opened in 1934 the motorsport venue was supposed to be developed into a full motor racing circuit however only the hillclimb came to fruition although this was very important and hosted a round of the British Hillclimb championship from 1946 until 1966. Many of the world's top Grand Prix and endurance racing drivers have competed there, Ken Wharton, Ron Flockhart, Bob Gerrard, Dennis Poore, Tony Marsh, Jim Clark, Jackie Stewart, being just a few. The BBC even did a live outside broadcast from there with an England versus Scotland event in 1953 with Raymond Baxter as commentator, such was its importance and popularity. Most of you will have heard of Tunnocks Caramel wafers, the biscuit which is made by the millions each week, well Boyd Tunnock the boss of the firm also competed at Bo'ness in the 1960s in his Mini Cooper. A couple of years ago he was kind enough to sponsor the mobile grandstand for the benefit of spectators when all competitors were given samples of the firm's products. I did offer him a drive in my Buckler when I found out about his generosity but he sent me a very nice letter back saying thank you but he felt he wasn't quite up to it these days so would prefer to spectate.

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Bo'Ness Revival **Continued from Page 71**

Ecurie Ecosse, the famous private motorsport team formed by Edinburgh accountant David Murray with its headquarters in a small mews in Edinburgh, was closely involved with Bo'ness, many of the team members being regulars at Bo'ness events. This famous team went on to win Le Mans 24-hour race beating the factory Ferraris and Jaguars and were celebrated at the recent Goodwood Revival event. All the former team cars were assembled on the grid and driven by notables such as Sir Jackie Stewart the cars resplendent in the distinctive "Flag Blue" metallic paint. These cars were formerly transported by one of the world's most famous vehicles ever known, it was built by Alexanders of nearby Falkirk on a Commer chassis powered by a TS3 3-cylinder two stroke engine. The transporter and team cars attended the Bo'ness Revival just before they were sold about four years ago, the collection was owned at the time by Dick Skipworth before being sold for £8.8 million; the transporter alone made £1.8 million!

When the team was wound down in 1971 the transporter was bought by vintage racing driver Neil Corner who owned one of the team's D type Jaguars and was used by him before eventually passing through many more hands and eventually ended up in a terrible state in the 1980s. Fortunately Dick Skipworth, one of Ecurie Ecosse's greatest supporters, bought the derelict vehicle and had it totally restored. It is now a fabulous iconic piece of motoring history. Corgi toys produced models of various Ecurie Ecosse vehicles; these are very sought after today having been out of production for many years.

This year's Revival event was way oversubscribed and every type of car from 500cc single seaters powered by Norton and other motorbike engines as raced many years ago by Stirling Moss, Bernie Ecclestone and pals through to variations of the humble Austin 7 then everything in between up to the fearsome F5000 Lola T142 of Roger Deans. The F5000 Lola wasn't the biggest engine though, Fraser Ewart's Bentley Special had 6250cc with twin turbos and David Franklins C3 Corvette had a 6300cc Turbocharged lump under his bonnet too making the genuine 4700cc AC Cobra of Robert Bremner and a TVR Griffith 5000cc look comparatively small.

Many famous names were in the list of entries, Richard Mallock had a MK4 model there, Vernon Williamson had a Joe Potts special; Joe Potts was a famous racer at the original events and the man to beat for FTD just after the war. After Bo'ness Vernon was going down to take part in the Goodwood Revival with his Ecurie Ecosse Imp racing car. There he got a good mention by the Goodwood commentators as he was wearing his kilt so a discussion evolved regarding the colours of Williamson tartan, a material always worn by Jackie Stewart who was also taking part in the Goodwood Ecurie Ecosse parade.



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Bo'Ness Revival **Continued from Page 72**

A SAAB V4 of David Heirs was an unusual but welcome entry at Bo'ness, Jenny and Alex Howells travelled all the way from Lymington with their Hillman Super Imp saloon that started its life only a few miles down the road from where it was built at Linwood. These cars were designed by Michael Parkes who was a F1 driver whom I saw racing a Ferrari GTO at Brands Hatch in 1963 or 1964 for Marnello Concessionaires on the only occasion I have been there. He looked like a film star I remember and was adored by all the ladies, the team boss Col Ronnie Hoare it is said equally admired the ladies and was very successful, not just with the Ferrari team either!

Bo'ness is for pre-1974 vehicles although in the early days "invited" entries made up the numbers and have always been great crowd pleasers. However the MSA track licence in future won't allow some of the spectacular Escort MK2s, later Porsche models etc which is a great pity in many ways.

VSCC type cars are well represented at this event including Jane and Trevor Corner from York driving Janes lovely Talbot 65. Trevor was under strict instructions not to damage it. Roger Thorpe had his magnificent 30/98 Vauxhall, a rival to Bentleys when these cars were produced. Ian Smith, John Hunter were driving their Alvis 12/70 and Riley TT specials respectively, other Cumbrians Dick Smith and son Adam now domiciled in Peebles had their rapid Frazer Nashes. To add even more variety were the Lea Francis Hyper of Gesa Walker, the immaculate Alfa Romeo 1750GS of Nick Rossi, some more pre-war MGs and Riley's still doing great service and giving lots of pleasure all these years after rolling off the production lines.

Martin Breen was enjoying his powerful MGB V8, our man in Maryport Marcus Bewley had his familiar Triumph GT6. Lamplugh's Chris Spencer is getting faster and faster and was only 2 secs or so off FTD in his Formula Vee Scarab. Geoff Mansfield was competing in his TR3 and his lovely Jag engined Cougar. Geoff had organised many of the other drivers in these classes into a form of championship and they are visiting other venues up and down the county such as Prescott. He was even hosting a Dutch couple on a sightseeing tour of our country, well done Geoff you are a great ambassador.

Commentators Chris DeWitt and Steve Wilkinson once again did a brilliant job keeping everyone informed about each car and anecdotes about the drivers as they ascended the hill. This at times was made very difficult for them as the timing information wasn't being relayed to them all the time but one would never know from the seamless way they continued their commentaries. One never realises just how important these guys are until they go off air if a glitch occurs, their depth of knowledge and dedication to the sport deserves some form of award.



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As well as the competition runs this is a great family day out with classic car show, trade stands and other entertainment. Just how important Bo'ness is can be judged by the fact that the awards were presented by no less a person than the "Queen" herself. This ceremony took place on the Sunday after the final runs and was a splendid affair. As Her Majesty Queen Elizabeth was down to open the new Queensferry bridge just down the road the task was done by the lovely young Bo'ness Festival Queen and a superb job she made of it too, she could always be called upon in future as a reliable stand-in especially as Prince Phillip has retired. I was lucky enough to win the Sports Racing Car class and I wasn't sure if I had to bow or not but, somehow, I seemed to manage ok on this occasion.

A wonderful event and a great credit to all the organisers especially Kenny Baird who has been involved since the start, first as comp sec then latterly as chairman. After ten years or so he is stepping down but handing over to a great team and now hopes to actually drive his cars which so often he has entered but never driven whilst he sorted out some organisational problem or did a TV interview or something similar.

Keith Thomas



Don't forget one of the best events in the Classic Revival type Hillclimb calendar is yet to take place and like other events at Shelsley, Boness and Chateau Impney it attracts full entry lists because it is always so good.

The Prescott Autumn Classic is on the 30th September / 1st October, currently Carl Talbot and myself are entered in our Bucklers on the Sunday in the "Flathead" class. This class usually contains cars with the big sidelvalve V8 engines such as Allards and many of the older type American cars such as Ford V8 Pilots, Hotrods etc but one or two smaller engine 4 cylinder cars such as ours can give them a run for their money if things go well.

A very rapid "Sit up and Beg" type Ford Pop dating from about 1954 has been entered the last couple of years driven by a guy called Ian Moss who holds class records at Prescott in his Hillman Imp and his MK2 Escort so he certainly knows the fastest way up this very demanding hill, this car goes a lot quicker than you've ever seen one go before.

There are lots of other classes and the events are counters in all kind of championships so expect to see lots of Austin 7s, MGs, Lotus, Scimitars, VSCC type cars, Astons and Bugatti so the weekend certainly has a very varied entry of marques.

Being a permanent venue and owned by the Bugatti Owners Club it is a superb place as you would expect with bars, restaurants, great camping/ caravan facilities, excellent toilets and loads of shops and trade stands all set in a wonderful, picturesque orchard, plenty of other accommodation nearby and listed on Prescott website.

The whole weekend is great entertainment this particular weekend has an American theme so expect Stars and Stripes, muscle cars, Harley motorbikes, dragsters, apple pie, rat rods even music from the Beach Boys.

Check the Prescott website for latest details and its cheaper if you buy tickets online and print off the voucher.

www.prescott-hillclimb.com

Keith Thomas



You Read It Here

Some months ago The Times newspaper declared war on diesel vehicles, and has continued to campaign against them since. A couple of weeks ago their lead editorial was titled “Dirty Dinosaurs” and attacked a leaflet published by the National Franchised Dealers Association which tried to put both sides of the argument. The Times stressed the fact that until this month diesels have only been tested in laboratory conditions so real world emissions were much higher. They never mentioned of course that the same applies to petrol engine. Whilst admitting that diesel engines do in fact emit 20% less than CO2 than petrol The Times said this fact was negated by diesel engines being heavier and more powerful than petrols. Yes a typical diesel is slightly heavier because the block and head have to be stronger to handle the higher compression ratio. But to say they are always more powerful is simply rubbish. Take the Ford Fiesta, Britains best selling car. If you choose diesel you can have a power output of 120ps. Or for petrol 100, 125, or 140ps. Now as far as I’m aware 125 and 140 ps engines are more powerful than 120? Or does the Times know something I don’t? The same applies to just about every car on the market, VW Golf for example diesels 150 or 184 ps, petrols 110, 150, 220, 245, or 310.

Then The Times goes on to say that manufacturers should be “disqualified from continuing to sell diesel cars” and instead forced to produce only hybrid, electric or hydrogen powered models. Battery powered cars the newspaper tells us “produce no exhaust emissions at all”. Whilst this is technically true it is only properly correct if the electricity used to recharge the batteries comes from wind or solar power, which is of course not the case anything like 100% of the time. Meanwhile the car itself is zero emissions but the power station that generates the electricity for the recharge certainly isn’t.

So if you want the TRUTH about this issue or indeed any other motoring matter I’d suggest you keep reading this magazine and don’t bother with The Times.

Manufacturers Go Electric

The recent Frankfurt Show was dominated by manufacturers announcing their push to launch more hybrid and pure electric cars. VW will by 2025 offer a hybrid models for all of the 300 different cars they currently produce, and 80 will be offered as pure electric.

Porsche announced that they would launch a pure electric sports saloon within 2 years priced at under £70000 so aimed directly at the current Tesla Model S. Performance and range will be similar to the Tesla with a maximum of 310 miles before recharge is required. 80% recharge can be completed in 15 minutes compared to 40 minutes for the Tesla. Doubtless this sort of technology will feature on cheaper models elsewhere in the VW Group before too long.

Honda will offer hybrid or pure electric power on all new models offered in Europe, and Mercedes will offer this choice on their entire range by 2022. The electric Mini was unveiled at the show, due to go on sale in 2019.

Someone needs to get the recharging infrastructure sorted quickly!

Supercars Certainly Aren’t Dead!

Those who worry that electric cars will take the fun out of driving will be pleased that Frankfurt also saw the launch of lots of new models with internal combustion power, many high performance versions. Star of the show was undoubtedly the Mercedes AMG Project One supercar. Powered by a turbocharged 1600cc V6 as is Lewis’s Sunday drive assistance comes from four electric motors so in total 1134bhp is available. The engine is closely linked to the F1 unit but running on street fuel revs have to be limited to “only” 11000 rpm, still a record for a road car engine. 0-60 comes in 2.5 seconds with 4WD providing the traction and the car is limited to 218mph. Mercedes have been proud to announce that whereas the F1 engine has to be rebuilt after 4 or 5 races the road version is good for 30000 miles. What the rebuild then costs hasn’t been mentioned!

Priced at almost 2.3M Euros PLUS VAT over 1000 people have applied to buy one, but Merc are only building 275 and have carefully selected those lucky enough to be allowed the privilege. Owning a fleet of Mercedes trucks or buses is rumoured to be a big help, as it is said is being called Hamilton with a Christian name beginning with L.

Where Will September New Car sales End Up?

I’m writing this with 5 days left for manufacturers and dealers to sell, or at least register, new cars for September, the second highest volume month of the year. Signs are that sales are not as strong as they would like and desperation is starting to creep in. Early last week one of the prestige German manufacturers increased their discounts to us on one of their larger models from 12% to 16%. Only 3 days after that 16% became 20%! I’ll report fully next month but currently I’d say only massive pre registrations will see the number of registrations the industry wants.



Dirty Fingernails Club

This month's 2nd Wednesday meeting was one of the best attended meetings yet with just over twenty people present yet many regulars couldn't attend for various reasons, three "new" people came and they all said they really enjoyed it. This was an amazing turnout considering that some regulars were at Wigton mc committee meeting, some are away on holiday and Kirk Rylands is recovering from getting his new" CV "joint and" Hardy Spicer" fitted to his own body rather than one of his cars !

Simon Riley and Dick Smith couldn't make it, Dave Nicholson is still living the high life at his place in Italy probably looking out for more people to join his future Fiat 500 rallies that many of you saw when they joined in the weekend breakfast run to Lingholm Gardens on Derwentwater a few weeks ago. These genuine Fiat 500s tackled all the classic Lakeland passes and Dave as usual put on a superb event that was enjoyed and appreciated by crews from various counties, well done Dave.

Ed Glaister, Dickie Milne, Chris Hodgson or any of the Carlisle guys weren't there so things bode well for next month if a few more people can make it.

As usual lots of interesting conversations then those who fancied a late night cup of coffee or something stronger came back to our house where we were entertained by Edwin Cook and his tales about Goodwood Revival where he was a "House Guest" of Lord March at the champagne reception along with son Richard and Chris and Fiona Hunter. An evening enjoyed by them all.

Below is the new government directives concerning MOTs and free road tax dates and criteria, I haven't read it as yet but it was send to me by a mate of mine called Neil Bennett who races a very powerful supercharged V8 vintage car called the Batten Special at hillclimbs. He also held the FTD at the first event at Pendine Sands when the event was resurrected about three years ago with a terminal speed of 108 MPH on the wet sand over the quarter mile. He describes it quite vividly, something to do with contracting ones back passage when the car suddenly finds it can float, Parry Thomas died at this event many years before so I fully understand his reaction.

Pictures (right) show Neil's car with his Pendine trophy at Prescot Autumn Classic which is on 30th Sept / 1st Oct

The government has set out its position re roadworthiness testing of historic vehicles in this paper:

<https://tinyurl.com/y7lxg4zd>.

Draft guidance on what constitutes "substantial change" is here:

<https://tinyurl.com/y7qgmrmn>

which may or may not be good news but at least now we know

Keith Thomas



13TH OF AUGUST 2017

THE BLUE STREAK TARGA RALLY & HISTORIC RALLY CHALLENGE

A dominant performance from Andy Beaumont saw him romp to a convincing victory on the Spadeadam Motor Club's Blue Streak Rally, Beaumont and navigator Andrew Fish hurling the big Sunbeam rapier round the tightish test venues to emerge well clear of the second placed MK1 Escort of John Bertram/ Louise Whitelaw with David Agnew/ Alan Jackson's Porsche 911 coming through to take third spot after an early challenge from John & Marian Sloan (MG Midget) was marred by a wrong test penalty.

The Spadeadam Motor Club had attracted a healthy 40 plus entry for their event which was based in the Carlisle area and indeed the opening four tests were all located on the periphery of the city's airport with the opener proving extremely tight, particularly for the Triumph TR's of Chas & Sarah Stansfield and Charles Graves/ Ron Palmer who were forced to perform several three point turns to get round the cones. Thankfully, the next tests were a bit more open including one in front of the Cumbria Air Museum where the cars passed almost under the wings of a stationary Vulcan bomber. From the airport a quick trip via Brampton took crews to the familiar test at Kirkhouse Brickworks which, while fast and open, was starting to show signs of wear and tar with a few nasty potholes to test cars suspension.

At this point, Beaumont/ Fish had already opened up at healthy lead ahead of Bertram/ Whitelaw and the Sloans with Mike Dent, who had borrowed Dave Marsden's well known MK1 Escort the best of the rest.

The opening five tests were repeated and as crews headed for the lunch halt Beaumont/ Fish were well in command with Bertram/ Whitelaw some 40 seconds in arrears and the Sloans a similar distance behind. Dan Willan retired his Clan Crusader at the end of Kirkhouse 2 with gear linkage problems and Mike Dent went no further, the Escort reported to have engine problems.

The afternoon session saw the route head up to the Gretna Green for two short tests at Plumpe Farm, the second of which finished with a spectacular water splash which saw quite number of crews out pushing their car the last few yards to the finish line. John Hollday/ Alan Cathers retired their MG Midget here when a spring hanger came loose, a sad end to a promising run. A test at The Peth wood-yard was followed by one at Mossband MOD depot and well used track beside the River Esk where Agnew/ Jackson clipped a cone and lost a rear light from the Porsche.

A re- run of these tests concluded the days action and saw Beaumont / Fish extend their lead, finishing the day with over a minute in hand over Bertram/ Whitelaw who had put in a steady drive all day, avoiding the mistakes to which other crews succumbed. There was some hilarity on the final test as Agnew / Jackson went hunting for their missing tail light, amazingly, they did in fact locate it lurking in the undergrowth !!.

A rather long wait for results was the only black mark on an excellent and well run event which was well received by all competitors with the all test format of the event, there were no regularities or road sections, coming as some relief to the large number of novice navigators taking part and the Spadeadam Motor Club are to be congratulated on their slick organisation.

Ed Graham : Hexham & DMC



Photos Courtesy of Tony North

The KNUTSFORD TARGA RALLY

So we successfully completed our first Targa rally!! Sounds easy when you say it like that haha. Well I thought I'd share a little of what went into actually getting to the rally and then a rundown of the day from inside car 41.

Targa rallies are something I've had my eye on for quite a while now going back to the demise of the endurance rally, Targas seemed to fill the void of affordable clubman motor-sport. I wanted to try my hand at road rallying but it's difficult to get into unless you know someone who is willing to take you under their wing and Navs are that know what their doing are in demand. I got talking to Matt at a couple of club meets and mentioned Targa rallies. Matt who has entered a handful of road rallies but as a driver seemed keen and asked "So what are the Targa rallies all about then". To the best of my knowledge I can only describe it as multi venue autosolo. Kind of like a watered down stage rally for road rally cars. A bit more talking was done and we both agreed to give it a go. I choose the Knutsford Targa after seeing the promo stuff they put on Facebook. The tests seemed to be more natural ie gravel farm tracks and lanes. I've seen videos of other targas and some tests look very cone heavy to say the least. I love a bit of cone bashing just as much as the next man but if I wanted to do that all day I'd enter a autosolo.

So the car..... I bought a half straight Impreza sport for the job. I had grand ideas of seats and harnesses, trick suspension and better brakes and the long and short of it was that I was that busy with work that come the Monday before the rally I still had a standard 2.0 Impreza with a half cage welded in it.

I had some work to do!! Que Matt!!! The best part of having a Nav that owns a garage is the ability to do in a few evenings what would have taken me a dogs age on the drive. We went through the car sorting brake pipes, springs and shocks fabbing up a sump guard etc we didn't know what to do with tyres. After the can of worms opened on FB about gravel tyres and emarks we thought it best to just run some winter kingpin remolds and carry a couple of spares.

So we where all sorted and rally ready!! I'll take it down the road to see if everything's ok. I get around the corner from the garage and the clutch starts slipping!! Perfect!! Back to the garage up on the ramp box off and the clutch is covered in oil. Took the flywheel off and yup crank oil seal was leaking. Not only that the spigot bearing in the flywheel was missing BB's. The next day I spoke to Steve Cotton at Cotton subaru and he had a bearing and crank seal in stock. So that evening the scoob was treated to a new clutch and put back together before being loaded onto the trailer.

The next day was an early start roughly 5am but the run down was a good one only taking just under 2hrs. On arriving we parked the van and trailer in the paddock and unloaded the car. Noise was done a mile or so down the road on the way in. We joined the back of the line for scrutineering and noticed nearly everyone was on gravel tyres (bummer). Once passed we had a look at the machinery we would be competing against and quickly realised the event had drawn serious crews. There was a few more modest cars, one a bog standard fiesta piloted by two old boys who had a consistent run throughout the day.



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The KNUTSFORD TARGA RALLY

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We then went and signed on and Matt went back to the car to get to grips with the test book and route book. I hung around the visitors centre and waited for the drivers brief. A brew and three pee's later we were lining up at mtc1! A short transport section later and we were waiting in a line of cars next to field. Watching the cars struggle to get to the start line due to the mud I was feeling a little more confident thanks to the 4wd. Our turn quickly came and before I knew it we were on the line being counted down....5..4..3..2 (now I best point out that me and Matt had team tactics to take it easy and get a feel for things before trying to push the pace).. 1 yep tactics had been forgot about and the new clutch was being bedded in by being dumped from 5 grand hahaha. The test was straight forward with only 2 cones and a passage control. Traction wasn't a problem even on the loose muddy gravel and we soon found the limiter in 2nd and then as soon as it started it was over. We had posted a time of 1.48 and unbeknown to us was 14th fastest time of the day out of 50+ cars wasn't bad.

At the finish a marshal told us that test 2 had been cancelled due to a gravity problem so off went to test 3.

Another straight forward test with 1 passage control and 1 code board. This was entirely tarmac but with plenty of yumps and twists but still very fast. This time there was no heroic launches of the line as we had caught the back box on the first test and the Scooby sounded more like a Fordson major at this point. At the first passage control the marshals pen wasn't working due to the rain (not his fault I know) it felt like I'd lost 30 sec but in reality was more like 3. We finished the test and on the way to the next one.

Test 4 was a rude awakening for us!! We had both become a little over confident and made the error of not studying the test diagram. This test was 2.3 miles in length and was run on tarmac, concrete and gravel with a split and 6 passage controls. The first quarter reused most of test 3 which was familiar and fast paced. Once we head up to the farm I missed a left turn and lost time turning around. Pressing on up the hill the surface changed from concrete to loose gravel and the road dipped with some negative camber which had caught out a white manta who had slipped off the road into the field. Half way round the split I took a wrong entry earning us a wrong test and max time. I was feeling annoyed with myself because it was going to be a quick time! The Scooby was finding ample grip despite the road tyres. Now we headed back towards where we went through noise in the morning. Test 5 was run on gravel and concrete with 3 passage controls and a split. It had some long straights and a twisty section on concrete which had caught a Seat Ibiza out. On the straight leading down to the split we found the limiter again but we found out that suspension setup was a bit bouncy on the back which lead to us getting a bit bent out of shape but it was held with some left foot breaking. The best bit was at the end of the straight there was someone taking pictures and as things started to get hairy I could see them start to back up!! Smart guy haha. It felt like a good run and it turned out we was 12th quickest through which I was happy with.

Next up was another long test some of which used some broken up concrete on the outskirts of an airfield. The first part of the test was a series of tight in and out of cones on what was by the time we got to it deep slick mud. The scoobies 4wd didn't help much as the tires filled up with mud instantly and applying more loud pedal resulted in understeer. Once out of the mud plugging part of the test we was onto a number of long sprints on the concrete of the airfield. The Scooby showed a distinct lag of legs on this part of the test!! Unfortunately after the second code board I missed a sneaky cone (DD) earning us a test max which I was gutted about.

Oh well onto Test 7 Darley Moor circuit which was just across the airfield. This was also the lunch stop and all the cars had gathered together. The circuit was always going to be a quick test and again all the attributes of the Scooby did nothing but put us at a disadvantage here. It was very enjoyable but the whole time I was thinking I could do with another 50 or 60 bhp here. Somehow I managed to miss hear a note and pulled into the pit lane which ended up with me getting stuck back at the start with all the front runners waiting for their second run. Embarrassment wasn't the word!! I was getting flustered but Maurice who was marshalling the test start moved some cars out the way and casually told to finish the run anyway to learn the test as we racked up a test max again. We did so and stopped for lunch and a chance to wind down. I was feeling very annoyed with myself at this point but Matthew kept me right and we had a team talk and regained some focus. We had decided to knock the pace back 10% and I had to set off a bit slower after code boards so Matt could regain his bearings with the test book.



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The KNUTSFORD TARGA RALLY

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So we lined up again in order for test 8 which was another lap of Darley Moore circuit. This time with focus as if our lives depended on it. This time it was a different story. The run was neat and tidy Matt was calling the notes just a little bit clearer and loudly and it showed in our time!! A clean run just 20 sec off the bogey time. That felt better :)

Again we moved to the other side of the airfield for test 9 again which was again a good run!! Clean and tidy and cone DD don't escape us either. I pushed as hard as I could but even with the lack of grip on the mud and legs front Scooby we still managed 6th fastest time of the day here. We did manage to catch car 40 and had to wait for them to go through the last time control which cost us over 10 sec but I wasn't too bothered as the important thing was we had a quick clean run.

Feeling a lot happier and confident we headed out on a long transport section back towards Leek.

Test 10 was next Hines farm which was the test which was cancelled in the morning. 1.6 miles of tight farm tracks on mud and gravel with no less than two water crossings. We set off from the start and took it steady through the rear of the farm yard over a speed bump that needed a bloody flag on top of it and it own spot height!! We pressed on up the track only to be flagged down by a Marshal telling us the test had been scrapped due to the water height of the ford's and we where to drive the rest of the test slowly. When we got to the water crossings you could see why. They looked like something out of the camel trophy!!

We exited the test and proceeded to test 11 Hines farm 4 which was the first test of the day run in reverse. We had a good run on this in the morning and this was to be even better with a time of 1.48 and good for 11th fastest of the day. Another short run to test 12 Red Earth Farm 3 a rerun of test 3 from tge morning. A relatively short concrete test and the feeling in the car was good we had put it together and clicked along with the car. Another tidy run good for 1.29 just 5 sec off the bogey time and 10th quickest through very happy.

Test 13 was again a rerun of test 4 the long test on a mixture of every surface going that had caught both us out with a wrong test and the white manta with the slippery transition from concrete to gravel. With our new found confidence and concentration we was pushing on and almost came foul at the same point as the manta but as we started to push wide towards the sloping field I managed to grab 1st and floor it with the 4wd pulling us back onto the track!! Lucky!! Pressing on making good time still we caught the fiesta again and thinking back I should of gine for the pass but I didn't. They had suffered brake failure and was quite rightly nursing it back to the finish. Should they have pulled over for us...well I don't know but they did add around 30 sec to our time also the marshal didn't seem to make any attempt to process them through the time control even though we was waiting at the stop astride behind them. Such is life and a crying shame because the chaps in car 40 had put a consistent run in through the day! Despite the hold up we was still 18th fastest through.

Down the hill to test 14 the final one of the day and it was again a rerun of test 5 one that we had done well on in the morning. Gravel mostly with long straights and a split. A quick run we was on the pace again finding the limiter on the back straight first time round the split. In and out out the passage control and over the cattle grid we was lit the whole way round until we got to the point where tank slapper in the morning and again the backend started to bounce around but this time the front nearside caught the soft verge and it pulled us in. I kept my foot in with a hope of pulling it out but we came slowly to a halt with the help of a Hawthorne hedge. No real damage other than a head-light but the car was beached on top of the verge and despite our best efforts we couldn't get her out on our own even with help of Andy from M&H photography who managed to catch the whole thing on camera :).

Luckily enough big red the defender came and give us a tug and out we came. With thanks to the marshals we continued all of 100 yards to the finish haha and took the test max.

We returned to the start point and loaded the Scooby onto the trailer and soon we was on our way home.

The final standings for us was 34th overall. Which for our first attempt we was happy with having started with a seeding of 41st. I had the most fun I've ever had on 4 wheels and will be putting quite a few entries in next year. One thing for sure the Knutsford Targa will be one of them. As an introduction to Targa rallying I think it will be hard to beat in terms of enjoyment. A big thanks to the KDMC team for an extremely well organised event!!

So what now?? Well leading up to Christmas focus will be on the car. More ground clearance with some revised spring rates and better brakes. Seats and harnesses along with a new skidded exhaust and maybe a few extra ponies. Next event is looking likely to be the Stocktonian Targa in Feb once venue has been sorted. Can't wait!!

Driver Gareth Lloyd

Nav Matthew Harwood

Car 41 Silver impreza 2.0 sport

Garstang & Preston MC

The Knutsford Targa Rally

As a complete novice to this rallying lark and my dad who was driving had not done anything since the early 90's we didn't have a clue what to expect, all we had done in preparation was a Clitheroe & DMC scatter. So, we arrived in good time and got on with scrutineering and signing on so we could see what we had let ourselves in for. I busied myself reading the documents as if I knew what I was doing and after a brew and a lovely bacon butty from the visitors centre café then we were on to the briefing.

After a short road section down to the first test we were soon sat on the start line on our first targa event for my dad and first ever event for me.

The first test was certainly a crash course in targa rallying when we arrived at the finish and instead of stopping astride the line and then rolling forward we just went straight through and stopped at the second line. We were then told that the second test was cancelled due to one of the leading cars had rolled and blocked the stage, a very steep learning curve it has to be said.

On the third test a car, a few in front of us, had slid off the road into a ditch and we had to weave our way round him only to arrive at the passage check for the marshal's pen to run out mid signature.

We had a good run from then on to the lunch stop apart from missing a code board on the first time round Darley moor circuit and then a bit of a scare with a rogue stone getting stuck somewhere on the car and sounding as if something vital was about to fall off the car.

After dinner we went for another run round the circuit before moving on for the final go round Darley moor airfield which was a very challenging test with lots of switch backs and tight cones but we made it round unscathed.

After a trouble free run up as far as test 13 we did a wrong slot and after a 9000 point turn we were back on our way and on to the final test.

End of the final test brought a short run in back to the finish venue and the end of what was a really cracking day and to top it all off we finished 27th out of 49 finishers from a seeding of 48th.

On I final note I'd like to thank all the marshals for standing out in the rain and also everyone involved with organising this brilliant event we'll definitely be looking forward to next year.

Doonhamer

On to the Doonhamer for our second event for which I put a late entry in after the Knutsford which we'd enjoyed so much and this one started with a similar story at the start apart from we at least had a brief idea of what we were doing but this time we were on tulip road books instead of the cracking map book we had on the Knutsford.

So after we'd got signed on and checked over the Peugeot 206 GTI 180 that would be our steed for the day, we sat down to a typical truck stop cooked breakfast and then went out to watch most of the pack go through the first test which in my opinion was far too much of an auto test and most of the crews seemed to get wrong at least once on the test which worked in favour for us because we were last on the road so we got time to learn the correct route. It was soon our turn so we lined up on the start and trundled our way round lock to lock without a great deal of speed or style as the car was not really up to the job.

After another auto test we were off up to the first of two runs round Fingland Fell forest test which was really good fun and made a change from the 4 cone dodgers but the intermediate mileage was wrong on the tulip book so it took me a bit to realise. It took its toll on the car because after the second run round we had blown a thumb size hole in the downpipe which meant the rest of the day was to be done on about 4 horsepower.

So after a noisy run over to the tests that were a bit further away we got round the best we could due to our lack of power and we were still doing quite well up to dinner despite being slow of the autotesty tests in the morning. We continued round the tests after dinner which were more to our liking and after the odd wrong slot on the tests we got round without too much bother.

Due to the day going way off schedule due to too much double usage of the tests, they had to cancel two runs through Jones yard but even then we were still at it till tea time so that meant we never really had time to stand round because we had to get loaded up and press on home.

Between the Knutsford and this rally was really like chalk and cheese and the Doonhamer a poor second, the main reason being that the clerk of course seemed to be doing everything by himself but despite that it was still a great day's sport even if there is a few things to improve for next year.



Photo Courtesy of Andy Marston



The Monsoon Targa

If there is one area of rallying that is showing a real surge in popularity it's Targa's. Although they've been around for quite a while now in the last couple of years they have started popping up all over, in varying formats, with a range of clubs introducing brand new events, something that is always pleasing to see. They are also bringing in new competitors. After initially enticing existing road rally or historic crews there are now people that seemingly only contest targa's, perhaps drawn by the easy navigation and straight forward technical regs. Whatever the draw it's good for the sport.



One of these new events is the Knutsford Targa based near Leek. The event offered fourteen no nonsense tests, simple printed maps road book (much better than a tulip roadbook) and all during sociable hours which meant I had time to get from the finish to the start of the Colman Tyres with ease. Geoff Goodwin had seen how good the 116 Targa in Wales was and fancied a crack at some daylight rallying and I once again took up residency in the left hand seat of his Proton Coupe. The car is nothing flash, standard engine and gearbox, evo suspension and the usual safety equipment, but Geoff pedals it well and as a veteran of the "One and Only Preston" he's got experience of driving in the worst conditions, ideal for a soaking wet September Saturday. We were seeded at 7 with Mark Standen as the car ahead (I'd be seeing a lot of his yellow Proton as we were seeded exactly the same for the Colman Tyres) and the day didn't start brilliantly as we struggled to even reach the start line of Test 1 due to a very wet grass approach. It seemed Howard Davies in his 4wd Impreza would be hard for anyone to beat.

Test 1 - Hines Farm 1

Once we made it to the start line we set off well, Geoff not afraid to slide the car around as we descended the farm track. A nasty little bridge nearly caught us out but we reached the end only to slide over the stop astride finish. The marshal marked it on the timecard despite me explaining we tried to stop but simply couldn't. We weren't alone and the penalties were eventually removed on the grounds of common sense.

Test 2 - Hines Farm 2

Starting in the same place as test 1 but after crossing the tricky bridge we split left and over a railway line where we again slid past the marshal. Through a holding control on "safety grounds" we restarted with a blast through a farm yard, HpR, HpL and back onto the farm track where 500m later we were flagged down. Car 1 had rolled just down the road so we had to proceed with caution. As we arrived on the seen the Impreza was being pushed back onto its wheels and we helped get it off the bank. The crew were lucky not to end up in the very deep ford, although not that lucky as the driver broke his arm. We preceded non comp to the end then off to test 3.

Test 3 - Red Earth Farm 1

Test 3 was Red Earth white, a section I last used on the 2016 Altratech 061. The first of two tests here was a short blast along the tarmac road that was now suitably slippery given the monsoon conditions. With cones only used on the very edge of the road to keep us from cutting corners this was a quick and enjoyable test.

Test 4 - Red Earth 2

This had the same start as 3 and after a rather exuberant approach to a 5R over crest into 6L Geoff had no option but to hit a cone head on, avoiding it would have seen us in the bank on the other side. After the split we headed up to the farm yard and gravel section I was more familiar with. Merging in behind Rob Yates in the 106 Rallye we were chasing them down when the little Pug went all French on them, hitting a bump that sent the back end flying and them off the road. We just snuck past without hitting them and when we looped back round they had gone.

Test 5 - Meerbrook 1

Test 5 was just a couple of miles from the start venue and used another good quality farm track around several fields. It had been shortened from the original plan as there was no way the sections of grass could be used. This didn't present any major issues although the marshals seemed somewhat confused as to where to sign for the PC's.

Test 6 - Darley Airfield 1

After a longish run out we arrived at the old Darley Moor airfield. This is a typical former WW2 airfield now used by a farmer to seemingly dump anything and everything. The surface was classic mud covered concrete and despite there being a large number of cones to negotiate it was by no means a Mickey Mouse affair. Geoff struggled a few times to get the car turned in due to a complete lack of grip and the handbrake didn't seem to want to play ball either. Other than a couple of overshoots due to a diagram that pushed the boundaries of "Not to Scale" we slithered into the end seemingly having taken time out of Mark Standen.

Continued on Page 83

Test 7 - Darley Moor Circuit 1

Test 7 was at Darley Moor Motorcycle Road Racing circuit, why it's classed as a road racing circuit and not a short circuit I don't know as it bears no resemblance to a road in the way Oliver's Mount or Cookstown does. The test was essentially a clock wise loop of the circuit with a couple of infield roads used and although the rain had stopped the surface was still very slippery, so much so that on a long hairpin right the back end very nearly got away from Geoff but he held the slide well. Down the back straight we had two tight chicanes through cones then a slot right through barrier that we slid straight past before another half lap to the finish. With half the day complete we parked up for lunch and watched as several crews missed the slot right we slid past, some even getting as far as back to the start line before realising their error. This lunch halt gave us chance to bask in the sun that made a fleeting appearance and compare notes on the mornings tests.

Test 8 - Darley Moor Circuit 2

The afternoon was essentially a re run of all tests with some in the reverse direction. Test 8 was another run round the Darley Moor Circuit but owing to the tail enders running very close to OTL there was a 45 minute delay before the afternoon got started. This did however give me chance to grab 20 minutes shut eye and check the results, 6th at half way but with the total time 40 minutes different to what I had calculated I wasn't holding my breath. For this second run of the circuit we had been told not to touch the grass and no handbraking, not a problem for us as it was next to useless now anyway. Thankfully the chicanes on the back straight had been opened up and we were neater and quicker than the first run.

Test 9 - Darley Airfield 2

Back across to the airfield this was now even more slippery than before, not helped by the fact the heavens had opened again but as we now knew exactly where all the cones were we pushed a bit harder and were again quicker.

Test 10 - Hines Farm 3

Test 10 took us back over to for a re run of Test 2 but in the opposite direction. Off the line it was over an enormous speed-bump, then along a farm track, under a narrow railway arch then down to the ford we had crossed non competitively early. With the rain barely relenting all day it was now even deeper and an impromptu PC had been added to warn us how deep it was and ensure no one hit it too fast. We crossed without so much as a splutter, I don't think the same can be said for the course car that was parked up and there must have been issues further down the field as the test was eventually stopped. Uphill from the ford is was through the muddy farm yard to the railway holding control and when I put the window down to get a time I heard an ominous hissing. The N/S rear tyre was deflating but with only a 3 minute holding control we would have to limp out on it. Geoff seemed undeterred by the issue and continued at full chat to the finish. Before going back round to Test 11 we took a short detour off route to change the wheel under a petrol station canopy rather than get a soaking doing it in the torrential rain.

Test 11 - Hines Farm 4

Test 11 was a reverse run of Test 1 and at the merge we slotted in behind car 13, the Saxo of Jai Vaghela/Iain Jones and whilst they didn't seem quite as quick as us we didn't lose a significant amount of time behind them

Test 12 - Red Earth Farm 3

Back to Red Earth and the short tarmac test where this time we avoided annihilating any cones

Test 13- Red Earth Farm 4

Test 13 was the longer run of Red Earth but with an earlier loop removed so there was no merging cars to worry about. The uphill finish to this section was now almost sheer mud and incredibly slippery with Geoff only just able to throw the car around the final cone.

Test 14 - Meerbrook

The final test was back at Meerbrook and exactly the same Test 5 but much like Red Earth the days rain and passage of 60 cars had made conditions considerably worse with us even having a foray onto the grass at one point after under steering on a left hand bend. We got round in one piece and other than collecting a puncture the car had run faultlessly. More importantly we had also stayed dry.

I dashed straight off for the Colman Tyres but was pleased to learn we had finished a creditable 5th overall. The conditions had been very testing and an LSD would have made a world of difference but thanks to Geoff's exuberant driving style he had kept us in the mix. The event as a whole was excellent. It had done exactly what it promised, 14 no nonsense tests with a relaxed and enjoyable atmosphere. The hold up at lunch was perhaps an oversight but not the end of the world and delays throughout the day were treated with a common sense approach (no one was penalised for being OTL). The test diagrams were clear and concise and the map book for the road sections was the best I have seen on any rally, be it targa, road or stage and far superior to a tulip roadbook. It in fact got me wondering why stage rallies still insist on using tulip road books when a well marked map book is clearly, simpler, easier to produce and provides more information, but that is a discussion for another day. Needless to say my thanks go to everyone at Knutsford and District Motor Club for an outstanding event that will no doubt be over subscribed next year, to all the marshals that braved the truly appalling conditions all day and the Geoff for yet another enjoyable and reliable ride out.

Sam Spencer : Clitheroe & DMC and Malton MC

NESCRO

South of Scotland Car Club

Doonhamer Classic & Targa Rally



The current "Form" team of Andy Beaumont / Andrew Fish and their rapid Sunbeam Rapier H120 took victory on the South of Scotland Car Club's Doonhamer Classic rally, a somewhat chaotic event which was dogged by a series of problems caused mainly by a lack of manpower and an impossible to maintain time schedule, the scheduled number of tests having to be cut in an attempt to get the event finished in time.

Based at the Lockerbie Truckstop, which also hosted five of the event's tests, the Doonhamer attracted a very healthy 47 entries, this included a number of cars entered in the Targa category which ran behind the main event as is now becoming the norm on NESCRO events. The organisers had provided a "Truckers" breakfast for all crews so it was an extremely well fed entry that lines up for the opening tests on the wide expanse of concrete where the large articulated lorries normally park. These opening tests proved to be quite difficult, the Garstangs MK1 Fiesta, Terry & Maureen Dixon (Mini) and Kieron Brown's well decal'd Rover 2000 collecting a maximum while quickest was the MG Midget of Cochrane/ McCollum closely followed by the MK1 Escort of John Bertram / Louise Whitelaw.

A run up Annandale took crews to the ever popular test through Fingland Forest, dry and dusty this year it saw Bertram/ Whitelaw headed Beaumont / Fish by a mere second . Back to the Truckstop for two more tests, both of these were taken by Beaumont / Fish although they were chased hard by Dave Short / Roy Heath (MK2 Escort) and the rapid Mini of the Dixons. Several cars were already suffering problems, the Short/ Heath Escort with a wiring problem which meant an inoperative starter motor, eventually fixed they ran for the rest of the day without ever switching off the engine ! Peter Metcalfe's very original Mini had a loose wheel bearing due to a missing split pin, the problem was solved by removing a piece of wire from a clothes peg and manufacturing an emergency replacement . Charles Stansfield had lost a bolt from his TR3A's brake calliper, he scoured the test site and, amazingly, located it but was forced to miss out the following two tests while replacing the errant part, they were, however, able to continue. A return visit to Fingland Forest saw Beaumont/ Fish quickest from the TR7 of Ray & Ben Jude while Robin Murray retired his Cooper S with driveshaft failure.

Moving down to the Solway Coast, the event arrived for two runs at the Eastriggs MOD depot, complete with its many hard concrete kerbs, Cochrane/ McCollum were quickest on both although they were chased hard by the Dixon's rapid Mini. The mornings action concluded with a run round the car park at the Cochrane Boiler Works which went to Beaumont/ Fish by a whisker from Bertram/ Whitelaw.

Fortified by a lunch time snack of hot dogs and coffee, the afternoon session resumed with another blast round the Cochranes car park which saw Beaumont/Fish, Bertram/ Whitelaw, the Dixons and David Agnew/ Alec Jackson (Porsche 911) all in a very tight bunch. The route then headed towards Dumfries and the unique little test at Collin where the "bollards" are huge lumps of monumental masonry, the same suspects headed the leaderboard here, Beaumont just shading Bertram and the Dixons. The first of two visits to the large factory complex came next and Cochrane / McCollum were quickest on this very fast test with Beaumont and Bertram posting identical times just behind them. The TR7V8 of Donachie/ Aitken and the Garstang's MK1 Fiesta both collected a maximum when they erred off the correct route.

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With the rally running well behind schedule, the decision was taken to scrub the next two intended tests so the action moved on to a test on the Heathall Industrial Estate, round part of the former wartime air base. Cochrane was quickest here from Beaumont, Bertram and Short while the Dixons retired their Mini with mechanical problems. The following two tests were return visits to Colin and Oakbank where the leading protagonists continued to swop times, then another run at Heathall saw Cochrane heading Short's Escort. Sadly, the Bertram/Whitelaw retired from a leading position when the Escort's diff cried enough.

Despite cutting out the couple of stages, the rally had slipped further behind schedule and there were some worried expressions back at the final test at the Truckstop when, an hour after they were scheduled, so there were some mighty relieved faces when the Beaumont / fish Sunbeam finally appeared, the rest of the field trickling in at very irregular intervals. The final blast round the Truckstop went to Cochrane from Beaumont and the escort MK1 of Dave Marsden/ Mike Garstang to conclude what had been a very trying day for both Competitors and officials alike.

The organisers troubles weren't over however their computer crashed and the results were so long in appearing that most folk had long gone before they eventually were announced. All in all this year's Doonhamer had a n awful lot of rough edges and the organising club desperately need get more manpower if they are to get the event running efficiently.

RESULTS :-

1. Andy Beaumont / Andrew Fish	Sunbeam Rapier H120	25:43
2. Dave Short / Roy Heath	Ford Escort MK2	26:48
3. Dave Marsden / Mike Garstang	Ford Escort MK1	27:17
4. James McWhirr/ Kyle Maitland	Ford Escort MK1	28:27
5. Ray Jude / Ben Jude	Triumph TR7V8	28:57
6. David Agnew / Alec Jackson	Porsche 911	29:00
7. Charles Graves / Ron Palmer	Triumph TR4	29:17
8. Dave McCausland/ Kier Dillon	Ford Escort MK1	29:59
9. Brian Bradley/ Michael Marsland	Mini	30:26
10. Peter Metcalfe / D.Masdon	Mini	31:18

Classes :

H1. Metclfe / Masdon,
H2. Agnew / Jackson,
H4. Marsden / Garstang, C5. Short/ Heath.

Targa Class :

1. Hunter/ Tyson (Mazda MX5,
2. Cochrane/ McCollum (MG Midget)

Ed Graham
Hexham & DMC
NESCRO Chairman



Photos Courtesy of Tony North

Doonhamer Classic & Targa Rally

September 17th

I was doing the Doonhamer for the 4th time. Same as last year I was going to be sat in with Pete Whitaker in the Mk1 Lotus Cortina and this was our 4th event together.

None of our outings have been trouble free. On previous Classics the car has had a couple of problems. First problem was down to Carburation. It used to run on Dellortos. These carbs tended to oil up the plugs and on our first outing together (the Ilkley Jubilee 2016) it stalled going into a 360° R round a cone and it refused to restart and we had the ignominy of the next car on the test doing a 360° round both us and the cone until it eventually fired up (just before the next car arrived). The next problem we had was a sudden drop in Oil Pressure. This was traced to a seal on the Oil Filler cap that had distorted and allowed oil to escape. Several New Oil Caps have been fitted but the problem persists and frequent topping up of the oil is necessary. For this years Ilkley Jubilee a new, lower ratio first gear, gearbox was fitted. This gearbox failed between Scrutineering and our due start time. Went home very disappointed.

For this years Doonhamer another replacement gearbox had been fitted along with a new differential and another oil filler cap (which once again failed) but the big improvement was the twin 45 Webber carbs instead of Dellortos.

Pete had been advised that 45s were the way to go by a local 'Tuning Specialist'. Pete fitted the 45s but arranged for the car to go to this 'Specialist' to set them up. £300 later he arrived at my house to stay the night before setting off the following day to Bonny Scotland for the Doonhamer but complaining that the car was not running right. On checking things over a loose plug lead was detected and the car 'seemed' to be running better.

Bright and early (5:30am) we are in the car ready to set off and it wont start. Eventually it cracks up and off we go up the A6. Still running rough but we decide to see if it will improve when warmed up. By the time we get to the M6 Junction at Carnforth its warm but nothing has improved and we turn around. The car seems to have no low down or intermediate power and feels as though its not getting enough fuel, however, when it eventually gets going its away like a rocket. Trouble is it takes forever to get to this point. Bugger !!!

I think a certain 'Tuning Specialist' will be getting a very large flea in his ear on Monday morning

Maurice Ellison : Clitheroe & DMC



2017 Calendar of Events

7th October

Kirkby Lonsdale MC
Devils Own Clubmans
(Classic Challenge)

Tests, & Regularities
+ Evening Section

Contact : Martyn Taylor

Tel : 07973 197102

martyn@devilsownrally.co.uk

www.devilsownrally.co.uk

15th October

Wigton MC

Solway Classic

(TARGA & Classic Challenge)

Tests & simple navigation + run

Contact : Graeme Forrester

Tel : 01900 825642

gtfmg@yahoo.co.uk

www.wigtonmc.co.uk

4/5th November

Stockton & DMC

Stocktonian

(TARGA & Classic Challenge)

Tests only

Contact : Steve Waggett

Tel : 07725 201705

stevevag@hotmail.com

www.caledonianmsc.com

TBA November

CCHMSC

Caledonian

(TARGA & Classic Challenge)

Road Rally

Contact : Jim Patterson

Tel : 01968 672644

jim.patterson@btinternet.com

www.caledonianmsc.com

NESCRO



www.nescro.co.uk



Clwyd Vale MC Vale Of Clwd Classic

A top five finish and two awards was the reward for Steve Entwistle when he contested last weekend's Vale of Clywd Classic.

The Rishton rallyman finished fifth overall, won the M1 Masters class, and collected the prestigious Pierce rose-bowl, awarded each year to the highest placed Mini.

Entwistle, winner of the 2015 HRCR Clubmans Championship, and navigator Ali Proctor, from Newcastle-upon-Tyne, were using the event as a shakedown for November's RAC Rally of Tests, driving Paddy Hopkirk's famous 6 EMO Mini.

Despite describing himself as 'a bit rusty behind the wheel' Entwistle was quick off the blocks, setting joint fastest time on the opening test at Loggerheads Country Park.

That was followed by an outright fastest time on test two, a 47-second thrash around a business park near Ruthin.

An excellent performance on the morning's regularities left the pair in ninth place by mid-morning, climbing to seventh at the lunch halt, held at Ruthin Auction Mart, before finally finishing an excellent fifth overall.

The only disappointment of the day was missing out on fourth place within sight of the finish at the Druid Inn at Llanferres.

One mile from the last control, the pair overshot a slot left, but lost traction when they tried to turn around on wet grass, losing them 30 seconds in the process, which was enough to drop them to fifth.

But Entwistle, who finished fifth on the 2015 Vale of Clywd in his ex-Roy Mapple Orangebox Mini, was satisfied with his performance – and that of 6 EMO.

"I haven't driven competitively since last year's Rally of the Tests, so I'm happy we achieved what we did," he said.

"Paddy's car attracted a lot of attention throughout the day and performed faultlessly. The event was a typical Guy Woodcock rally, with an intricate route designed to test both driver and navigator. With 12 tests and seven regularities packed into nine hours, it was a full-on HRCR event.

"I'd like to thank Paddy for allowing me to drive such a great car, Chris Harper and Mini Sport of Padiham, who are tasked with looking after 6 EMO for him and to Ali for his confidence-inspiring performance in the left-hand seat."



Clwyd Vale MC

Vale Of Clwd Classic

In the same way that I always know I'll like the Ross Traders I always know Guy Woodcock will fox me at some point on one of his rallies, but you have to admit they don't half organise an event well at the VoC MC. Part of it has to be the maps 116 and 117 invoking memories of the Cytax and Bolton rallies of yesteryear.

Matt Warren/Andy Pullan's Escort led away a star-studded entry of 54, including Dermot Carnegie at 5, Steve Entwistle in the ex Hopkirk Cooper S at 10 and Ricki Proffit in the pretty Lancia Fulvia at 27 from the usual Start at the Druids in Llanferres.

The 1st test is always just down the road at Loggerheads and then, as always, a Jogularity lasting some 57mins 06secs (and woe betide anyone who goes off route - you're bugged). Regularity 2 was across the grid lines using the not as map junction in 1552 to lap round the farm in 1553. Regularity 3 used the wonderful Melin-y-Wig yellows before heading up to Clocaenog. 2 tests in Clocaenog were followed by regularity 4 "the Spotty One" yep spot heights which took us to 2 tests in Ruthin Cattle Market and lunch where Warren/Pullan had a 29 second lead over John Abel/Martyn Taylor RS2000. We were chuffed to bits to be 10th equal but as previously stated never count your chickens on a Guy Woodcock event!

The afternoon started with regularity 5, tulips sound easy enough but plot 'n bash with 11 speed changes had me scratching the follicles. Regularity 6 was a herringbone, easy enough to plot, though the 51 bones made you work hard and with it an attached set of speed tables - all good as long as you don't zero everything at the first control - I did (I usually put some tape over the buttons to stop me zeroing - I hadn't) nothing left to do than run as a normal reg off my tables which involved 19 speed changes - oh you can create a lot of unnecessary work - anyway I missed a slot at bone 49 (just starting to relax) and dropped a minute. The final regularity was just map references but again caused a number of crews problems at 131.1/2 715.1/2agghhh another minute!

Matt Warren/Andy Pullan took a fine win some 51 seconds ahead of John Abel/Martyn Taylor with Dermot Carnegie/ Paul Bodset 3rd. Sadly, Paul Davis and I had dropped down to 20th but nothing could dampen the enthusiasm for this event, can the Devils Own better this? It'll be difficult.

Martin Phaff : Matlock MC
Photos Courtesy of Tony North



MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT

ENTRIES OPEN FOR VOLUNTEER AND CLUB OF THE YEAR AWARDS

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 visit

www.msauk.org/The-Sport/Awards

Entries close on 31 October. Go Motorsport's Regional Development Officers (RDOs) are available if necessary to help nominators complete their forms



LEGENDARY CARS LINED UP FOR CHOLMONDELEY RALLYFEST

An incredible line-up of rally cars from past eras will be a highlight of Dayinsure Wales Rally GB's Cholmondeley Castle RallyFest on Saturday 28 October.

RallyFest is designed to appeal to new rally fans and families, who will benefit from easier access and more facilities than the traditional forest stages. A selection of historic rally cars will be on display and there will be demonstration runs on the castle's parkland roads before the WRC crews arrive in the afternoon.

More than 40 cars have already been confirmed, ranging from the Lancia Stratos and MG Metro 6R4 to the Audi Quattro and more modern machines such as the Ford Escort WRC, Mitsubishi Evo and Subaru Impreza as rallied by Richard Burns and Colin McRae in period.

"Everyone loves historic rally cars, and it was no surprise that they proved to be hugely popular with the thousands coming to Cholmondeley last year," said Ben Taylor, Managing Director of Dayinsure Wales Rally GB. "Far from sitting on our laurels, we are now serving up an even more comprehensive and mouth-watering collection as part of what will be a much enhanced RallyFest in October."

With an even bigger crowd expected at Cholmondeley Castle, more catering facilities have been booked and a revised traffic management plan put in place.

**Adult tickets start at £23
while children under 15 go free.
Visit www.walesrallygb.com.**

CLUBS REPORT FRAUDULENT BANKING ACTIVITY

A small number of MSA-registered clubs have reported attempted fraudulent activity on their bank accounts, having posted bank details on the websites for competitors to pay entries and memberships.

Clubs are urged to be vigilant, to check statements, to consider emailing bank details to competitors, and not to publish account details on website.

Any concerned clubs should email competitionsandclubs@msauk.org.

Training

Updates from the MSA Training Team

GRADUATE SAFETY ADVISER

Fixed term contract (18 months) with a view to permanency

Salary commensurate with qualification and experience

The Motor Sports Association, national governing body of UK four-wheel motor sport, seeks a Graduate Safety Adviser to be based at their office in Colnbrook but with some travel to motorsport venues across the UK.

This role will involve supporting the health & safety function of the MSA with respect to the implementation of safety management systems for motorsport events, incident investigations and the inspection of venues. You can expect to be involved in a wide range of activities from improvement programmes, developing guidance, supporting committees and working groups, risk assessment and monitoring activities. Travel across the UK and some weekend working is to be expected.

The ideal candidate will have good interpersonal skills as well as an appropriate degree in a health & safety related discipline. The role involves engaging with clubs, venues, officials and volunteers across a wide range of safety matters. Experience of motor sport is not essential.

This is a fixed-term graduate position of 18 months with the potential to progress to a permanent role. You will be offered support and mentoring both in the role and in working towards Chartered Status with IOSH.

Requirements:

- Degree in Occupational Health & Safety or similar
- Good communication & written skills with high attention to detail
- Excellent organisational skills and ability to prioritise workload
- Proficiency in use of Microsoft Office suite
- Driving licence.

To apply, please send a CV and letter of introduction to sheila.barter@msauk.org by 6 October

Regulations for consultation

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

www.msauk.org/regulations

Volunteer Spotlight



MAURICE ELLISON . . (Who?)

Since October 2011 Maurice has single-handedly produced Spotlight, the SD34 Motorsport Group newsletter, which goes out to 10,000 people each month.

Whats your day job?

My first job was as an Articled Clerk, the idea being that I was going to be a Chartered Accountant. I quickly decided that this wasn't for me! I took a temporary job as a Works Clerk in 1974 in a Quarry with Tarmac Roadstone. I loved everything about it and became Quarry Manager in 1978. I stayed in the Quarrying industry up until 2005.

Which clubs do you belong to?

My main club is Clitheroe & District Motor Club although I am a member of Kirkby Lonsdale MC and 16 other clubs.

How long have you been volunteering for?

Over 50 years now. Half a century!

Who or what inspired you to get involved?

In my youth, I used to go to Oulton Park and watch racing. In 1968 a friend asked me to navigate for him on a 12-car rally. We finished second overall and I was hooked. I built my first rally car in 1969 (a Wolsley Hornet) and was going to drive with the wife navigating. On a trial run she was sick and also got us lost so I reverted to the silly seat and she became the driver!

Brief history of volunteering to present

I joined Spring Hill Car Club in 1969 and it was expected that as a committee member you had to help run their events. I've been Chief Marshal, Entries Secretary, Competition Secretary, Chief Timekeeper, Clerk of Course on Road Rallies, Stage Rallies and Autotests, ANCC Rallies Committee member, SD34MSG Secretary & Championship compiler. Plus I act as ANWCC Press & PR Officer. When I'm not competing I'm out almost every weekend marshalling on either Road Rallies, Stage Rallies, Targa Rallies or Production Car Autotests.

What's the best thing about being a motorsport volunteer?

The more I put into motorsport the more I get out of it. As a marshal you see how top crews perform at controls and learn from their expertise when competing yourself. There is always something new to learn. I have had a terrific time competing, marshalling and organising. I love every minute!

What piece of advice would you give to a new volunteer?

Join a club and get involved, a new volunteer will always be welcomed. Although competing is fun it's not for everyone. Without marshals there is no motorsport. If competing is the way you want to go you will be a better competitor if you know more and marshalling is an ideal education.



2018 Protyre MSA Asphalt Rally Championship

- A national championship with an international flavour, with the Down Rally in Northern Ireland and Rally van Wervik in Belgium added to the list of asphalt favourites
- Big class structure makes the Championship attractive to a wide range of cars and competitors
- Protyre Motorsport to supply all brands of tyre to registered competitors and offer generous event-by-event prizes to drivers using Pirelli, Michelin and Hoosier tyres
- Every event to have TV coverage, live on-line streaming and live radio reports

The new-look 2018 Protyre MSA Asphalt Rally Championship will contain six events, with a good geographical spread of high-quality and challenging rallies making it a true national championship – with a round in Belgium adding an international flavour.

The BTRDA organised championship will begin on 10/11 March with the Tour of Epynt, before heading to the Isle of Man for the Manx National Rally on 11/12 May. Round 3 will be the Rally van Wervik (9 June) – an event in West Flanders that has always been very popular with British competitors, and is often used as a test ahead of the Ypres Rally (a round of the Prestone MSA British Rally Championship). Another new event follows – the Down Rally on 21 July, which will have around 100 miles of closed road stages in Northern Ireland. The penultimate round will be the Mewla Rally on 25/26 August, while the sixth and final round will be the Cheviot Stages Rally, held over the Otterburn ranges in Northumberland on 20/21 October.

The main focus of the Protyre MSA Asphalt Rally Championship is to encourage active competitor participation throughout the classes, from drivers emerging from the junior and single-venue championships to experienced competitors wanting to enjoy motorsport at a high level. Details of the class structure, which has been designed to attract the greatest variety of cars and drivers and will include historic as well as modern cars, will be confirmed in the 2018 Protyre MSA Asphalt Rally Championship Sporting and Technical Regulations, which will be published later in the year.

To be eligible to score Championship points, a competitor must have purchased their tyres from either Protyre Motorsport or from one of its official suppliers. Protyre is the largest supplier of Pirelli, Michelin and Hoosier motor-sport tyres in the UK, and it can supply any brand of tyre. The advantages to registered competitors is that not only will they receive a very competitive special rate, Protyre will operate a comprehensive on-event service at each round, offering tyre delivery, tyre fitting, emergency supply of tyres and advice.

Protyre will offer a generous event-by-event prize fund to users of Pirelli, Michelin and Hoosier motorsport tyres.

This will include a total of 72 free tyres for the top three placed drivers overall (1st overall on each event receives a prize of x 6 tyres FOC; 2nd x 4 tyres and 3rd x 2 tyres). Protyre will also reward success in selected classes with tyre incentives and rewards.

End of season awards include the ARC Trophy & BTRDA Award for the first placed driver and the Motordrive Seats Perpetual Trophy & BTRDA Award for the overall co-driver. The Hendy Ford Performance Trophy, plus a voucher for £100 redeemable at Hendy Ford Motorsport, will be presented to the driver of the highest placed registered Ford, the West Wales Fabrication Award, plus £200, will be presented to the driver of the highest placed registered Historic vehicle and the Melvyn Evans Motorsport Junior Award will be given to the highest placed driver in the overall points table aged Under 25 on 1 January 2018. In addition, Nutt Travel will offer registered competitors a 15% discount on Irish ferry crossings, plus an end of season draw of a free Irish ferry crossing. Other class incentives and awards will be announced in due course.

2018 Protyre MSA Asphalt Rally Championship calendar

- | | |
|------------------|------------------------------------|
| 1. 10/11 March | Tour of Epynt |
| 2. 11/12 May | Manx National Rally |
| 3. 8/9 June | Rally van Wervik |
| 4. 21 July | Carryduff Folklift Down Rally |
| 5. 25/26 August | Old Forge Road Garage Mewla Rally |
| 6. 20/21 October | Keldine Autos Cheviot Stages Rally |

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

First on Scene

Sat 2nd December

Darwen Services J4 M65

To Book Your Place On Any of the above Training Sessions

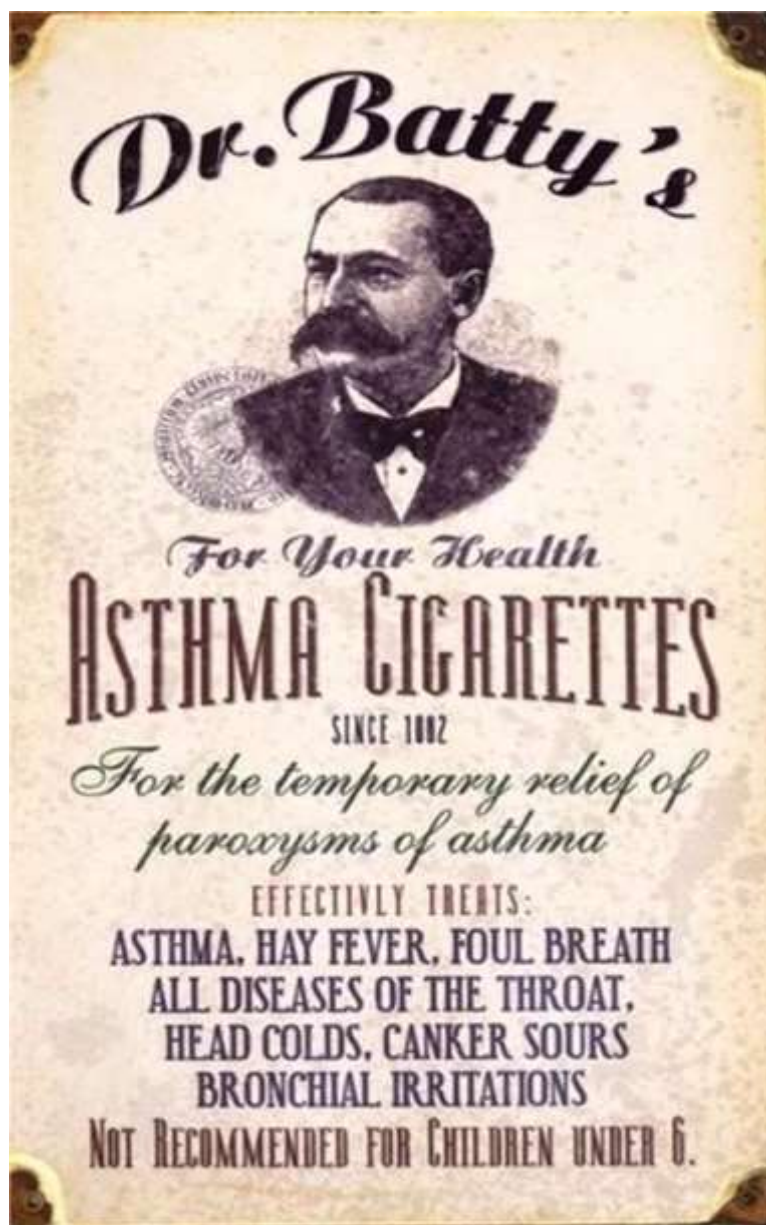
You Can do it on Line

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



Championship Standings

In Brief (top 5 only)
Updated 30th September

Road Rally

O/A	Driver	Club	Points
1	Jon Bossen	Matlock	755
2	Mark Lennox	Newtown	693
3	Steve King	WBCC	588
4	Mark Roberts	WBCC	566
5	POLLY	W&SS	480
O/A	Navigator	Club	Points
1	Rob 'Chicken' Jones	Clwyd Vale	741
2	Ian Beamond	Newtown	693
4	Peredur Davies	C & A	537
3	Sam Spencer	Malton	523
5	Gary Evans	Matlock	463

Stage Rally

O/A	Driver	Club	Points
1	Gethin Jones	Harlech	667
2	Eric Roberts	C&A	659
3	Mike English	Wigan	590
4	Rob Hughes	C&A	568
5	Andy Graham	ERO	546
O/A	Co-Driver	Club	Points
1	Sarah Edwards	Harlech	911
2	Stephen Landen	Warrington	887
3	Catrin Jones	Clwyd Vale	716
4	Sion Cunniff	C&A	692
5	Tomos Williams	C&A	667

Stage Rally (Forest)

O/A	Driver	Club	Points
1	Carl Davies	WBCC	133
2	Ed Fossey	BTRDA	130
3	Hugh Hunter	NWCC	120
= 4	Ross Leach	WBCC	109
= 4	David Perkins	Clwyd Vale	109
O/A	Co-Driver	Club	Points
1	Rob Fagg	Manx AC	160
2	Chris Sharp-Simkiss	Blackpool	122
3	Richard Jones	WBCC	120
4	Michael Gilbey	Aberystwyth	109
5	Simon Jones	B&B	83

Autotest

O/A	Driver	Club	Points
1	Colin Morton	Knutsford	180
2	Dafydd Roberts	C&A	166
3	Duncan Wild	Knutsford	128
4	Dave Goodlad	Knutsford	119
5	Darren Jones	Rhyl	92

PCA

O/A	Driver	Club	Points
1	James Robinson	U17MC NW	133
2	Hazel Johnson	U17MC NW	76
3	Luke Girvin	MC NWU40	60
4	Matthew Nicholls	Bolton	38
5	Scott MacMahon	C&A	36

AutoSOLO

O/A	Driver	Club	Points
1	Neil Jones	Bala	233
2	Andy Williams	U17MC NW	224
3	Stephen Mather	Bolton	220
4	James Williams	U17MC NW	182
5	Stephen Kennel	Clitheroe	161

Sprint

O/A	Driver	Club	Points
1	Andy Larton	Longton	821.80
2	Nigel Fox	Liverpool	809.61
3	Stephen Norton	Longton	758.10
4	Nigel Trundle	G&PMC	717.97
5	Chris Boyd	Longton	703.66

Hillclimb

O/A	Driver	Club	Points
1	Nigel Fox	Liverpool	525.63
2	John Wadsworth	NWCC	454.96
3	Nigel Trundle	G&PMC	308.89
4	David Goodlad	Knutsford	301.15
5	Stephen Norton	Longton	201.00

Trials

O/A	Driver	Club	Points
1	Rupert North	A&PMMC	180
2	John Wadsworth	NWCC	160
3	John Turner	NWCC	142
4	Kevin Roberts	Bala	134
5	Sam Oddy	A&PMMC	113



Lewis Hamilton drove a masterful race to win the Singapore Grand Prix and take a stranglehold on the title as rival Sebastian Vettel crashed out.

Hamilton, who started fifth after struggling in qualifying, was leading by the first corner after Vettel collided with Ferrari team-mate Kimi Raikkonen and Red Bull's Max Verstappen at the start.

It could be a defining moment in the championship. Vettel was expected to re-take the lead at a track on which Ferrari had an advantage over Mercedes. Instead, Hamilton heads into the final six races of the season with a 28-point advantage.

Hamilton did so after one of his most impressive drives. Mercedes went into the race thinking about damage limitation, with team boss Toto Wolff talking about the best possible result being to limit the loss of points to Vettel.

Singapore GP stewards have ruled no driver was 'predominantly to blame' for the huge start-line accident involving Sebastian Vettel, Kimi Raikkonen and Max Verstappen.

The three drivers collided to spectacular effect within seconds of Sunday's race starting in wet conditions, with Verstappen caught between a defensive Vettel and a fast-starting Raikkonen.

The stewards spoke to all three drivers after the race had finished but could not find sufficient fault in an incident they described as a 'chain reaction', and duly ruled it

2018 Protyre MSA Asphalt Rally Championship Tyre Clarification

The organisers of the 2018 Protyre MSA Asphalt Rally Championship would like to clarify that any registered competitor can score points in the Championship using any legal tyre, no matter where it has been supplied/purchased from.

To qualify for the substantial bonus awards that will be confirmed in the final regulations, competitors must have purchased Michelin, Pirelli or Hoosier tyres from Protyre. Protyre can also supply most other brands of rally tyres at very competitive prices, but they will not qualify for the bonus awards.

Protyre will provide a comprehensive tyre service on every round of the Championship.

Any competitor interested in contesting the 2018 Protyre MSA Asphalt Rally Championship are very welcome to contact the Championship Co-ordinator, Jane Evans: Jane@asphaltrallying.com.




MALTON FOREST RALLY
MELLORS ELLIOT MOTORSPORT
 5TH NOVEMBER 2017
WWW.MALTONFORESTRALLY.CO.UK



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)

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

Email: info@manxautosport.org



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

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

**Route subject to final approval from MSA and DoI



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.



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REGS :

www.wiganmotorclub.org.uk



DEVILS OWN RALLY

Sponsored by www.motorsportmugs.co.uk



7th of October 2017

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

Marshals are required

for the Devils Own Rally on the 7th October.

If you would like to assist with running the event please get in touch with either Gareth Adams or Miles Whitelock.

Contact details are 07811233687 or marshal@devilsown.co.uk.

More details can be found on the event website <http://www.devilsownrally.co.uk/>.

The event will be similar to last year with tests mainly in the afternoon and regularity sections in the evening.

A couple are lying in bed. The man says, 'I am going to make you the happiest woman in the world'

The woman replies, 'I'll miss you .

'It's just too hot to wear clothes today,' Jack says as he stepped out of the shower..

'Honey, what do you think the neighbours would think if I mowed the lawn like this?'

'Probably that I married you for your money,' she replied.

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



BW

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Marshals

Marshal Registrations

Open 09/09/2017

The Neil Howard Stages

**in association with Graham Coffey Solicitors
needs your help.**

This year more than ever we need many marshals, we will be running 9 stages on the main circuit including, a new for 2017 route up off the circuit and into the rally school area, not to mention the now infamous water splash and trip back down memory lane by using the original circuit layout during some of the stages and as if that's not enough this year we return to the roads alongside the pit straight aswell. As last year four stages will be run in each direction with the last stage run in dusk / darkness and if that's still not enough the day will end with a spectacular firework display.

With the event being round one of the second season of the incredibly successful Motorsport News Circuit Rally Championship in association with MSVR, it's sure to be a spectacular event and a great event to be involved in. We have listened to your feedback and improved the online registration by introducing our new, easy to use registration form first trialled earlier this year at Snetterton.

As ever the spotlight is on our sport and especially the Rally Future campaign so please do ensure you have completed the online MSA training – a link to which is available below.

Please complete the registration process by filling out the simple enrolment form by clicking on the link below – Once enrolled Ian will be in contact to make the necessary arrangements.

Please note that this year will see the second year of the MSV Electronic ticketing for marshals of this event, so please ensure you leave us with your email address and full name so that ticketing is correct. You should expect your ticket by the Wednesday of the week leading up to the event (1st November).

If you need more information please do not hesitate to contact Ian Swallow on marshal@blmcc.co.uk

We thank you for your interest in our event and look forward to meeting you on the day.

**Clitheroe
& District
Motor Club**



HALL TROPHY Stages Rally 25th November

Photo Courtesy of Tom Murphy



**A round of the
Following Championships**
sd34msg Stage Rally Championship
ANCC Stage Rally Championship
AEMMC Stage Championship
HRCR MiniSport Cup
ANWCC Stage Championship
sd34msg League

REGS :

www.clitheroedmc.co.uk

MARSHALS

**Please Contact
Maurice Ellison
sd34news@gmail.com**



On the B1205, Nr Blyton, Lincs DN21 3PE

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1



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2017 Awards Night

**Friday 9th
February 2018
Blackburn Rugby Club**

on the A6119,
M/R 103 / 675 304,
BB1 8NB

Tickets £5 each

Pie & Peas Supper included
7:30 for 8:00pm



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Gwynedd. LL61 6YL

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e-mail: dunclitz@hotmail.com

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,
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George Jennings	Keith Thomas
Tony Lynch	Sasha Heriot
Neal Raven	Tony Vart
Tommi Meadows	Matt Broadbent
Bob Hargreaves	Tony North
Songasport	Sam Spencer
Ed Graham	Sam Collis
Niall Frost	Simon Frost
John Harden (LiMC)	Matt Hewlett
Paul Slingsby	Phil Rainford
Gareth Shepherd	Gareth Lloyd
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

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

SD34MSG

Wednesday 15th November

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 November edition is
Sunday the 29th of October
which is due out on**

Tuesday the 31st October

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