



December spotlight

2017



**THE VINTAGE SPORTS-CAR CLUB
LAKELAND TRIAL**

*Photo Courtesy of
Songasport*

www.sd34msg.org.uk

Volume 8 : Issue 12 : December 2017 : Maurice Ellison

Chairman's Chat

Well the report of the inquiry over the deaths on the Snowman and Jim Clark Rallies has now been published and while many of the recommendations of the Sherriff have already been introduced it will be interesting to see what, if any, additional measures the MSA will introduce to our stage rally regulations. While these were very tragic events thankfully they are very rare in our sport but any improvements to make things safer can only be a good thing. Let's hope the spectators understand why these changes are being made.

While Hamilton has done well to win another F1 Championship, significantly made easier by that Dutch youth in Singapore and some Ferrari engine failures, it was quite galling seeing the picture on Page 16 of the November MSA Newsletter showing him waving the Union Flag when he drives a German car, doesn't live in Britain and avoids paying British tax !

Our championships will be complete very soon so I would like to congratulate all the winners, thank all the event organisers and marshals, and wish everyone a very merry Christmas and all the very best for 2018.

Les Fragle,

Chairman/Secretary, SD(34) Motor Sport Group

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Comprising the following 10 Clubs



Blackpool South Shore Motor Club
www.bssmc.com



Chester Motor Club
www.chestermotorclub.co.uk



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



High Moor Motor Club
www.hmmc.co.uk



Fylde Motor Sport Club
www.fyldemotorsportclub.co.uk



Stockport 061 Motor Club
www.stockport061.co.uk



Warrington & District Motor Club
www.warringtondmc.org



Wallasey Motor Club
www.wallaseymc.com



Preston Motorsport Club
www.facebook.com/prestonmotorsportclub



Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

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

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WANTED YOUR Clubs:-

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

Send to : Maurice Ellison

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2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	903	1	1
U17MC-NW	680	2	2
Garstang & Preston MC	623	3	3
Bolton-le-Moors CC	487	4	4
Liverpool MC	465	5	6
Preston MC	381	6	7
Blackpool South Shore MC	323	7	9
Stockport061 MC	216	8	14
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	481	1	5
Wigan & DMC	372	2	8
Accrington MSC	269	3	10
Airedale & Pennine MCC	257	4	11
Matlock MC	253	=5	=12
Pendle & DMC	253	=5	=12
Wallasey MC	211	7	15
Manx AS	172	8	16
Division C		Position	
Club	Points	Div	O/A
Mull CC	110	1	17
Knowldale CC	93	2	18
Hexham & DMC	67	3	19
CSMA (NW)	31	4	20
Lightning MSC	13	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 16 th November 2017			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Amanda Baron	177	AMSC	Y
2	Maurice Ellison	170	CDMC	Y
3	Tracy Smith	157	AMSC	Y
= 4	Robert O'Brien	117	WaDMC	Y
= 4	William O'Brien	117	WaDMC	Y
6	Alan Shaw	109	PDMC	Y
7	Barry Wilkinson	101	PDMC	Y
= 8	Alexander Baron	87	AMSC	Y
= 8	Sean Robertson	87	LivMC	Y
10	Steve Smith	77	AMSC	Y
= 11	Jez Turner	70	CDMC	Y
= 11	Les Fragle	70	G&PMC	Y
= 11	Les Eltringham	70	PDMC	Y
14	Jim Livesey	67	U17MC	Y
15	John Harden	64	LivMC	Y
= 16	David Hunt	60	LivMC	Y
= 16	Steve Price	60	CDMC	Y
= 18	Geoff Main	57	LivMC	Y
= 18	Peter Wright	57	PDMC	Y
20	Victoria Swallow	50	PMC	Y
= 21	Bill Gray	47	LivMC	Y
= 21	Peter Wilkinson	47	PDMC	Y
= 21	Peter Schofield	47	PDMC	Y
= 24	Andy Fell	44	LivMC	Y
= 24	Steve Lewis	44	CDMC	Y
= 26	Dave Barratt	40	AMSC	Y
= 26	Steve Kennell	40	CDMC	Y
= 26	Chris Woodcock	40	CDMC	Y
= 26	Heidi Woodcock	40	CDMC	Y
= 26	Alex Brown	40	PMC	Y
= 26	Joe Ring	40	PMC	Y
= 26	Terry May	40	PMC	Y
= 26	Colin Baines	40	PMC	Y
33	Phil Howarth	37	LivMC	Y
= 34	Andy Dewhurst	30	GPMC	Y
= 34	Jason Bleakley	30	GPMC	Y
= 34	Anthony Brindle	30	GPMC	Y
= 34	Ian Farnworth	30	GPMC	Y
= 34	Gavin Irvine	30	GPMC	Y
= 34	David Nolan	30	GPMC	Y
= 34	Kameron Anderson	30	PMC	Y
= 34	Ian Swallow	30	PMC	Y
= 34	Sam Coombes	30	PMC	Y
= 34	Toby Fisher	30	PDMC	Y
44	Kevin Jessop	27	LivMC	Y
= 45	Steve Kenyon	20	GPMC	Y
= 45	Robert Grimshaw	20	PMC	Y
= 45	Ryan Sweeting	20	PMC	Y
= 45	Kris Coombs	20	PMC	Y
= 45	Jonny Baines	20	PMC	Y
= 45	Louis Baines	20	PMC	Y
= 45	Lee Birkenhead	20	PMC	Y
= 45	Danny Cookson	20	PMC	Y
= 45	Christina Lang	20	PMC	Y
= 45	Richard Cooper	20	PMC	Y
= 45	Mark Livesey	20	PMC	Y
= 45	David Moss	20	PMC	Y

**Only Showing those Marshals
that have Qualified**

**56 marshals have Qualified
156 Marshals have scored points
Last Updated 15th November**

Road Rally Championship

O/A	Driver	Class	Pts	Club	Rds	Q
1	Myles Gleave	E	71	G&PMC	6	Y
2	Stan Featherstone	E	67	CDMC	6	Y
3	Matt Flynn	E	66	CDMC	6	Y
4	Jon Bossen	E	55	MMC	5	Y
5	Dan Sedgwick	S	52	CDMC	6	Y
6	Richard Hunter	E	48	MMC	6	Y
7	Paul Buckel	E	42	CDMC	5	Y
8	Tony Harrison	E	41	CDMC	4	Y
9	Mark Standen	E	40	G&PMC	5	Y
10	Jem Dale	E	33	G&PMC	4	Y
11	Alan Young	N	32	MMC	6	Y
12	Dominic McTear	S	28	CDMC	3	Y
13	Pete Jagger	E	26	CDMC	5	Y
14	James Taylor	E	25	CDMC	4	Y
15	Ian Swallow	N	21	PMC	4	Y
16	Louis Baines	E	18	PMC	3	Y
17	Peter Sharples	N	7	PMC	4	Y
18	Steve Cotton	E	19	CDMC	2	N
19	Simon Boardman	E	18	CDMC	2	N
20	Andy Williams	N	10	U17MC	2	N
= 21	Steve Greenbach	N	9	MMC	1	N
= 21	Phil Shaw	N	9	CDMC	1	N
= 21	Russel Starkie	N	9	CDMC	1	N
24	Craig Shooter	N	6	PMC	1	N

O/A	Navigator	Class	Pts	Club	Rds	Q
1	James Chaplin	E	65	G&PMC	6	Y
2	Rob Jones	E	60	CDMC	6	Y
3	Sam Spencer	E	56	CDMC	6	Y
4	Gary Evans	E	55	MMC	6	Y
5	Sam Ambler	S	46	CDMC	6	Y
= 6	Ashley Young	S	41	MMC	6	Y
= 6	Steve Butler	E	41	CDMC	4	Y
= 8	Maurice Ellison	E	33	CDMC	4	Y
= 8	Steve Frost	E	33	G&PMC	4	Y
10	Sasha Herriot	E	31	MMC	3	Y
11	Tony Vart	S	19	CDMC	3	Y
= 12	Ian Graham	E	17	CDMC	3	Y
= 12	James Swallow	N	17	PMC	4	Y
14	Sam Coombes	N	8	PMC	3	Y
15	Matt Broadbent	E	15	CDMC	2	N
16	Kris Coombes	E	14	PMC	2	N
= 17	Alan Barnes	E	9	PMC	1	N
= 17	Terry May	E	9	PMC	1	N
= 17	Ian Farnworth	S	9	G&PMC	1	N
= 17	Derek Lewin	N	9	CDMC	1	N
= 17	Lauren Cook	N	9	U17MC	2	N
22	Simon Frost	S	6	CDMC	1	N

Provisional Final Results following

R10 : Clitheronian : Updated October 18th

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	186	CDMC	Y
2	Mark Kelly	C	170	G&PMC	Y
3	Mike English	C	140	Wigan	Y
4	Phil Jennings	D	137	Warrington	Y
5	Peter Jackson	D	113	G&PMC	Y
6	Jack Ives	C	110	PMC	Y
= 7	James Swallow		106	PMC	Y
= 8	Dave Riley	C/D	83	BSSMC	Y
= 8	John Darlington	D	83	Wigan	Y
10	Ric Wood		80	GPMC	Y
11	Ian Bruce	C	54	S061MC	Y
12	Mark Knight		53	G&PMC	Y
13	Simon Bowen	D	27	BSSMC	Y
14	Adrian Lloyd	D	52	Warrington	Y
15	Duncan Taylor	D	56	BSSMC	N
16	James Massey	D	53	CDMC	N
17	Steve Johnson	A	52	U17MC	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	Andy Baker	C	167	G&PMC	Y
3	George Jennings	D	137	Warrington	Y
4	Darren Taylor		109	GPMC	Y
5	Garry Dillon	C/D	83	BSSMC	Y
6	Richard Robinson	D	81	BSSMC	Y
7	Liam Whiteley		80	PMC	Y
8	Bruce Lindsay		79	PDMC	Y
9	Chris Sharpe-Simkiss	D	57	BSSMC	Y
10	Pauline Merrills		53	S061MC	Y
11	Stephen Grayson	D	56	BSSMC	N
12	Tony Vart	C	54	CDMC	N
= 13	Matt Broadbent	D	53	CDMC	N
= 13	Louis Baines		53	PMC	N
15	Steve Butler	A	52	CDMC	N
= 16	John Darlington	C	27	Wigan	N
= 16	Adrian Lloyd	D	27	Warrington	N
= 16	Garry Hughes		27	BSSMC	N
= 16	Sasha Herriott		27	MatlockMC	N
= 20	James Swallow		26	PMC	N
= 20	Matthew Jakeman	B	26	HMMC	N

Last Updated 22nd November Following R13

Manx AS : Pokerstars

10/11th November

Best 8 Scores to Count

It is now that time of year for The SD34MSG Road Rally Competitors to vote for 'The Best SD34MSG Road Rally of 2017' send to - steven.butler9@btinternet.com

R 1	21/22 Jan	Ryemoor Trophy Rally	Malton MC	R 6	20/21 May	Altratech 061 Rally	Stockport 061 MC
R 2	25/26 Feb	John Robson Rally	Hexham & DMC	R 7	17/18 Jun	Memorial Rally	G&PMC
R 3	4/5 Mar	Tour of Anglesey	C&AMC	R 8	22/23-Jul	Beaver Rally	Beverley & DMC
R 4	8/9 Apr	Kick Start Rally	Matlock MC	R 9	9/10 -Sep	Colman Tyres	Ilkley & DMC
R 5	22/23-Apr	Primrose Trophy Rally	Clitheroe & DMC	R 10	23/24-Sep	Clitheronian Rally	Clitheroe & DMC

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	Andy Larton	74.28	3	LivMC
2	Nigel Fox	72.06	2	CDMC
3	Nigel Trundle	70.39	1	GPMC
4	Russell Thorpe	70.28	1	LivMC
5	Mick Tomlinson	68.95	5	PDMC
6	Dave Goodlad	67.81	1	BLMCC
7	William Campion	67.77	1	LivMC
8	Colin Duncalf	64.40	1	LivMC
9	Colin Smith	50.90	1	LivMC
10	Dave Welton	49.41	3	LivMC
11	John Early	49.40	1	LivMC
12	Duncan Woodcock	40.23	1	LivMC
13	Jim Wright	40.14	3	PDMC
14	Rob Holt	38.85	3	LivMC
15	Roger Mitchell	32.58	1	PDMC
16	Dave Smithies	27.91	1	LivMC
17	Simon Nicholson	27.16	2	PDMC
18	Andy Williams	10.02	1	U17MC

**Provisional Final Results following R 9
Aintree Sprint**

U18 Championship

O/A		pts	Club
1	Luke Girvin	67	U17MC
2	James Robinson	59	U17MC
3	Matthew Nicholls	34	BLMCC
4	Robert Cotton	20	CDMC
5	Amy Toft	19	A&PMCC

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	101	Y	U17MC
2	Steve Johnson	90	Y	U17MC
3	Steve Kennel	70	Y	CDMC
7	Phil Jennings	57	Y	WaDMC
4	Steve Lewis	53	Y	CDMC
= 5	Phil Shaw	52	Y	CDMC
= 5	Lauren Cook	52	Y	U17MC
= 8	Russell Starkie	48	Y	CDMC
= 8	Rob Jones	48	Y	CDMC
11	James Swallow	48	Y	PMC
12	George Jennings	46	Y	WaDMC
10	Steve Butler	44	Y	CDMC
13	Louis Baines	38	Y	PMC
12	Matt Broadbent	35	Y	CDMC
= 14	Maurice Ellison	33	Y	CDMC
= 14	Kris Coombes	33	Y	PMC
16	David Goodlad	30	Y	BLMCC
17	Steve Frost	25	Y	GPMC
18	Ian Swallow	24	Y	PMC
19	Steve Price	20	Y	CDMC
= 20	Garry Sherriff	17	Y	BLMCC
= 20	Sam Coombes	17	Y	PMC
20	Daniel Cookson	15	Y	PMC
22	Craig Shooter	12	Y	PMC
23	Peter Sharples	11	Y	PMC
24	Ian Farnworth	10	Y	G&PMC
25	Derek Lewin	5	Y	CDMC

Still to Qualify

Andy Baker	59	GPMC
Mark Kelly	59	GPMC
James Chaplin	53	G&PMC
Myles Gleave	50	G&PMC
Scott MacMahon	49	U17MC
James Williams	47	U17MC
Mike English	46	WiDMC
Matt Flynn	44	CDMC
John Darlington	42	WiDMC
Jon Bossom	41	MMC
Andy Larton	40	LIMC
Peter Jackson	39	G&PMC
Darren Taylor	39	G&PMC
Dan Sedgwick	38	CDMC
Phil Clegg	38	AMSC
Garry Ross	37	A&PMMC
Nigel Fox	37	CDMC
C.Sharp Simkiss	37	BSSMC
Hazel Johnson	36	U17MC
Jack Ives	34	PMC
Bruce Lindsay	34	PDMC
Sam Ambler	32	CDMC
Chris MacMahon	29	U17MC
Colin Smith	28	LivMC
Stan Featherstone	27	CDMC
Tony Harrison	29	CDMC
Jem Dale	29	G&PMC

A Total of 112 Competitors have scored points

Last updated 29th November 2017

2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

Please tick this box if you are under 18.

☐

If ticked then parent/
Guardians section must
be completed

NAME
ADDRESS
..... P'CODE

TEL NO Home..... Mobile

E-MAIL ADDRESS

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below; I agree to abide by the championship rules and 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

Parent/Guardian Information Name

Parent Signature DATE

(If different to above) Address

Post Code e-mail

Tel No Home Mobile

Please forward the completed SD34 registration form with registration fee of £5.00 to; SD34 MSG c/o Mrs.M.Duckworth,12 Silsden Ave., Ribbleson, Preston.PR2 6XB. Tel 01772 700823

E-Mail: margaret.duckworth42@btinternet.com Registration commences on date of receipt of application form or on advance notification by e-mail. 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	To register as Driver or/and Co-Driver-Navigator Click box to select	Class - Select box to tick								Official SD34 Use only
		Driver	Co Driver/Navigator							
STAGE RALLY	DRIVER CO DRIVER	A	B	C	D	A	B	C	D	
ROAD RALLY	DRIVER NAV	Exp	Semi	Nov		Exp	Semi	Nov		
SPRINT & HILLCLIMB	DRIVER	S.	1A	1B	1C	2	3	4	5	
NON RACE / RALLY	DRIVER	A	B	C	D	E				

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.** Production Saloon Cars up to 13' (3.96m) overall length and up to 1400cc (Must have all seats & trim fitted)

B. Production Saloon Cars up to 13' (3.96m) overall length and over 1400cc (Must have all seats & trim fitted)

C. Production Saloon Cars over 13' (3.96m) overall length (Must have all seats & trim fitted)

D. Series Production Sports Cars. (Must have all seats & trim fitted)

E. All other cars (Including cars without seats and trim fitted, stage rally prepared cars and low volume sports cars e.g. Westfields and Caterhams).

S. Road-going Standard Series Production Cars conforming to S11.9

1A. Road-going Series Cars up to 1399cc (or forced induction equivalent),conforming to section S11.1 to S11.8

1B. Road-going Series Production Cars 1400cc to 1999cc (or forced induction equivalent), conforming to section S11.1 to S11.8

1C. Road-going Series Production Cars 2000cc and over conforming to section S11.1 to S11.8

Classes 1A, 1B, 1C shall include sports cars, but exclude kit, replica, spaceframed and non-ferrous chassis cars

2. Road-going Specialist Production Cars conforming to section S11.1 to S11.8

3. Modified Series Production & Specialist Cars conforming to Section S12

4. Hillclimb Super Sports Cars conforming to Section S13 & Sports Libre Cars conforming to Section S13 & Sports Libre Cars conforming to section S14

5. Racing Cars conforming to Section S15

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

Competitor Signature Date

Please register me for the SD34MSG Under 18 Championship. I agree to abide by the championship regulations. 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.)

Parent/Guardian Name

Parent/Guardian Signature Date

Parent/Guardian Information (If different to above)

Address

Post Code e-mail

Tel No Home Mobile

Please return the completed form to the championship compiler. This can be done by post or complete, print off, sign, scan and then e-mail. Address information at bottom of page.

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 championship. 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 over-all 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. . You must claim these points directly with the championship compiler within 1 (one) month of the event taking place stating which event you marshalled on.

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. within 1 (one) month of the event taking place (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. 01282 602195 shawalan555@gmail.com**

SD34MSG : 2017 Calendar

Date	Type	League	Club	Title	Venue - Notes
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 Stage Rally Championship 2017

Date	Event	Organising Club
All Rounds Complete		

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 Road Rally Championship 2017

Date	Event	Organising Club
All Rounds Complete		

SD34MSG Sprint & Hillclimb C/ship 2017

Date	Event	Organising Club
All Rounds Complete		

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

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Draft SD34 Motor Sport Group Calendar 2018

17-Nov-17

Date	Discipline	League	Club	Title	Venue - Notes
7-Jan	PCA	Yes	A & P MCC	A&PMCC PCA 1	Rock & Heifer, Bradford
27-Jan	Training	No	MSA	Marshals training day	Warrington
28-Jan	Training	No	MSA	Marshals training day	Yorkshire
10-Feb	Stage Rally	Yes	Clitheroe & DMC	Jack Neal Memorial Rally	Blyton airfield, Lincs
11-Feb	PCA	Yes	A & P MCC	A&PMCC PCA 2	Rock & Heifer, Bradford
17-Feb	Autosolo	Yes	Under 17 MC NW	U17MC Autosolo 1	Blackburn Services, M65 Jt 4
17-Feb	PCA	Yes	Under 17 MC NW	U17MC PCA 1	Blackburn Services, M65 Jt 4
18-Feb	Autosolo	Yes	Accrington MSC	AMSC Autosolo 1	Blackburn Services, M65 Jt 4
18-Feb	Autotest	Yes	Accrington MSC	AMSC Autotest 1	Blackburn Services, M65 Jt 4
18-Feb	PCA	Yes	Accrington MSC	AMSC PCA 1	Blackburn Services, M65 Jt 4
24/25-Feb	Road Rally	Yes	Hexham & Dist MC	John Robson Rally	Northumberland
02/03-Mar	Stage Rally	Yes	Manx Auto Sport	Haydn Minay Forest Rally	Isle of Man
4-Mar	Autotest	Yes	Warrington & tDMC	Warrington DMC Autotest 1	Wern Ddu, Ruthin
4-Mar	Stage Rally	Yes	Blackpool SSMC	Roskirk Stages	3 Sisters, Wigan
11-Mar	PCA	Yes	A & P MCC	A&PMCC PCA 3	Rock & Heifer, Bradford
18-Mar	Stage Rally	Yes	PDMC / GPMC	Lee Holland Stage Rally	Anglesey Circuit, North Wales
24/25-Mar	Road Rally	Yes	Clitheroe & DMC	Primrose Trophy Rally	O/S Maps 97, 98, 102 & 103
7-Apr	Sprint	No	Longton & Dist MC	Sprint	Anglesey Circuit
8-Apr	Autosolo	Yes	Preston MC	PMC Autosolo 1	Preston MC
8-Apr	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
14/15-Apr	Road Rally	Yes	Matlock MC	Kick Start Rally	Derbyshire
15-Apr	Autotest	Yes	Warrington & DiMC	WarDMC Autotest 2	Wern Ddu, Ruthin
15-Apr	Stage Rally	Yes	Stockport 061 MC	SMC Stages	Anglesey Circuit, North Wales
22-Apr	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
23-Apr	Trial	Yes	A & P MCC	Longnor Car trial	Longnor
28-Apr	Sprint	Yes	Liverpool MC	Aintree Spring Sprint	Aintree
11/12-May	Stage Rally	Yes	Manx Auto Sport	Manx National & Chris Kelly Rallies	Isle of Man
13-May	Stage Rally	Yes	Wigan & DMC	Cetus Stages	3 Sisters, Wigan
13-May	Trial	Yes	A & P MCC	Yorkshire Dales Classic Trial	Yorkshire
19-May	Autosolo	Yes	Accrington/U17 MC	AMSC/U17MC Autosolo	Nelson & Colne College
20-May	Autosolo	Yes	CSMA	CSMA Autosolo 1	Lymm Services, M6 Jt 20
20-May	Autotest	Yes	CSMA	CSMA Autotest 1	Lymm Services, M6 Jt 20
20-May	Hillclimb	No	MGCC NW	Scammonden Dam Hillclimb	Scammonden Dam,
20-May	PCA	Yes	CSMA	CSMA PCA 1	Lymm Services, M6 Jt 20
26-May	Autotest	Yes	Warrington & DMC	WarDMC Autotest 3	Wern Ddu, Ruthin
9-Jun	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 1	Barbon
16/17-Jun	Road Rally	Yes	G & P MC	Memorial Road Rally	Lancashire-Yorkshire
23-Jun	Stage Rally	Yes	Mull Car Club	Dunoon Presents Argyl Rally	Argyl
24-Jun	Autosolo	Yes	CSMA	CSMA Autosolo 2	Lymm Services, M6 J20
24-Jun	Autotest	Yes	CSMA	CSMA Autotest 2	Lymm Services, M6 J20
24-Jun	PCA	Yes	CSMA	CSMA PCA 2	Lymm Services, M6 J 20
30-Jun	Sprint	Yes	Liverpool MC	Aintree Summer Sprint	Aintree

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

Draft SD34 Motor Sport Group Calendar 2018

Date	Discipline	League	Club	Title	Venue - Notes
1-Jul	Stage Rally	Yes	Warrington & DMC	Enville Stages Rally	Anglesey Circuit
7-Jul	Hillclimb	Yes	Liverpool MC	Barbon Manor Hillclimb 2	Barbon
15-Jul	Hillclimb	No	Mid-Cheshire MC	Hillclimb	Scammonden Dam,
17-Jul	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
21-Jul	Autosolo	Yes	U 17 MC NW	U17MC Autosolo 2	Blackburn Services, M65 Jt 4
21-Jul	PCA	Yes	U 17 MC NW	U17MC PCA 2	Blackburn Services, M65 Jt 4
21-Jul	Training	No		New Marshal Timing & in stage	Blackburn Services, M65 Jt 4
22-Jul	Autosolo	Yes	U 17 MC NW	U17MC Autosolo 3	Blackburn Services, M65 Jt 4
22-Jul	Autotest	Yes	U 17 MC NW	U17MC Autotest 1	Blackburn Services, M65 Jt 4
22-Jul	PCA	Yes	U 17 MC NW	U17MC PCA 3	Blackburn Services, M65 Jt 4
18-Aug	Autosolo	Yes	U MC NW	U17MC Autosolo 4	Blackburn Services, M65 Jt 4
18-Aug	PCA	Yes	U17 MC NW	U17MC PCA 4	Blackburn Services, M65 Jt 4
18-Nov	Hillclimb	Yes	Pendle & DMC	August Hillclimb	Scammonden Dam,
18-Aug	Training	No		Fire training	Blackburn Services, M65 Jt 4
19-Aug	Autosolo	Yes	U 17 MC NW	U17MC Autosolo 5	Blackburn Services, M65 Jt 4
19-Aug	Autotest	Yes	U 17 MC NW	U17MC Autotest 2	Blackburn Services, M65 Jt 4
19-Aug	PCA	Yes	U 17 MC NW	U17MC PCA 5	Blackburn Services, M65 Jt 4
1-Sep	Sprint	Yes	Liverpool MC	Aintree Autumn Sprint	Aintree
2-Sep	Sprint	No	Longton & DMC	Sprint	3 Sisters, Wigan
07/08-Sep	Stage Rally	Yes	Wallasey MC	Promenade Stages	New Brighton Promenade
15-Sep	PCA	Yes	U17 MC NW	U17MC PCA 6	Event City, Manchester
16-Sep	Autotest	Yes	Warrington & DMC	Warrington DMC Autotest 4	Wern Ddu, Ruthin
16-Sep	PCA	Yes	U17 MC NW	U17MC PCA 7	Event City, Manchester
22/23-Sep	Road Rally	Yes	Clitheroe & DMC	Taybridge Clitheronian Rally	Lancashire-Yorkshire
23-Sep	Stage Rally	Yes	PDMC / GPMC	Heroes Stage Rally	Weeton Barracks
6-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Sprint	No	Longton & DMC	Sprint	Anglesey Circuit
7-Oct	Stage Rally	Yes	Wigan & DMC	The Adgespeed Stages	3 Sisters, Wigan
12/13/14 Oct	Stage Rally	Yes	Mull Car Club	Mull Rally	Isle of Mull
14-Oct	PCA	Yes	A & P MCC	A&PMCC PCA 4	Rock & Heifer, Bradford
20-Oct	Tour	No	2300 Club	Andy Mort Tour	Isle of Mull - Not in Championships
21-Oct	Autotest	Yes	Warrington & DMC	WarDMC Autotest 5	Wern Ddu, Ruthin
28-Oct	Autosolo	Yes	Preston MC	PMC Autosolo 2	Preston MX
02/03-Nov	Stage Rally	Yes	Bolton-le-Moors CC	Neil Howard Stages 2017	Oulton Park
3/4-Nov	Road Rally	Yes	Matlock MC	Dansport Road Rally	Derbyshire
3-Nov	Stage Rally	Yes	CDMC / Malton MC	Malton Forest Rally	Not in Stage Rally Championship
09/10-Nov	Stage Rally	Yes	Manx Auto Sport	Poker Stars Stages	Isle of Man
11-Nov	PCA	Yes	A & P MCC	A&PMCC PCA 5	Rock & Heifer, Bradford
24-Nov	Stage Rally	Yes	Clitheroe & DMC	The Hall Trophy	Blyton airfield, Lincs
1-Dec	Autosolo	Yes	U 17 MC NW	U17MC Autosolo 6	Blackburn Services, M65 Jt 4
1-Dec	PCA	Yes	U 17 MC NW	U17MC PCA 8	Blackburn Services, M65 Jt 4
1-Dec	Training	No		First on scene	Blackburn Services, M65 Jt 4
2-Dec	Autosolo	Yes	Accrington MSC	AMSC Autosolo 2	Blackburn Services, M65 Jt 4
2-Dec	Autotest	Yes	Accrington MSC	AMSC Autotest 2	Blackburn Services, M65 Jt 4
2-Dec	Autotest	Yes	Warrington & DMC	WarDMC Autotest 6	Wern Ddu, Ruthin
2-Dec	PCA	Yes	Accrington MSC	AMSC PCA 2	Blackburn Services, M65 Jt 4
9-Dec	PCA	Yes	A & P MCC	A&PMCC PCA 6	Rock & Heifer, Bradford

Road Rally

Stage Rally

Sprint/Hill Climb

A/T, PCA, A/S & Trials

Training Dates

**NB : THIS IS A DRAFT CALENDAR FOR 2018
MORE DATES STILL TO BE INCLUDED**

Meeting Highlights

Wednesday November 15th 2017

- The latest update on the 3 Sisters site reported that the track is to be resurfaced and contrary to previous notes speed events will be allowed next year.
- The 2017 championship is almost complete with the last events on the 3rd December.
- A draft calendar for 2018 has been compiled and clubs were requested to review it and amend as necessary.
- Once again clubs were reminded that they need to get routes for road rallies submitted to Chris Woodcock, the RLO, as soon as possible. He will accept them 8 months in advance as opposed to 6 months for the MSA. The reason is that several routes for touring assemblies are being submitted and they will be accepted if road rally routes are submitted later.
- There was a suggestion that the Police in Wales will be looking out for bad driving on road rallies.
- There will be no changes to tyre specifications for road rally vehicles in 2018.
- The championship positions were read out and the latest ones are included within. (*pages 5 to 7*)
- Three changes to the championship rules had been proposed and were discussed;
- Clarification of the submission of claims in the Under 18 Championship. Claims for competing or marshalling points must be submitted to the compiler within one month of the event – Agreed.
- Revised classes for the Non Race/Rally Championship in line with the ANWCC Championships – Agreed.
- Revised classes for the Sprint and Hillclimb Championship to reflect other championships – Agreed.
- The last proposal was only submitted at the meeting so it was agreed that in future any proposed changes to the championship rules must be sent to all clubs at least two weeks before the November meeting so they can be considered before the meeting.
- There was little to report from the recent ANCC meeting other than that several clubs have not updated their officials details or submitted dates for next year.
- At the recent ANWCC meeting it was reported that the Sports Council have amended the title of targa rallies to Targa Road Rallies. Two new clubs have joined the association. The MSA will only reimburse 85% of the costs of training courses. If electric cars are competing the event organisers must have 40000 litres of water available should there be a fire from a battery so after much discussion it was suggested the easiest option is not to invite electric cars to events. For future meetings the venue will be at The Windmill pub near junction 19 of the M6.
- The date for the 2017 SD34 MSG Presentation Evening has changed to Friday 2nd March at Blackburn Rugby Club. As ever clubs should supply raffle prizes as this is a major source of income to fund the event.
- Perpetual trophies should be returned to Gary Heslop at or before the next meeting.
- Gary Heslop was pleased that his firm, Gazzard Accounts, had got a new client as the result of seeing his advert in an events regulations so it works and clubs were reminded that as he is our supporter an advert must be included in all event regulations.
- As he will not be at the AGM Bill Wilmer, Vice Chairman, thanked all the compilers and Maurice Ellison, spotlight editor, for all their hard work over the year.
- The next bi-monthly meeting, preceded by the Annual General Meeting, will be on 17th January at The Poachers, Bamber Bridge.

Quarterly Meeting

Monday 13th November 2017

- Chris Winstanley reported that a group of people have taken over the management of Three Sisters and are currently complying with requests and are looking to resurface in November / December 2017.
- Stage Rally Tracking - is nearly there, however it won't be implemented until it's right.
- FAI - Sheriff is producing his report at the moment and the feelings are it should be positive.
- Closed Road - has gone to Welsh Assembly now and first event is happening in 2018 in Chelmsford.
- A marshal sustained an injury on an event, however he received no insurance payout and he's retired - there was no loss of income or hadn't lost a limb for example - it was noted that he could have got out of pocket expenses however he decided not to claim this. John Harden commented that if you are a member of British Motorsport Marshalling Club they offer a different insurance policy and you are covered from when you're leaving home.
- 2 new clubs have applied to join - British Crossfires and Blackpool & Fylde Land Rover Club - both accepted at the meeting.
- One of our championship contenders had last registered with us in 1984 - so a nice break between 1984 and 2016!!
- **Marshals Draw Winners:**
 - August - Alexander Barron
 - September - William O'Brien
 - October - Tracey Smith
- 2018 marshal training will be held at Warrington Campus of Chester University - more details to follow.
- A 'discussion' was held over a recent MSA document that has been received in relation to Electric & Hybrid vehicles.
- From the February 2018 meeting, we will be moving to The Windmill at Tabley, just off J19 of M6



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

December '17

Tuesday 5th December Scatter Rally (R4)

O/S Maps 98 & 103

Waddington Club

1st Car Away 7:30pm

Tuesday 12th December 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

Tuesday 19th December Christmas Party Names to Heidi £17 pp

Waddington Sports & Social Club

7:30 for 8:00

Sunday 17th December Manchester Pub Run Paul Buckel for Details paul.buckel@tiscali.co.uk

2018 Membership Renewals Now Due Still only £10:00 See Membership Secretary Terry Martin

November @ CDMC

**Saturday & Sunday
4th & 5th November**

Malton Forest Rally

Matt Broadbent was Stage Commander ably assisted by Steve Lewis (Deputy) and Tony Vart (Chief Marshal) on the Cropton Stage of the Malton Forest Rally.

With so much competition for Marshals for events at this time of year it was not easy persuading people to turn out for us yet again (and we still have the Hall Trophy at Blyton in a fortnight & look forward to seeing you all again) but we more than managed to set up and man the Cropton stage. This year we had brilliant weather for both days. Thanks to everyone for their efforts that made it a cracking event yet again.



Tuesday 7th November AGM

A packed room were present at the AGM (*not what you hear about most clubs AGMs*) to hear about another successful year completed at Clitheroe & DMC.

Despite spending an arm & a leg on equipment and also on our Charitable donations (£4200 more than 2016) we still managed to make a small profit on the year.

Memberships was very slightly down on 2016 (*Terry Martin : Membership Secretary : Suitably admonished*) but a much larger attendance and involvement at club nights and on events has more than offset this

The 2017 Committee were all re-elected for 2018

Tuesday 28th November HillClimbing

With Harewood Hillclimb Champions

Mike Geen, Jonathan Mounsey

and James Kerr, Harewood Hillclimb school instructor



Everything you could ever possibly want to know about taking up Sprint & Hillclimbing (especially Hillclimbing at Harewood) delivered with passion by three competitors.

Costs (very little - unless of course you have deep pockets and a desire to spend money), Advantages for the beginner include a 'Taster' day at the start of the season in your Shopping Trolley complete with an instructor to advise and explain what's what and how to get started

Clitheroe & District Motor Club



DECEMBER SCATTER : R4 Tuesday 5th December

Waddington Club
7:30pm Sign on
1st car Away 7:45pm
Maps 98 & 103

Sam Ambler and Seddy Sedgwick are running Round Five on the 5th of December. Just so they know how many sheets etc to print please visit the Clitheroe & DMC Facebook page & let them know if you are 'doing'

'The night promises to be a total shambles on some of the rubbish roads split between 98 & 103. We have no clue what we're doing really so if you fancy a laugh and a rant get it entered.'

Pace notes are supplied by Terry Martin but come at a small fee. Whites will be used sometimes across moorland if that's what you choose to do (not recommended!) knobbies and sump guards are heavily advised if you want to add pointless noise and weight to your car.'

The Dukes

Tuesday 2nd January '18 Christmas Sweater Night



Tuesday 23rd January '18 Danial Harper & Chris Campbell



Winter Scatter Rally Series Championship Table after R3

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Fox	83	1	Leah Brown	83
2	Maurice Ellison	63	2	Terry Martin	53
3	Dan Sedgwick	62	3	Ben Holmes	51
4	Mark Johnson	53	4	Levi Nicholson	50
5	Stephen Holmes	51	5	Sam Mitton	49
6	Ben Mitton	50	=6	Matthew Hewlett	48
7	Stephen Hardy	49	=6	Jess Berry	48
=8	Chris Hewlett	48	8	Harris Halgate	46
=8	Austin Berry	48	9	Paul Redford	42
10	Paul Pendleton	46	10	Dave Irwen	40
11	Catherine Redford	42	11	Elliott Shaw	36
12	Gareth Shepherd	30	12	Samuel Shepherd	30
=13	Tom Pilkington	29	13	Ellis Pilkington	28
=13	Jonny Collett	29	14	Sam Ambler	25
15	Ed Speak	22	15	Matt Broadbent	23
16	Chris Collett	20	16	David Speak	22
17	Tom Eccles	18	17	Calum Lambert	16
18	Matt Horn	16	18	Conner Murray	15
19	Tommi Meadows	14	19	Luke Howarth	14
=20	Phil Shaw	12	=20	Derek Lewin	12
=20	Bradley Leeming	12	=20	Jack Howarth	12
22	Domomic McTear	7	=22	Matti Ali	9
			=22	Hollie Griffith	9
			24	Phil Shaw	7
			25	Nicky Hart	1

Winter Scatter Rally Championship Series Dates

Round 5 : Tuesday 16th January
CoC **Tony Vart**

Round 6 : Tuesday 20th February
CoC **Paul Buckel & Steve Butler**

Round 7 : Tuesday 20th March
CoC **Terry Martin**

Best 6 scores to Count

Couldn't make it to a Clubnight ?

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

<https://www.youtube.com/playlist?list=PLvHjtnrZs9AJRgs4XZbPzZss9x4OsrozI>



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

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 Mon-
day of the month Visitors are welcome to join us at
either of these or any club meeting.

Forthcoming PCAs at the Rock & Heifer 2017 2018

December 12th

January 7th

February 11th

March 11th

10:00 am for 11:00 Start

December 15th A&P Christmas Party at the Rock & Heifer.

Only £2.50 per person
will reserve your place and
the rest will be paid from club
funds in order to say 'Thank
you for your support during
the year'.

Let's make this a family event by bringing partners
and youngsters along too.

Music, snow machine, glitter ball, flashing coloured
lights, etc will all be available in the function room



SD34MSG 2017



AWARDS NIGHT

Friday 2nd March 2018

Blackburn Rugby Club

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

7:30pm for 8:00pm

Sam Collis & Friends

Interviewed by Bob Milloy



**Pie & Peas Supper
Tickets £5 each
From**

**Your club Rep or
Maurice Ellison**

sd34news@gmail.com

07788-723721





Meet

Every other Tuesday

Poachers, Bamber Bridge

Preston Motorsport Club **Awards Night**

Saturday January 20th
Charnock Farm Restaurant

Preston Motorsport Club invites you to join them for an evening of celebrations, looking back over another fantastic year for the club and its members.

3 course meal, awards presentation, dancing until late plus much more.

All for £25! pp

Limited spaces available so book early to avoid disappointment.

Payment can be made via PayPal (reference "awards") bank transfer (reference "awards") or cash (tickets will be available at club nights).

B&B rooms available - please contact the venue directly to enquire

Bolton-le-Moors CC

The Club Meets at 9-00pm every Thursday

@ Horwich RMI Club, Chorley New Rd, Horwich.



Hexham & DMC

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



Matlock MC

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



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

Warrington & DMC

WDMC meets at 20.00 every Tuesday at

THE ANTROBUS ARMS

on the A559 between

Warrington and Northwich.



www.warringtondmc.co.uk

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

Great night at Simply Red Tractor Pulling Team tonight (Tuesday 21st Nov)

. Big thanks to John, Alan and lads for a very interesting night and a look at the new chassis and mods for next year . Also some stories from last season including the "turrro" smashing itself to smithereens . Simply Red is now stripped back and the team have some serious work to do before May.

Thanks again for a top night from the British Prostock Champions 2017



Gazzard Accounts Ltd



WALLASEY MC

**The Club Meets at Every Monday
at 9-00pm.**

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

Competitions

Save the dates – Nav Runs 2017 and 2018

**The dates remain the same for the last two
Nav Runs of the year:**

- 20 November – Graham and Jerry
- 4 December – Gary and Neil

The dates and organizers for the first three 2018 Nav Runs have been agreed as follow:

- 15 January – Jon C and Andy M
- 26 February – Steve T and Daz
- 26 March – Stu and Tim

Marshalling

Neil Howard Stages

Saw 13 club members out marshalling at Oulton Park on the Island chicane and the Lakeside hairpin. This was a great turn out from the members who ran a full sector.

Rally Wales GB.

6 club members marshaled over 3 days. Gary reported that the team was disappointed in how marshals are treated by the organizers but despite that a good time was had by all and WMC flags were prominent and were very noticeable in the TV coverage so a great job by the members.

Grizedale Stages

2nd December 2017, WMC has received a request for marshals. Firstly to assist on a super special which will run twice at 30 second intervals at 9am, followed by marshalling in the forest. Anyone interested in going should contact Gary, Neil or Jon.

Promenade Stages.

Gary reported that whilst accounts are not final the event has been a financial success as it was planned to generate a small cushion to allow for increased Council costs in 2018.

As reported at the previous meeting, it seemed that the anticipated help from club members competing on the event had not come to fruition and as yet this has not been followed up.

Once again the future of the event does depend on additional help being received from members.

Garage and Equipment

The barriers are now stored at the sailing club and need to be covered and fully tied down. It was suggested that Tim may have a tarpaulin so Alan will contact Tim and then organise a small working party to tidy, stack and cover the barriers.

Social

Several dates for your diaries:

- Once again, Neil Philpotts has kindly agreed to host a Christmas party at his garage as he has in previous years.

This will take place on **18th December** and will replace the usual Noggin and Natter. Please come along and enjoy the evening. A buffet will be provided and whilst some drinks will be available please bring your own.

- It was agreed that the **WMC Awards Evening** would again be held at the Port Sunlight Club and the date was agreed as **3 March 2018**. This will be organized by Steve N and Steve T so please let them know if you intend to be there.
- Gary reported that he has the opportunity to organize a trip round the new **Prodrive** complex and following the meeting this has been sorted out and the date will be **17 February 2018**. The cost of the tour is £20 per head. Those wanting to go must give their names and money to Gary.
- Gary is also looking at the possibility of an overnight stay and then going to **Gaydon Motor museum** on the Sunday for those who want to. Again, anyone Interested should let Gary know.
- **Majorca**. The annual club trip to Majorca next year is going ahead with the event on March 8th and so likely to travel out on 6th or 7th and back on the 9th. Whilst those going make their own arrangements, anyone wanting more information should contact Jon.
- **Ian Harwood Quiz**. This is to be held on Thursday **23 November** at the Cheshire Conference Centre, Edgeley Park, Stockport,
19:30 start. Anyone wanting to attend or compete should contact Gary.
A supper will be provided at £5 a head for team members and £7 a head for spectators.

Please try to support this annual event.



WALLASEY MC

A View From The Shore

News from Blackpool South Shore Motor Club

by Phil James



After a flurry of activity in recent months a number of Blackpool South Shore Motor Club members took time off in November but not John Stone as the Legend Fires supremo took to the stages in his Ford Fiesta S2500.

His first outing came with Sarah Hughes on the Neil Howard Stages at Oulton Park, the opening round of the Motorsport News Circuit Rally Championship, where the pair finished eighth overall. There were intermittent rain showers during the morning that suited Stone's four-wheel drive car perfectly as evidenced by him holding fifth place following four of the rally's nine stages. Then as the circuit began to dry in the afternoon that advantage was lost but, having retired from this event last year, Stone was pleased with the final outcome.

The action then moved to Cadwell Park for second round of the series where Stone, partnered on this occasion by Jack Morton, recorded another top ten finish. He completed the aptly named Cadwell Park Stages Rally sixth overall to secure third place in the championship's driver standings.

Dave Gratrix and Iain Reece ventured over to Lincolnshire to contest Clitheroe & District Motor Club's Hall Trophy Rally at the Blyton Park Race Circuit. Any hopes they held of bringing their Renault Clio 182 to a top twenty finish were dashed when they collected a stage five maximum time and they finished the rally in forty-third place.

Things didn't go any better for Chris Sharpe-Simkiss, in fact they went much worse! South Shore's most prolific co-driver contested the PokerStars Rally alongside Nathan Cafaero in a Citroen DS3 R5 but their Manx outing didn't last as they retired after only completing four stages on Friday's opening leg.

If that wasn't bad enough consider how Mark Holmes and Craig Simkiss must have felt having forced to retire from the Roger Albert Clark Rally having only completed the opening two Shelsley Walsh stages. As the rally headed into the forests their Ford Escort Mk1 developed gearbox problems putting a premature end to their adventure.

As the month ended Chris Sharpe-Simkiss was in action again, this time venturing over to Anglesey to contest the Glyn Memorial Rally alongside Brandon Smith in his Darrian T90 GT. Sadly his 'bad month' continued with yet another retirement. Better news came from Rob Kennedy who also contested the event in his Nissan Micra with Catrin Jones reading the maps. The pair finished 39th overall winning Class F into the bargain. Meanwhile Riley Banks, co-driven by Mike Jode, finished seventh overall in the Glyn Memorial Junior Rally, which ran in tandem to the senior event, in a Peugeot 107.

Last week I went into a pet shop on the same day as I ordered my turkey for Christmas.

The lazy git behind the counter didn't even acknowledge me.

"Ahem!!!" I said, "can I buy a budgie?"

"Take your pick" he said

I said I wanted the one on the very top shelf.

He said "Can't you buy one lower down?"

I said, "No, I want that one".

He said, "This means I have to get the steps out and climb up there."

I said, "Look, If it makes you feel any better I'll pay the same as I paid for my 26lb turkey."

Seeing his chance to make a killing he got the steps, climbed up and got the budgie and put it on the counter. "Right sir!" he said, "How much did you pay for the turkey?"

I said, "£1.25 a pound, pop him on the scales please."



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.

2300 Club are pleased to announce the finalists of the 2017 John Easson Award

George Lepley -Driver

Tommi Meadows - Driver

Chris Sharpe-Simkiss – Co-Driver

The Award selection committee will meet the finalists later in November and following an informal interview the winner of the 2017 JEA will be decided.

2300 Club would like to thank all candidates who applied for this year's award and wish them continued success in their rallying

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



End of Season Dinner and Awards Evening With Steve Cole Saturday 25th November 2017 Woolton Golf Club, Doe Park, Liverpool

The 2017 LMC end of season dinner and awards evening was held in the salubrious surroundings of Woolton Golf Club, Liverpool on 25th November and was enjoyed by 86 LMC members, partners and friends. A superb three course meal was enjoyed in great company, followed by Steve (Coley) Cole's tales of his interesting and occasionally fortuitous rise to fame in motorsport.

Talk about being in the right place at the right time! Steve's motoring passion started when he was persuaded to take part in an autocross event in the firm's mini van (the Austin Morris version, not one of those big American things), and the seed was well and truly sown.

During his long career, he competed very successfully in a whole range of cars including Renault Clios, FF1600's, Sports 2000, winning a whole plethora of awards. Buying a cancelled order Morgan road car started a long interest in the marque which quickly led to a period campaigning a works Morgan V8, again very successfully.

Later he was "spotted" by the owner of TVR Peter Wheeler who gave him a job as a TVR works driver, developing and competing in the factory's indecently quick TVR 420SEAC. His successes were wide ranging including winning national championships for Morgan, TVR, and BRSCC and BRDC Production Sports Car Championships against the likes of Gerry Marshall, Colin Blower etc. When TVR eventually folded, Steve became a race instructor (even tutoring members of the Royal family), and is currently a lecturer in advanced driving techniques for Bentley Motors.

Oh yes, and he's still a member of Liverpool Motor Club and with any luck will be competing again next year in his historic Lotus Cortina, or maybe even a FF1600 in our sprints once again.

During the evening, awards were presented to competitors in the 2017 LMC Speed Championship.

Overall winners were:

Division 1

1st Andy Larton, Peugeot 106

2nd Nigel Fox, Caterham 7

3rd Geoff Ward, Swift FF1600

Division 2

1st Keith Minshull, Peugeot 306 Rallye

2nd Phil Caza, Ford Fiesta ST

3rd David Brown, Mazda MX5

And 15 further awards were presented to the class winners of what has been a very successful and closely fought championship once again.



Wales Rally GB

The final weekend of October saw me take the usual 10 minute drive to Deeside to the rally GB however this year was to be very different to the norm.... This time instead of going to watch the WRC crews drive through I was heading there to find a little black VW Beetle with my name on it. Yes after only a few forest events I was heading off to do a WRC round, admitted the 2 day national, but a WRC round all the same. However I wasn't even the least experience in the car Brian Ferreday the drier had never done a rally before or driven a car on gravel what could possibly go wrong.....

The event didn't exactly get off to the best of starts as the Friday which was supposed to be a nice easy day turned into a bit of a disaster. While getting the car warmed up before scrutineering a fuel leak appeared which turned out to be the Fuel pump producing too high a pressure and the filter housing being unable to cope which was solved with a fuel pump. While the actual scrutineering process went quite well it turned out the MSA logbook was wrong which required us to be sent to the corner like naughty school children to wait for an appropriate MSA delegate to come and logbook the car which thankfully did go well. The problems didn't even end there as on the first road section to the ceremonial start in Chester an oil leak developed which then burned off on the exhaust causing us to have to dive at the next junction to fix it. Once fixed however the rest of the day went without a hitch meaning I got to enjoy a rather special moment of starting the biggest rally of my life 5 minutes from where I was born!!!!

Day 2, the first day of proper action, got off to a much better start with a clean run through the short Chomdley Castle stage leading our personal battle with the other Beetle crew. The next 2 stages went well despite a few moments including a large tank slapper which saw us lock to lock about 8 times down hill before slowing just in time to make the hairpin at the bottom. Unfortunately the last 2 stages would be a disaster with us stalling off the line and losing 5 minutes getting it restarted (thanks to the Gartheniog start marshals for your help) and on the last stage the car stalled on a hairpin losing us a further 15 minutes. Unfortunately these incidents also showed how unforgiving international timing, a new experience for me, is as the lost time meant we would visit 2 controls late enough to receive a minute and half penalty. However after getting it started, to finish of last stage and then service we weren't about to let a few penalty's get in the way of the fun.....

For the third and final day we set out with one goal, have a trouble free day and thankfully it actually was. The only incident of the day came in the first of the days stages with a spin on the first hairpin and struggling to get it back round losing us around 20 seconds, not that it mattered. Unfortunately this stage would also see the other Beetle crew retire drawing our little battle to an end. The other 2 stages went by trouble free with Brian gaining more confidence on every stage starting to really push by the end. Once the stages were over we headed to the finish in Llandudno another special moment for me as the first time I watched GB was actually in Llandudno. Overall despite the issues it was a phenomenal weekend, as special as an event has been for me since my first event and probably ever will be with some great driving by Brian especially considering the lack of experience. Unfortunately however the rest of my year has been cut rather short due to withdrawing from the MSN championship with only 2 rather than 5 events so that means next up is the 2 day Glyn memorial in Anglesey back with regular driver Ryan Fagan in the mega mk2, bring it on!!!!!!



Photo courtesy of CWL rally pictures



Jordan Joines : Wallasey MC

Neil Howard Stages

And so it began. The 2017/ 2018 Motorsport News Circuit Rally Championship consists of eight rounds, and will see rallies held at seven top class circuits in England, Scotland and Wales between November 2017 and April 2018, an awesome prospect. The championship started with a full entry for the Neil Howard Stages at Oulton Park on the 4th November. And what an entry it was, with so many very special and well prepared cars running throughout the field, and some very rapid machines leading the field away through each one of the nine special stages.

Scrutineering was scheduled to take place on the Friday afternoon at the circuit, and by the time that the co-driver and driver rocked up, the Bob Downen Rally Services crew of Bob, Simon, Neil and Dave was already there, with the always stunning blue Mk2 Escort that is EOY, ready and waiting to go. EOY is a gorgeous 1978 Mk2 Escort built by Bob and Simon Downen, running a newly installed 2.4 Mountune Duratec engine with SADEV sequential box, and when she's on form, boy is she on it. She starts on the button, and roars into life, what a buzz – gives us all butterflies – what an awesome car.

What a great weekend this was going to be, noise and scrutineering were a pleasure - EOY effortlessly sailed through both, as she always does, and she was ready to go play. A quick walk around the service area, and the adrenalin began to build – all kinds of everything, doesn't quite do it justice, this was a quality entry and the first round of the championship was undoubtedly going to be quite a challenge for all concerned. Beyond the cars, so, so many friends that have rallied for so many years!! This was home..... well, apart from those multiple merges!! I'd had ongoing nightmares of the splits and merges..... Would the driver listen? Could he count? OMG, could I remember left and right in the heat of battle? The pressure, lol.....

We had a great night with the team on Friday, and then in the blink of an eye, and a with a good night's sleep it was Saturday morning and we were up and on it. Weather was going to make for an interesting morning for sure as light rain passed overhead. Drivers' briefing suggested that the infield was quite slippery. Now QUITE is not a word I particularly like, and really should have been replaced on this occasion with EXTREMELY slippy – enjoy!! Tyre choice was going to be critical for the day ahead....

The service area was packed with competitors, service crews and spectators all anticipating a great day's rallying, and all the while the clock ticked down until it was our time to leave.... Dave fired EOY up, she immediately roared into life, and we were off to join the other competitors for the stage start. We edged our way to the start line with last minute thoughts and detail, and then it was us – 5,4,3,2,1 and she was away. Quickly we were into the infield and rally school area of the circuit and yes the entry to this part of the stage was as rough as a forest stage and as slippery as, and with that the first donut of the day was performed, I smiled sweetly, and we were on our way again.

Back on the circuit and time to use some of EOY's power as it was meant to be used, boy she has such potential. Drop down the hill, building speed – I call a 45 left; driver swears he heard me; and yet EOY went straight on!! Go figure DJ!! Could he hold on to her through the scenery and out the other side?? Could he heck..... I couldn't help myself – I laughed, BIG mistake – he took it personal, and gave me that 'hurt' look like only a driver can when he gets it wrong.... And that just made me laugh even more.

Continued on Page 23



Neil Howard Stages : Oulton Park

Continued from Page 22

Back to service we went – OMG, I couldn't help myself I just had to share the donuts and scenery adventures with the crew, DJ was not impressed, but this was soooo funny – I was loving it!! And off we went again, he was starting to get this now, and EOY was loving the run out, time to push on and we did through the rest of the morning stages.

Turns out that it was a beautiful autumn day at Oulton Park, the rain passed over and the sun came out to play and the spectators continued to strengthen in numbers throughout the day, all no doubt eagerly anticipating the infamous 'water splash' stages of the afternoon, and the night stages to follow. This was going to be fun, for the afternoon stages we set off clockwise around the circuit, down the hill; split right, then 90 left and 90 right and go for it!! Dave 'suggested' I close my window so that no water came in as we went through the splash, turns out DJ doesn't take his own advice and having left his window open, promptly got a mouthful of water splash!! Soooo funny..... Watch the videos and listen to the spectators scream and howl with excitement – this was fun, and absolutely what rallying is all about.

Around the circuit we went.... 90 right we clipped the kerb perfectly, followed by 90 left we clipped the kerb again and still EOY held on like her life depended on it! On we went and powered up the hill, through the chicane and then flat until we reached a 90 left taking us off the circuit, followed by a 90 right and onto a 'woodland path' that runs parallel, oh this was going to be interesting and it certainly was, and every time we got faster and faster on the loose stuff, this was such a giggle.

It's late afternoon and six of the nine stages are done; the sun begins to fade, the last three stages are going to run in the dark, out came the spotlights and on they went. Dave's not big on carrots – how would this play out, would his eyesight hold? Off we set for stage 7, and as we get to the start with 30 seconds to go, he flicks the spotlights on... The darkness of the night is lit up, even some of the stage and circuit gets a little light thrown on it!! Oh the joys of night stages, so... here goes, head down and we're off – hmmm turns out he's not too bad in the dark and manages to keep it on the black stuff for the three final stages.

And we're back in service, where did the day go. The service team are all smiles and hugs, it's been a little while coming, but EOY did great; driver was ok; but the co-driver – well she was awesome, jeez she was good. 'Splits and merge stress', what's all that about and of course I know my left from my right – I've been at this for a little while now, why did I ever doubt myself – duh!! We all want more, we need to go again. There's so much potential here and every opportunity to develop that potential, I can clearly see that – but for now, I'm gonna let DJ sweat the detail for himself, and see if he can work it out.

What a great rally and a fabulous day!! Oulton Park is a fantastic circuit and motorsport complex; the organisers did just the best job running the rally, and all the officials and marshalls were on it all day long, never missed a beat and kept smiles on our faces long after the end of the day. So many spectators too, all enjoying themselves and interested in all the cars. We met friends old and new and reminisced about the old days, but this was a new day too and created so many memories all over again.

Out of the overalls and time for the fireworks to begin, what a fantastic end to a great couple of days of motorsport. Dave and I have had a real blast!! Bob, Simon, Neil and Dave – thanks so much for all your support and encouragement. Well done to everyone for making this just the best weekend of rallying.



**Rally Photos Courtesy of
pro-rally.co.uk**



Rainey (Lorraine) Nixon and Dave Jennings
SD34 & BLMCC



After starting my late life crisis some years ago by taking up the potti/maps/notes I have always had in the back of my mind that I would love to do an event on the IoM. This probably stems all the way back to during 1981 when I went to watch the Manx International with some reprobates and whilst a fair amount of beer was sunk I do remember the Porsche of Rohrl, the Chevette of Pond plus the Manta of McCrae senior battling away...suffice to say I was hooked and even then, I thought...one-day Varty... one day! Thus, when a "lonely driver" advert appeared on the BRF dating site I made contact and a deal was struck with Rhodri Evans from Carmarthen to sit alongside him in his road rally spec Escort (Vauxhall motor). Now having co-driven for Hopkins from Abergavenny for a fair few events now I thought nothing more of it until I spoke to Rhodri...I understood one sentence in five so it's a bloody good job the notes were in English! Rhodri being somewhat younger than me has surprisingly (or maybe not considering his locality) spent most of his time in road rallying with a couple of SV type events thrown in...and he has had some good finishes in both, so I thought that this, combined with his background of night driving could make for an interesting ride...I wasn't wrong!!

I decided to go a day earlier than the recce period, to visit the chap I had spent six days in a van with earlier this summer as we trekked to /from Sweden for the Midnight Sun Rally. The white Vanman known as Tim Tugwell had just got himself ensconced in a new pad in Ramsay and suffice to say it is some place...a fantastic workshop underneath a great apartment overlooking yachts in the harbour....it also had the largest lampshade I have ever seen in the admittedly big lounge...Tim and his good lady don't like it but I thought it was superb! Currently in build in the workshop is a new Hillman Avenger to replace the one Eliot Retallick and Tim wrote off on the recent Manx International. It will be a nice car upon completion although Tim has been contemplating replacing the 1600 motor with a Brazilian blocked 2 litre that he has...if there is an influx of entries in the 1600 class then that's what they will do as they had little class competition in the 2017 BHRC (no matter what Hopkins says....!).

Continued on Page 25



I hooked up with the West Walians at the very nice cottage near Jurby that was on stage (!) and was to prove a more than adequate base for the rally.... space for the van/trailer and close to Jurby plus close to a couple of the famous pubs on the TT Course...amazing to think of the speed at which those boys go past with the bar only a few yards away...braver lads than me!! The WW's had come in force...Rhodri's better half Rhian, Anthony (the old head on old shoulders) plus Carwyn and Aled who oversaw the spanners with Rhodri's parents plus young nephew Max arriving during scrutineering.

The recce was trouble free although the night stages were very different from the Saturday stages with the night sections very similar to a typical road event... narrow, grass down the middle, gravelly and bumpy with the daylight stages generally being faster on better roads (apart from The Curraghs start). The scrutineering session also went well, and I could see that the car was in an excellent state of preparation and Rhodri had obviously spent a fair deal of his hard earned making sure that it was in fine fettle...engine rebuilt and rolling road set up with the gearbox also refreshed plus new slick/wet tyres with some good old Avon Turbospeeds if things got really bad!! Mind you in the very competitive up to 2 litre class there were many more powerful cars (plus experienced crews) than ourselves, so we approached the Friday night start just hoping to get around without any major dramas! Setting up prior to the start at the excellent Motor Museum in Jurby had proved to be a windy, cold experience so it was good to get going...and get going we did with me appreciating within a few hundred yards that Rhodri can pedal.... On the first couple of crests he never blinked! The first loop proved to be a success apart from having a loose battery in the intercom (which was easily fixed at service) and having to empty my overalls... after the lights went out completely after a heavy landing!! The lights on the Escort were of the LED bar variety and to say they are the best lights I have sat behind is an understatement...some people say they don't have range or depth, but I thought they were astonishing tbh...until they went out! We went from total visibility to staring into a black void instantly.... Rhodri showing great speed of thought and motion in realising the dash pod had popped out and hit the lighting stalk.... good job it was a straight section and we were only in third! It was probably no more than three seconds, but it felt like half an hour as I braced myself just waiting for the bang!!! A simple fix at service.....new self-tappers in the dash pod.

Overall, I felt we were going very well but didn't anticipate being in the top 35 or so...however the parked-up Toney Webb / Mark Standen, who having unfortunately had the smart Lupos diff let go on the second stage said they were well impressed as we went past on the split stage...Rhodri was on it!

Continued on Page 26*Jonathon Mounsey*

The second night time loop also went well including a big top gear wobble upon landing that was controlled skilfully...just! Ending the night section just inside the top 30 was a real fillip...but it was good to catch a few hours' sleep before the daylight leg in the 'morrow.

The morning dawned cold and breezy, but most crews seemed to be making a conservative tyre choice for the first batch of stages and this proved to be a wise choice as the roads were still wet in many places only drying out later in the day. The roads were indeed quick with a high proportion on fairly wide roads with heavy braking into narrow slots, square corners and a fair amount of (needed) baled chicanes. This probably didn't play into our hands as by its nature the road rally car wasn't really suited to this although the opening part of The Curragh's was more like it...I could understand how Tuggers came to grief on here in September although an accident meant this was shortened somewhat for the second and third run through....with one or two retirements we were extremely pleased to roll into the finish in 25th overall with a third in class (fourth on the road but Michal Dunlop finished on the overall podium) in the class with the highest number of finishers I feel that this was an excellent result. The car had run like a train all event, Rhodri was very good indeed behind the wheel, I had only got lost in the notes a couple of times and the boys in service had kept us mobile without any dramas plus Rhian had kept busy by filming us through holes in hedges SAS style!

Having won a pot we obviously had to go to the post rally bash and what a great night it proved to be...on the next table there was another group of West Walians and they certainly know how to celebrate and clearly rallying means the world to them. Rhodri's parents and young nephew were clearly proud as he stepped up to collect his nice slate trophy..possibly the biggest cheer of the night but then again I was biased. As it happened we were the last table to leave and Aled, having nearly (but not quite) succeeded with the local ladies proceeded to engage the deputy CoC in some serious banter that might or might not mean we would be welcome back next year! A top, top night overall with the early morning ferry being a bit of a difficult wake up after seemingly just going to bed...mind you Mark James and crew hadn't gone to bed...and it showed as they sat in the ferry lounge!!

manx



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A great event and probably one of the best runs I have had and many thanks to all the West Wales crew for making me feel most welcome although I didn't manage to understand a single word of the local dialect...even Hopkins would have struggled I think. Enjoyed your company guys (and gals) and thank you for your generous hospitality.

The event itself ran well. The set up for refuelling worked well in practice after concerns expressed in the pre-event briefing. It possibly encouraged crews to get back to Jurby a bit too rapidly in order to maximise service time, but I didn't hear any complaints about it, the event was sensibly marshalled with crews being called up well in advance at stage arrivals in order to lessen the chances of the field running out of road closure time plus the Jurby venue was ideal. Hopefully the organisers can find a solution to the always difficult staffing problem but being an island, it is a difficult problem to solve although having experienced it as a competitor I would certainly offer to marshal on future events as it is a unique venue and a real test and offers some fine viewing. Well done to all involved!

Tony Vart : Clitheroe & DMC : Car 43



Rally Legends San Marino

19th-22nd October

Rally Legends San Marino 19th-22nd October 2017 would see the coming together of a fantastic group of 10 world Champion drivers and 4 co-drivers who previously wrote incredible pages in rallying history.

Stig Blomquist, Ari vatanen, Timo Salonen, Juha Kankunen .Miki Biasion ,Didier Auriol, Marcus Gronholm ,Petter Solberg and the two current Champions Sebastian Loeb and Sebastian Ogier plus Hans Thorszelius, Bjorn Waldegaards co-driver and Luis Moya representing Carlos Sainz. Colin McRae's co-drivers Derek Ringer and Nicky Grist would also of course make an appearance making for a 'gala' cream of the crop assembly for the homage to Colin McRae – A Rally Ace adored even by his direst 'foes'. Colin was also represented by his family, his brother Alistair, his parents Margaret and Jimmy and his daughter Hollie and were treated, quite rightly, as guests of honour . Kris Meeke, Thierry Neuville and Louise Aitken-Walker would also be in attendance adding to this truly wonderful line up of Champions and talent...

Rally Legends San Marino had for some time been on my bucket list of events I desperately wanted to do so when presented with the opportunity to sit next to Robert Whitehouse again in the stunning Lancia 037 originally driven to Italian Rally Championship success by Fabrizio Tabaton it was a no brainer the answer was a resounding YES.

I took an early flight out to San Marino, something I often do on an event I haven't done before, that found me checking into my hotel Monday evening ready for an early start Tuesday morning to find my bearings around San Marino and the route the rally would take. Route checking went well and I found myself starting to fall in love with the place, not quite being able to put my finger on exactly why that was but this place sure had 'feel'.

Rob flew in Tuesday evening and we all met for dinner and a catch up and to plan for the days recce tomorrow. With road books issued on Wednesday 18th we went out to a laid back stress free recce, boy this had the makings of a truly great event...Thursday 19th would see more note checking and fresh notes made for stages not previously done and onto a totally hassle free scrutineering (thankyou Bob Dowen Rally Services) inside the athletics stadium. Thursday evening would see things start to get very real and the car along with other 'legend' cars was invited to parade over the podium so they could be introduced to the thousands of spectators already assembling at the start venue and parc ferme. The media ,from just about every country that hosts rallying would also be in attendance. From the moment the car turned up at the start venue it was mobbed. Never in all my years of rallying have I seen so many spectators and media nor felt the passion that they showed for these cars and their crews .At one point it was so overwhelming I felt like a rabbit startled in headlight....simply awesome and oh so surreal....



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Rally Legend : San Marino

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Friday morning at 10pm saw all the cars get the chance to play to the crowds on the Shakedown stage and oh boy they didn't disappoint. Frank Kelly in his shiny blue escort along with the champions and drivers of the ilk of Christoph Klausner in his Audi Quattro would see the thousands of spectators in a total frenzy. Showing their love and support for the cars, the drivers, the sport that is rallying and the history of some of the legends before them. This was way more than just support this was a passion at a level I'd never seen or felt before. We all played and had fun and shared it amongst other crews of every nationality ...pure joy.

Friday evening at 7pm saw the first car over the start ramp to set off to the first of four night stages. The stages were incredible, they threw everything at you from fast and flowing to tight and narrow, our only 'moment' was hitting thick fog and even on the good notes we had the road completely disappearing at speed made for a deep intake of breath...and the rest...The sight and sound of the Group B cars must have been spine tingling as they rallied their way up to the Old Town San Marino. From inside the car the sight of the hundreds of flash bulbs going off at nearly every corner was incredible and something I'll never forget. What awaited us at the top in the Old Town was an absolute treasure. To get to the PC we would find ourselves in a surreal moment of winding through the old tiny cobbled streets at points barely wide enough for the 037 to fit through. At the same time we were in awe of the stunning buildings and architecture before us lit up by the powerful lampods of the Lancia. This was a truly beautiful place and so moving. God this was a privilege to be here. Cars parked and we were escorted to a beautiful restaurant where every driver and co-driver would be fed and watered whilst the public looked on in awe at being so close to all the greats they had followed and admired.

After being fed and watered and if truth be told ready for my bed, we would venture out to complete the same two stages again before the rally would halt for the day. Four superb stages completed without much of a hitch, the car drove and handled beyond superbly in fact better than I've ever felt her before, once the adrenaline had subsided and we had recapped on the night's events we were ready for our beds. This night had been without compare one of the best of my rallying career. I was truly and totally back in love with this sport..

Saturday at 9am prompt the first car left to do the first of six stages. Each stage added a different dimension some tight some slippy, fast flowing bumpy etc etc and just for good measure a few great jumps thrown in..At one point I lifted my head from my notes to see literally thousands of spectators (estimated to be 90,000 on the event) they waved and they cheered with the same passion and enthusiasm we'd experienced right throughout this very special rally. A faultless run through every stage finished our Saturday in a totally happy and content place. Beer and Pizza with our crew saw the end to a near perfect day's rallying.

A leisurely start to Sunday saw the cars off at 10am a couple of trips around The Legends stage playing to the crowds led onto an incredible moving tribute to Colin McRae. The love and support shown to Colin and his family from not just the spectators but the Champions too finished off the end to a perfect day and a simply incredible rally I will never forget as long as I live.

In summary if you get the chance to experience this event grab it with both hands and don't let go. If like me you get the chance to do it in an original Lancia 037 that ran faultlessly thank you to Bob Downen and Sy Downen from Bob Downen rally services, you really are living the dream. Last but not least my heartfelt thank you to Robert Whitehouse for asking me to sit with him again and for driving the 037 faultlessly.....

Lorraine (Rainey) Nixon



HALL TROPHY Stages Rally

25th November

Dancing in the Dark

Clitheroe and District Motor Club know a thing or two about putting on a decent stage rally and seem to have it down to a fine art at Blyton. The venue is a very car friendly place especially if you get on the wrong side of the laws of physics with plenty of places to go backwards in circles without removing expensive parts of your car! The blue barrel roulette is something to watch out for, as some contain water and some don't, so you have to pick your place to entertain the media. The weather also adds to the event and this year was no exception with frost on the track at the start of stage 1 and a light wind which cut straight through you!! Chris Woodcock and his team are well aware of what unique lines the crews can achieve and work well with the landowners and local residents to ensure the event runs each year. The introduction of a straw bale wall on the outside of the top corner was an unexpected but necessary sight as a few had visited the field the year before after testing the grip of their tyres and the lack of their talent!! The scene was set for another great event and the weather looked like it was going to play ball as well!

As I loaded the little 106 onto the trailer on the Friday night with the snow falling around me and my fingers turning numb with every soggy flake that landed on them I thought to myself, ooh how I love rallying!! Fighting the Friday traffic home from work, trying to remember all the things I had to remember and make sure I had all the sets of keys required to move all the cars around just frazzles my little brain! Being a driver I have enough trouble remembering my name and what day it is let alone where I left all the spares and that I would need the lamp pod for this event!

I was due to meet my nav, Ann Forster, and her partner Stephen at a Travel Inn just outside Scunthorpe around 10pm but after being hampered by the glorious Yorkshire weather I ended up arriving at 11pm and going straight to bed. Normally I would turn up in time for scrutineering on the Friday evening and leave the rally car to fend for itself in the service area at Blyton. But this year I drove straight to the hotel and when I left the car trailer and tow car in the middle of the car park I wondered how safe it would be. Not very was the answer. The car was still there in the morning but someone had helped themselves to a strap which made me wonder if they had been interrupted while attempting to get the car off. When I got to Blyton I found out they did have something else to do and that was to help themselves to Rob Lowes service van which was parked across the car park from mine, and was a devastating blow to him. I'm sure you will all be aware of this theft so keep your eyes open for the white Merc van.



Photos Courtesy of Tom Irvin



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Hall Trophy Continued from Page 29

After all the rushing around and stress of the morning's shenanigans I was in need of a brew and a bacon butty! We got through scrutineering and headed back to our ground sheet to have a bit of a relax and check out the fantastic section of cars that had entered. Across from us were three Ferraris which were covered in a thin layer of frost making them sparkle and glisten in the morning sun. They were drawing plenty of attention from passers-by, myself included, and sounded glorious when they started up. The crisp frosty air carrying the crackle of the exhausts across the track. A brace of fantastic Mini's were nestled near the shed at the bottom and as you walked from top to bottom of the service area it was like doing a walk through rallying history from the 1960's to the present day. Every era was represented and if the marshals could see through their frozen eyes it must have been an impressive sight, seeing all these cars going round, mostly in the right direction!

My little piece of rallying history is a virtually standard Peugeot 106 series 1 Rallye. It's like a little angry wasp and gives you all the sensations of rallying just not at warp speed! The 1280cc engine revs it's heart out and is eager to please, although it does tend to struggle at lower revs but when the cam kicks in it's off like the lunatics at the Next sale when the doors open!! It's a load of fun and uses about 20 litres of fuel on a rally like this so is super value for money! It's standard under the bonnet as well so requires very little attention between rallies and starts every time, it really is a good little rally tool. It is a little under powered against the real 1400's but sticks to the road like glue and reduces speed far quicker than it gains it allowing for very late braking!!

After a quick inspection of the first long left of stage 1 it was time to jump in a phone box and turn from mild mannered civilian to smooth and fast rally driver! Tadaaaa.... Well, rally driver, not sure about the smooth and fast bit, the end result would decide that! A good time on stage 1 is always a must as this can set you up for the rest of the day and leave you in contention or a poor run can put you in a catch up position and I know where I would rather be. The first corner at Blyton on stage 1 is a long left hander which is usually set up in a way that you have the inside of the car on super grippy tarmac and the other on super slippery concrete with loose bits scattered on it. Oversteer is a common occurrence here as everyone is on very cold tyres and still digesting their bacon butties. If there was a swear box on the large round bales that line the inside of this corner it would pay for the cones destroyed on the event! It's a fast corner but will spit you out backwards if the wrong line is taken, oh and it was covered in frost!

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Photos Courtesy of Tom Irvin
www.tomirvinphotography.co.uk



Hall Trophy Continued from Page 30

Be brave! How many unforeseen or unwanted incidents (accidents) has that phrase led to in the past?! But that's what I told myself and with the 106 happily revving itself off the rev limiter we



lunged into the corner holding the tightest line possible to keep away from the nasty slippery stuff! And out we popped the other end with the slopping bit with the clear lights at the front first and the lesser slopping bit with the red lights following. We sped off up the stage and kept the tyres warm on the twisty bits. The last part of the stage made use of the very top corner, another long left which starts off tight but opens out and draws you on to a very yellow and very shiny painted run off area which is like an ice rink when wet. If you get it wrong or swap ends the run off area extends to Scunthorpe so there's plenty of room for experiment but driving back to the stage doesn't generally do your times any good. So I let off a bit, well too much, and drove round like Miss Daisies chauffeur after a midday nap! This achieved successful navigation of the corner but was embarrassingly slow. Definitely room for improvement!

The committed start worked and we found ourselves 4th in class out of 19 and within seconds of the 3 places in front. A good start and a solid foundation for the rest of the day. And those seconds would count. Car 46, the red Puma of Patrick and Tom Homan, was way out in front all day with the Subaru Justy of John Deegan and Pauline Merrells holding a solid second place, although we did see them parked next to a chicane on the penultimate stage but I think that was just a bit of cone worrying after some over optimistic late braking! The crew we had our eye on was number 52, Ian and Margaret Kelly, in their 1400 Micra. We were swapping seconds on each stage, admittedly they gained more seconds than us, and were holding on to 3rd place no matter how hard we tried. The bitterly cold morning gave way to a cold morning and my shiny new soft slicks actually started to overheat! So we swapped onto an older set which complained about being moved from holding the ground sheet down to holding the car in the corners on the first couple of stages but remembered what they were supposed to be doing as lunchtime approached.

The super-efficient Clitheroe team had the stage layout reversed in just over an hour and we were ready to go! Well, Ann was, I was the other end of the service area chatting away! A quick sprint back to the car and the Hans, Helmet and booms-a-daisy routine carried out and we were strapped in the car and trying to find our place in the queue which John Savage and Paul Rhodes in the Civic had kindly left for us. It was a repeat of the morning, try as we may we couldn't make inroads into the flying Micra's lead! Our only hope was the last two stages which are run in the dark. After many, many years of competing on scatters in the dark my confidence of driving cars quickly with little vision is quite high so I was holding out for a good performance in the pitch black of Lincoln. Ann had the notes ready for the last two stages and the spot lights were vibrating away at the end of the bonnet. I had made note of a few turn in points on the faster bits of the track and had uttered those immortal words, be brave, as we went round the swop-long, now right hander, at the bottom of the stage.

This had to be good and we needed a bit of luck as well, no delays at the merge for one, to ensure we clawed back the 3 seconds we were adrift of team Kelly and then some more as a bit of a barrier. I'm sure I went faster than when the stage was run in the light! I had a wheel on the grass on the fast top right hand bend and the cones lining the long swooping right hander at the bottom lit up in the spot lights like landing lights on a runway then disappeared as quickly as they appeared as the dark ominous round bales appeared from nowhere! It really is a super feeling as you blast around a blind corner and start thinking about where to brake for the tightened right at the end of the corner, the reflective strips on the arrow the only clue as to where you need to be.

We had a great run with no hold ups, clear note calling and a committed drive and the result was just what we wanted; we had gone from a 5 second deficit to a 5 second lead and on the final stage extended that lead by a further second. Looking at the times Team Kelly may have had a hold up or problem but because we had followed our plan we were waiting to pounce and we finished 6 seconds ahead at the end of a fantastic day giving us the 3rd in class award. Really close motor sport swapping times on stages and both teams aware of the importance of keeping everything smooth and the lines tight.

A huge thank you to all the organisers and scrutineers and to the timing crews who always greeted us with a smile and asked how we were doing and of course to the marshals who may have just about thawed out by now! It was another very well organised and slick event with all the stage changes being carried out quickly and the breaks in between enough to sort any problems out. And a very big thank you to Ann and Stephen for making the day happen and then enduring a mammoth drive back up to Cumbria, navigating round road closures, snow and ice and eventually getting back at 2 in the morning! A cracking day and if you're looking to start out on a rallying career I can recommend the Clitheroe events and the Blyton venue because there is plenty of help available to learn your new skills.

Neil Raven : Ilkley & DMC

HALL TROPHY

Stages Rally

25th November

For its final outing of a busy 2017 for the mighty Micra, here we were again at Blyton Park Driving Centre for the Hall Trophy Rally. This event, and its sister event, the Jack Neal Memorial Rally are firm fixtures on our stage rallying calendar. Always excellent events, well run, well marshalled, well set up and a top notch variety of stages on 99% perfectly smooth tarmac. Forgive me for being partisan as an active CDMC member, but they do run a bloody good stage rally.

A fairly standard outing for us, scrutineer on the Friday, leave the car and trailer in the service area overnight and wander in just in time for the drivers' briefing and a brew on Saturday morning. Our service crew (Steve J) doesn't usually have much to do, the biggest job being defrosting the car. Tyre Choice wasn't going to be a difficult decision, since we generally only have the option of road going Falkens or road going Falkens with a bit less tread. This weekend we decided to go with the road going Falkens, which Steve would proudly announce to anyone who would listen were the same tyres that did the Manx and the Pendragon earlier this year.

Stage 1 was to be taken cautiously. Cold tyres and brakes have been the undoing of many an eager driver. The first 2 stages comprised of 2 short loops and one long loop around the circuit. The short loop took about a minute, given that car 50, which was oddly 2 cars behind us, came into the merge just ahead of us and held us up a bit since our tyres had warmed up by then. For stage 2, my driver was advised to "go faster". Ok, a bit obvious, but we need an extra couple of seconds on that first loop to beat car 50 to the merge. Mission accomplished and we were a total of 10 seconds quicker on Stage 2. We were to have a good little battle with car 50, a 1400 Lupo, throughout the day and ended up just 4 seconds behind them after all 10 stages.

Stage 3 provided Steve with a different challenge – avoiding a collision with a BMW that missed a square left and took the risk of rejoining the stage just as we were approaching. Steve backed off, realising that there was no point fighting to get in front of an obviously more powerful car and that the resultant battle would just hold both of us up. Proven correct when the BM just buggered-off into the distance on the next long straight.

By stage 4, car and crew were well and truly warmed-up. We almost caught the aforementioned BMW at one point, but raw power divided us once again. Steve was testing the limits of the grip on his part-worn Falkens with a bit of sideways action on a double apex left hander at the far south end of the stage and a total lock-up on the fast approach to the chicane at the flying finish, which had me (and probably the on-looking marshals) wondering how the hell we made it round. I was convinced the chicane was toast, but Steve reckoned he had everything under control. Didn't feel like it, but I suppose I should know better by now. Our erstwhile editor, Mr Ellison, repeated a conversation that he'd had earlier in the day which went along the lines of "say what you like about Steve Johnson, but his car control is second to none". To which I responded "yes, he's brilliant at getting us out of trouble that he got us into in the first place!" If I'm honest, I wouldn't have it any other way. It's never boring, I can tell you that – even in a Micra.

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Photos Courtesy of Tom Irvin
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Hall Trophy

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By stage 5 I think we were getting a little distracted by other cars and Steve's attempts to keep up with a 1600 Citroen C2 saw us taking a rather interesting line out of a square right, causing me to raise the question "WTF was all that about?" Not long after, however, the driver of the C2 ran out of talent on the exit of a long square left and Steve gleefully sailed past them.

For stages 7 to 10 the start moved to the far side of the circuit, where there was a short straight from the start line into a tight hairpin left on loose. The sensible thing to do was to drive round the hairpin rather than handbrake it – and that's the advice of an award winning autotester. It was entertaining watching the different attempts at this, especially a Ford Ka who amused us by ending up facing completely the wrong way 3 times out of 4. The timing of the stage for us made the merge slightly tricky. If the car on the start line made a clean getaway, they would beat us to the merge, if they cocked-up the hairpin, we beat them – just. Made more difficult by the tricky right-hander just after the merge. It was therefore a case of watching the hairpin and seeing if the next car got round cleanly. Not so for car 51, who we don't think saw us and we went round the right-hander side by side, but we had the inside line and just squeezed ahead. Being a more powerful BMW, Steve gave him the opportunity to overtake on the next long straight, but he didn't seem to want to take it.

Stages 9 and 10 were in the dark, and this sorted out the road rally drivers from the stagers. Luckily, I was sat next to a former road rallyist and the darkness didn't seem to slow him down much. It's rare that the Micra gets to overtake anything, and chasing a (different) Ford Ka 1300 down the long back straight it looked like we were matched for power with neither gaining the advantage. The bloke sat next to me had other ideas. I'm guessing we were both in third and just as the Ka appeared to back off slightly for the long right hander at the North end of the circuit, Steve changed up and took the dirtier outside line leaving the Ford literally in his dust. Brilliant. We didn't see him again. All in all, a cracking weekend's sport and we were well pleased with our 41st overall. Thank you to all at CDMC for putting on another belter of a rally. From this competitor's viewpoint it was faultless. And, as ever, thanks to all the marshals for braving the freezing conditions. At least it stayed dry.

We'll be getting our entry in early for February; I reckon it's going to fill up quick.

Steve Butler : Clitheroe & DMC
from the left hand seat of a car called Rupert. (Car 49)

Clitheroe & DMC



HALL TROPHY

Stages Rally

25th November

Chris Woodcock. (CoC) "Are you and Geoff doing the Hall trophy?" Me, "no, Geoff's changing the CWP in the gearbox" Chris Woodcock. "good you can be chief marshal then!" Me "okay, as long as I don't get a decent offer."

"Paul, how's the Darrian coming on? (after our big off on Eypnt in June) do you fancy doing Blyton?" "when is it?" So, two days before the rally, the cars finished, it had been down to Tim Duffee's for extensive body repairs, then back to Neil Weaver Motorsport, who run the car, to put it all back together.

Day of the rally. Paul is nervous before a rally, today he's very nervous, understandable after the last time he was in the car, it's cold, but dry, we decide on Inters for the first stage, 3.02 "That's not a bad time", I tell him, were 12th. A change to brand new slicks, ten seconds quicker 5th fastest, and Paul's driving well, the AP brakes on his S2000 engined Darrian are phenomenal, but there's a problem, were over the limit on the drive-by noise test, Chris comes over and issues a warning, we will have to feather it off the start line! SS3 6th fastest, up to 8th. Chris comes over again, last warning, but on the plus side it does sound fantastic, everyone who comes over for a chat, tells us, it's the best sounding car at the venue, even better than the Ferrari's.

The last four stages are clockwise, so we don't have a noise problem, it's getting colder, with a little bit of ice on the track, and the 4WD cars are taking a few seconds a stage out of us, Paul's flying, we've been as high as 7th and first in class and first 2WD, we end up 10th o/a and first in class, Paul's well chuffed, Neil is pleased the car didn't miss a beat, and I'm deaf, it is bloody noisy in the tub!!!



Photos Courtesy of Tom Irvin
www.tomirvinphotography.co.uk



Paul Culverwell / Terry Martin : Clitheroe & DMC : Darrian S2000 T9

Rally Isle of Man

(consisting of 2 rallies) we gained 2nd in Class for both rounds, also bagging 1st in N1 Class and Best Lady Driver 2017.

Unfortunately Emily Easton-Page was unable to co-drive on the last two rounds of the Championship, but at the last minute Heidi Woodcock agreed to step in for the Rally Isle of Man, and what a rally it was!

The event was extremely demanding on the team and the Mini. Many hours of reconnaissance, a test stage and 3 days of rallying over 21 stages. Heidi was a first class co-driver and with her experience & knowledge, she completely organised everything. From what time I would eat, to putting us through a demanding recce, to getting us to the right place at the right time, which was not easy as we were re-routed several times, and even the road book was incorrect... Heidi to the rescue! Out with her OS map, she got us to where we needed to be at the right time, also helping many other competitors along the way.

Rally Isle of Man was my biggest challenge, one minute the roads were very narrow and in places very rough, then the next minute we were driving on the smooth, flowing, wide roads of the TT race course. It was something special to compete on the same stages as the likes of Roger Clark, Ari Vatanen, Colin McRae and many more World class drivers who had been before us.

We met some fantastic people, and we were treated most kindly by our fellow competitors who had travelled from Japan just for the rally, we were given good luck gifts and invited to join them before the rally and share Japanese tea and sweets. I hope we met them again one day soon, their good luck worked!

The team were smiling from start to finish! We won our class N1 and best Lady Drive. The Mini did the team proud again!

Cheviot Stages - Otterburn 2nd in Class.

The last round of the Championship... Much to my delight, Heidi agreed to co drive again.

This was an active army range, and we passed many soldiers when we were on our one pass recce... It's quite a strange feeling passing soldiers in full camouflage lying in the grass and on the hills with guns! The recce went well, but I did feel quite nervous, we had come this far in the Championship with no problems and I didn't want to make a mistake now. The roads were very fast in places with many chicanes, also narrow in places with crests that if taken the wrong way, would result in us joining the soldiers! Everything went extremely well, we were up to 26 seconds quicker on our second pass of stages, we had some very close shaves with the many chicanes, and it was good that we didn't need to use door mirrors, as the Mini seems to like taking the chicanes flat! Again a result that we are over the moon with, 2nd in Championship Open Class on this event.

The team also attended various non-rally events throughout the year, including:

HRCR Open Day at the British Motor Museum to sign on for the Championship – 14th January.

Mini Cooper Register's National Mini Day, Beaulieu – 10th June.

Test Day at Kamas Motorsport Complex – 27th August.

Mini Action Day at Castle Combe Race Circuit – 30th September.

Louise Scarlett (MMC) & Heidi Woodcock (CDMC)

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or just in a poor location

**Masts and antenna's
always in stock**
Ask Bill for details

Previous Championship Winners

1994 - Dave Crosby
1999 - Keith Lamb
2000 - Ian Davies
2001 - Tony & Avril Lee
2002 - Keith Lamb & Adrian Lloyd
2003 - Stuart Dickenson
2004 - Dave Crosby
2005 - Chris Jarvis & Stuart Dickenson
2006 - Tony & Dan Turner
2007 - Tony & Dan Turner

2008 - Chris Jarvis & Lee Skilling
2009 - Paul Henry
2010 - Eve Fisher & Graham Bray
2011 - Stuart Dickinson
2011 - Stuart Dickinson
2012 - Tony Jones
2013 - Tony Jones & Peter Langtree
2014 - Peter Langtree
2015 - Ian Davies
2016 - Ian Davies
2017 - It could be you

Golden Microphone Trophy 2017

*Following Hall Trophy
& Glyn Memorial Stages*

G 23	IAN DAVIES	135 points
G 01	BILL WILMER	125 points
G 25	CHRIS WOODCOCK	100 points
G 04	IAN WINTERBURN	85 points
G 19	JAMES ATKINSON	85 points
G 21	DEREK BEDSON	85 points
G 50	DAVID PEAKER	85 points
G 11	MARK WILKINSON	75 points
G 37	LEE SKILLING	75 points
G 56	TONY JONES	75 points
G 03	LES FRAGLE	70 points
G 13	STUART DICKENSON	70 points
G 17	ROBIN MORTIBOYS	70 points
G 33	JOHN ELLIS	70 points
G 62	COLIN EVANS	70 points
G 64	DAVID BELL	70 points
G 14	ADRIAN LLOYD	65 points
G 41	JERRY LUCAS	60 points
G 58	GEOFF INGRAM	60 points
G 59	MAURICE ELLISON	60 points
G 09	KEITH LAMB	55 points
G 12	CHRIS JARVIS	50 points
G 31	DUNCAN STOCK	45 points
G 55	STEVE & MATT BROADBENT	40 points
G 02	GRAHAM COOKSON	35 points
G 48	PETER LANGTREE	30 points
G 65	BRIAN EATON	30 points
G 24	PAUL HENRY	25 points
G 32	BRYAN FLINT	25 points
G 26	MARK DICKENSON	20 points
G 27	ROGER SCHOFIELD	20 points
G 07	TONY & AVRIL LEE	15 points
G 28	ANDREW TAYLOR	15 points
G 10	BARRY KENNEDY	10 points
G 51	GERRY MORRIS	10 points
G 53	TOM & VICKY MERCER	10 points
G 43	TONY TURNER	5 points

Gemini Communications : 2018 Events Calendar

MOTORSPORT

Sat 17 Feb

Cambrian National

North Wales CC

Clocaenog & Penmachnoe

Sat 10 Feb

Jack Neil

Clitheroe & DMC

Blyton

Sun 2nd April

Warcop Stages

North Humberside MC

Warcop

Sun 15 Apr

SMC Stages

Stockport 061MC

Anglesey

Sat 12 May

Plains National

Knutsford & DMC

Dyfi Forests

Sun 13 May

John Overend Rally

North Humberside MC

Melbourne

27th May

**Frank Williams
Memorial Rally**

Rhyl MC

Trawsfynydd Ranges

Sun 06 June

**Keith Frecker
Memorial Stages**

Blackpool South Shore MC

Weeton

Sun 01 July

Enville Stages

Warrington & DMC

Anglesey

Sun 08 July

**Legend Fires
Greystoke Stage**

West Cumbria MSC

Greystoke Forest

Sun 12 Aug

**Gareth Hall
Memorial Rally**

Bala & DMC

Trawsfynydd Ranges

02 Oct - 07 Oct

Wales Rally GB

Sat 2/3rd Nov

**Neil Howard
Memorial Rally**

Bolton le Moors CC

Oulton Park

Sat 24 Nov

**Hall Trophy
Stages Rally**

Clitheroe & DMC

Blyton

Sun 25 Nov

**Glyn Memorial
Trophy Stages**

C&A MC

Anglesey

BIKE RIDES



May

Raw Dyfi Indro

Dyfi Forest Bike Trail

Sun 06 June

Manchester to
Liverpool Bike Ride

Sun 08 July

Manchester to Blackpool
Bike Ride

Sun 02 Sept

Manchester to Nantwich
Bike Ride

FIRE TRAINING

Date - TBA

Darwen Services

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What a weekend that was!

I finally made it back home this evening to re-introduce myself to the family, but as I drove down the motorway, I relived the various elements of the past week, and indeed the past 12 months. It has been a really difficult year for everyone – we held out for closed roads, decided to turn a trotting track into a stage, had to cope with tree disease and logging challenges, quite apart from the usual mind-changing from the boss!

It all meant that the past few months have been even more frantic than usual and there were certainly times when we all questioned if we would actually make it to the end of the rally. In fairness, as the Stewards deliberated last night, there were again people thinking that the end was never going to arrive...!

But, in the final reckoning, it is difficult to imagine how we could have bettered the past four days. Everyone went home safely, the stages ran seamlessly, the weather was beautiful, M-Sport claimed the championships that they deserved and to top it all, Elfyn goes and wins the blooming thing. I am sure that half of Wales tried to get in to Brenig yesterday and I am anticipating a few letters of complaint from those that were unable to do so – but too many fans is a consequence of a successful rally, so I'll take that.

As the plaudits for the event are being handed out by the various commentators, it is important that we recognise what an enormous level of manpower and expertise it takes to put this thing together. Without the support of the entire team – out in the stages, at the venues, in the regional teams, in HQ and Rally Control, as well as all the other varied locations on the rally – we wouldn't have a chance of making it happen. We are indebted to you and your wider teams for your commitment and dedication.

Thanks to you and your teams, we have just created one of the best Rally GBs of recent years and it really feels like rallying is back on the map again. Now we need to see how we can improve on this year and take it forward again – it's going to be a massive task, but we have a great platform to build on.

Thanks again for everything you and your wider teams did this week (and way before). We genuinely couldn't have done it without you. Now please get some rest and when you have summoned up the courage, we can get on with the de-briefing and planning next year's extravaganza!

Best wishes

Ben

Ben Taylor

Managing Director, International Motor Sports Ltd



INQUIRY UNDER THE FATAL ACCIDENTS AND SUDDEN DEATHS INQUIRY (SCOTLAND) ACT 1976 INTO THE DEATH OF JOY PAULA ROBSON, JOHN LEONARD STERN, ELIZABETH ALLAN AND IAIN JOHN PROVAN

The MSA has given its initial response to Sheriff Maciver QC's Determination regarding the Fatal Accident Inquiry (FAI) into the tragic events of the 2013 Snowman and 2014 Jim Clark Rallies, which was published today.

Rob Jones, MSA Chief Executive, said: "We welcome the publication of Sheriff Maciver's Determination. In particular, we acknowledge his thoroughness during the FAI and we are grateful for the fact that he has delivered his report within just two months from the conclusion of evidence.

"We acknowledge the Sheriff's analysis of the circumstances leading up to each accident, in both cases arising in the context of events that were organised by what were stated to be experienced volunteers demonstrating the highest levels of dedication and responsibility.

"At this stage, we require more time to fully consider the Sheriff's recommendations and we will offer our response as soon as we are able to do so. In the meantime, we wish to reiterate our sincere sympathies to the victims' families."

Radio Mutterings

dayinsure Wales Rally GB 2017
Thursday 26th October.

Thursday lunchtime and it's time to leave work head home, throw the rallying kit (and kitchen sink just in case) into the motor and head into Wales for the penultimate rounds of the WRC, the Wales Rally GB and my role as part of the rally and Gemini Communications radio team. I head first to Llangurig and the Blue Bell Inn to meet up with my first controller partner of the event Stuart Dickenson. The pub car park is heaving with vehicles of every shape and size, all with one thing in common various shades of official's passes and rally stickers. After catching up with friends old and new, we manage to grab a quick meal before heading to our digs for the night a short distance away, where we eventually meet up with Ian Winterburn another one of the Gemini controllers.

Friday 27th October.

It's a early rise to a cold and dark morning as Stuart and I head off to our base for the day, the so called 'orange' tower in the middle of Myherin, our role to control the A and C system radios for stages 2 and later stage 5. The isolated control location high in the forest provides an ideal location to operate control from, but sadly a long way away from the rally cars themselves. We soon park up and set up the masts and rig, for both the A and C systems, declaring ourselves 'live' a little after 7am. We are soon checking in with Rally Control at Headquarters via the Repeater station, and calls start to come in from sleepy radio crews out in the forest keen to check that their quiet sets are working and being received by someone.

By 7:20am the timing equipment vehicles are onto the stage along with the first of many FIA priority media, but more of them later on. The number of roles and vehicles needed to set up and run a WRC event of this size is truly breathtaking and it's a case of 'writers cramp' keeping up with the multitude of call signs and roles. Towards 8 o'clock and the seniority of the vehicles entering the stage begins to change, with the likes of Stewards and an escalating number of 'Oscar' call signs beginning to emerge onto the airwaves. A little later on and the real movers and shakers enter the stage, to assess the stage layout and preparedness, safety and positions of spectators. With 'Spec Safety 1' at 08:55 our workload increases as there is a constant stream of messages between Rally Control, subsequent Oscar crews and ourselves as we shepherd the C system crews and local marshals to address various issues. Unfortunately the reliability of the A system begins to cause a few problems as the signal drops in and out and the Repeater crew steps in to pass messages, as various technical glitches are addressed.

Continued on Page 39



Gemini 'Discovery' Myherin Control.



Three 'wise men' in Regional Base



Positive Tracking - Input - in a Shed



Oscar 3 car '000' is followed by the all important Oscar 4 'FIA Safety' and the tempo of the countdown to the first competitor of the day increases. A somewhat late FIA Medical Delegate finally arrives and slots into the official cars running order. As perhaps to be expected there are the inevitable calls to observe spectators moving on stage and ensure they are off the rally route and into a safe location, along with the need to spread some of the marshals out to match the spread of eager spectators waiting for the competition to start. Our messages are often mundane but a first for me is the call to Summit 5 to ask Allan to hold onto an envelope with passes for a helicopter pilot ?. The mystery is solved later on, when Allan advises that a big black helicopter had landed by his position and a crewman has walked over to collect the envelope, only on the Wales Rally GB !.

With Oscar 2 '00' into the stage we count the final few minutes down until Oscar 1, the all important Car 0 is given permission from Rally Control to enter on his due time of 10:20, a testimony to the incredible work of the army of volunteers and marshals who had got this first stage of the day up and running on time. We might be some kms high in the forest surrounded by trees, but the ground literally shakes and the sound echoes across the stage as Car 1 blasts off the start line at 10:20.

Sat in our isolated location we are soon down to the serious business of playing our essential role in co-ordinating and controlling the C system and linking via the A system into Rally Control. The communications network plays a vitally important safety role in an event of this scale, looking after competitors, spectators and marshals alike. The first cars pass off without too much drama, with a few calls from Control to check out real or spurious tracking alerts and then we have Car 40 roll in stage although thankfully they make it back onto their wheels and safely out of the stage. More worrying we get a call to try and locate a missing car, number 92 who is eventually found in a ditch around Junction 7, all OK and the stage clear. Another fright concerns car 109 who we eventually locate 'well off' around Junction 13+. In both cases the Sweeper car is asked to assess the location of the cars and if they can be left until after the second running of the stage as SS5. In the end Car 92 is left where he is and by the miracle of Welsh muscle, Car 109 somehow gets out of the ditch and self recovers out of the stage. In the end these are the only two casualties in stage and 73 WRC competitors make it safely out of SS2 by 12:25.

After the briefest of chances to grab a hot drink we are back into the set up convoys and officials as we head towards the second running of the stage as SS5, due at 14:31. As Stuart and I are to part after this run, we take the opportunity to check out the second A system radio that I need for the following day and unfortunately find it has a transmitting fault, so after some head scratching and a call to Gemini 1, it is arranged that I must divert to Cemmes and the Penrhos Arms to collect a replacement set on my way to Bala for the night once the stage is finished. Anyway back to Myherin and the business of SS5, on the whole the spectators are well behaved and the Oscars only have a few who need to be shepherded to a safe location off stage, although we do need to move some marshals between junctions to cope with the moving numbers here to watch their heroes. The A system continues to drop in and out, but by now all concerned have a coping strategy and messages and instructions continue to be passed and actioned.

Car 1 sets off, spot on his due time of 14:31 and the action recommences. I mentioned earlier on the number of media in the stage and at 14:42 we get a call from Junction 15 that a member of the media is crossing the 'live' stage against the marshals instructions. We advise the radio crew to submit a Judge of Fact report and advise the Stage Commander of the incident, alongside Rally Control. A little later on that same member of the media is reported as standing in a dangerous position and is abusive to marshals when asked to move. My colleagues out in the field are there to do a job and that is to look after the safety of all involved, they are not there to take abuse from anyone, including those who should know better !. The seriousness of our role is brought into focus as Car 33 is reported on their side in a ditch at Junction 2, once again thankfully after a few tense moments the crew are out and OK. Sadly we lose another runner as Car 51 stops at Junction 8 with a holed radiator. With 71 cars reported out of the Newtown Service the final few cars are into the stage just after 4 pm and we finally close the stage at 16:36. Our role is however not over, nor Rabbit Recovery or our rescue support as there is the small matter of recovering stranded cars in the stage. As the light fades the recovery efforts continue until all are safely extracted and moved / escorted off the stage for collection by their service crews some hour or so later.

I say farewell for now to Stuart and head towards Cemmes, against some of the massive flow of spectators leaving stages and in many cases relocating for the second days full action. I make reasonable progress and eventually get to my expected destination only to find that Gemini 1 isn't at the pub but is instead half way up a nearby mountain, in a motor home by the wind farm !. Not really aware of the location and in the pitch dark, Bill tries to talk me up the narrow lanes towards the wind farm ridge, but in the unfamiliar terrain I get lost and return to the pub, where I collect Chris 'the navigator' Woodcock who then gets me lost for the second time in the maze of tracks around the wind farm !. Finally after more calls we locate Bill and Tony, transport them to the pub and I collect the radio I came for in the first place !. I decline the invitation to join them in the pub as I still have to travel up to Bala to meet up with my second control partner Ian Winterburn and find our lakeside 'outdoor centre' digs for the night. In the end I make slow progress and finally meet up with Ian in a nearby pub, minutes before last food orders and we both enjoy the first proper food and break of the day. In the end we finally both get to bed approaching 11pm and grab what little sleep we can.

Saturday 28th October.



It's not much after 2am and it's time to get up and head out into a cold morning and drive through Bala and out to our next venue for control high on a ridge above Aberhirnant. With our 'special access' passes we breeze through the various road closures and check points, thanking those stood out in the cold for their contribution to the event. Once through the spectator car park area we climb off-road high above the stage to our control location, which is shrouded in darkness and cloud. We meet one of the regional equipment team who leaves us a generator, as the length of the day means batteries alone are not sufficient to run the control radios. Ian and I then have the difficult task of first erecting and then securing the mast and antennae in the pitch dark and high winds. The wind makes life difficult but after several goes we are sorted and by 4am the Gemini Aberhirnant Control is up and running. A little way along the ridge the Repeater crews similarly set up and prepare for what will be a marathon of a day.

We settle in for the inevitable wait as the stage stirs into life and we establish contact with Rally Control and await the first official vehicles a little before 5am. For a while there is little drama, but as the light begins to improve runners through the stage notice things that were perhaps hidden in the blackness of the very, very early morning. A few missing stage boards, no doubt taken as souvenirs mean a trip for the equipment vans and as the Oscars begin to enter the stage small groups of spectators are moved to safer locations. A 'lost' radio and group of marshals makes a call into our Control, convinced they are in the right location but the gate is locked, after some head scratching it's clear they are lost and very much not in the right position. We pass the call through to the Stage Commander and his team try to redirect them back into the start and they do eventually make it to the stage but somewhat late.

By first light we are getting a variety of calls about official drone landing sites and Rally Control advises us that due to the weather the tracking plane may not be flying. My response is simple by now we can't see the front of our vehicle in the mist or cloud on the high ridge, so the chances of anything flying are less than zero !. Quite rightly we remind both the tracking B system radios and the C system network of the enhanced importance of their roles, as we can't rely upon the high tech solution and revert back fully to the Mk 1 eyeball. There are significant numbers of spectators in the stage and with Rally Control we spend some time moving marshals around the stage as the crowd situation and locations fluctuate. By 7am the really important Oscars are beginning to transit the stage and various last minute actions are taken as we near first car at 7:55. Although we have a little scare with the timing equipment on the stop line, we start the stage with Car 7 bang on its due time, a real tribute to the stage set up crews, marshals and radios that have had a very early start to what will prove to be a very long day.

With the weather closing in even more, we are kept on our toes looking for missing cars, resolving missing stage times and the inevitable wandering spectator where they shouldn't be. The action is thick and fast and to be honest time flies by. As Dyfnant is also up and running and sharing airtime on the same channel the radio traffic at times is a little congested and some radio crews should learn that in messages, less is often more !. A few well chosen words and a carefully crafted message are all you need, not a long ramble. One radio crew in particular needed to learn this lesson as at times they dominated the available airtime, when we had two live stages in operation. One message that did bring a smile to our faces was a caller in Dyfnant who reported a group of suspicious characters, who claimed they were marshals and who he suspected of being spectators. In the end what gave the game away was their inability to know how to put a tabard on, case closed !. In the end a total of 72 WRC competitors safely navigate there way through the first stage of the day and the gloomy conditions.

With about two hours before the official and safety cars for the National rally are due, we grab a coffee in the hope that the caffeine will help compensate for the sleep deprivation !. By 11:40 the National timing vehicles are into the stage and we carry out another precautionary radio check to make sure all are back awake and still in position and also to get the radios to ask their marshals to stand out in the stage once again. A few sleepy replies and a few reminder calls and all are soon once again ready for the next stage run. As the National Oscar vehicles enter the stage we get various reports of bonfires being lit in the stage and the crews and nearby marshals are brought into action to both extinguish the flames but also to ask spectators not to relight them. In the cold, damp and windy conditions I'd like to know how they lit them in the first place, as I couldn't get our stove to stay lit !.

Continuing our perfect record we start the stage on the due time of 12:45 with Car 200. We have hardly got going again and there is a 'safety' shout and we get reports of Car 205 off in a ditch at J8a, but the crew are out and OK, with Malton 1. A few minutes later and Kirby 1 shouts 'safety' as Dave has Car 220 on fire at his location. The crew are quite understandably out pretty quickly and tackle the under bonnet fire, as Dave keeps up a commentary as to the effectiveness of their intervention. Thankfully the fire is brought under control, without the need for external assistance. An update from Malton 1 is that Car 205 is off below the level of the stage and sitting in water, although the stage is passable, vital information we pass to Rally Control. A few punctures and the loss of Car 219 prior to arrival keep the airwaves busy. By now familiar with the sound of Malton 1, another safety shout sees them report another Car 261 in exactly the same ditch as 205, but also OK. Rally Control when informed, replies that Rabbit Recovery "like a challenge" !.

Continued on Page 41

In the end a total of 75 National runners enter the stage and 72 make it to the end, more or less safely, with our two ditch lovers at J8a and fire damaged 220 at J6b. This time around the gap between the end of the Nationals and the second run for the Rally GB crowd is more significant and we have nearly three hours before the official and safety cars return. As Rabbit begins a lengthy recovery we are alerted to the Stage Commander and his Deputy commencing the "spud run" from Junction J6, as warming spuds are distributed to the marshals through the stage, sadly none reaches the higher elevations of our radio control location or nearby repeater colleagues, now all firmly sat in the high, cold and damp cloud base.

As time passes by, Ian and I try to keep alert to the radio channels, as we might not still be a live stage but messages still need passing and tasks organised. By 5pm we begin to first hear in the radio chatter the arrival of the first equipment, official and safety vehicles. Unfortunately we also hear of a circa 13 minute delay to the event, which lengthens our day a little. Another few fires are observed in the stage and need to be extinguished, along with the need to move some marshals around to match the new locations of spectators, eager for this first and very challenging night run, made all the more difficult by the foggy conditions. An unusual call for a spectator who has "cut fingers on a tree" ?, means we have to arrange the rather odd use of Oscar 3 to transport some plasters out into the stage for the injured party at J6. By half six we receive the very pleasing message that the FIA Safety Delegate is happy that the night stage can run and makes an effort to thank all involved for both the stage and also perhaps our staying power through the long day and it's certainly not all over yet.

The first runner Car 7 launches off into the darkness and gloom at 19:08 and we have a proper old fashioned 'RAC Rally' stage up and running. Early on we get a shout from J5 of 'red flares' being set off and these are quickly extinguished by quick thinking marshals using forest dirt. A few spectators decide to move between cars and they are swiftly moved off the stage. Still in the clouds the rain begins to fall quite hard and our lonely location begins to feel somewhat isolated, so far I haven't even seen a rally car !. Despite the horrendous conditions all 62 starters safely make it to the end of the stage, although one or two have been a little shall we say 'off piste' to get there. As the Sweeper cars enter the stage we contemplate the difficult task of de-rigging our kit in the high winds, before we can finally and very gingerly make our way back down the steep rough ridge road and back onto tarmac, for the drive back to our bed at the Swallow Falls. In the end we safely make it back after a very long but rewarding 20 plus hour day !!.

Sunday 29th October.

Ian and I are given the privilege of a later start today and we even manage breakfast before the short drive down the road to the busy North Wales Regional Base in the kart centre. Here we join up with Bill and other members of the Gemini Control team. I'm soon put to work looking after the A and C system links into the Gwydyr stage and spend the next few hours monitoring and responding to calls into the Regional Base, whilst colleagues around me look after Alwen and Brenig.

Gwydyr is soon operational and the Oscar crews have their work cut out, as with a Welsh winner on the horizon the crowds are even bigger. Despite the crowds the stage starts on time and Rally Control in particular appear much relieved, with TV schedules to meet later on in the day. For me the Regional role is quite different from the more hands on stage control role and I find myself as much monitoring the radio and reporting issues to the Regional team as I am directly calls into the stage. It's not long however before a difficult incident emerges as some spectators first reported with a dog and then with children are observed walking on and into the stage from the flying finish, one of the most dangerous areas in the stage. The Stage Commander is soon onto the problem and marshals are directed off stage to try and intercept these idiots. In the end the problem is resolved to everyone's immense relief. A little later we hear Car 37 roll around J1a, but they get back on their wheels and complete the stage. By 11:44 the stage is completed and the Sweeper car closes the stage.

As the stage clears I am stood down and join others in beginning the long slow progress of de-rigging and packing up the Regional Base, whilst Derek, Les and Tony look after the final couple of stages of the day. In the end we all I think got the result we wanted a worthy Welsh winner in Elfyn Evans and the double world championship crown for Malcolm Wilson's M-sport and Sebastien Ogier. By 4pm as more Gemini crews return to Regional Base I say my farewells and head home after an enjoyable but perhaps ultimately very long Wales Rally GB, until next year ?.

Continued on Page 42



Frances Banning : Matlock MC

Neil Howard Stages

in Association with Graham Coffey Solicitors

An early rise and it's the short hop across the new Mersey Gateway Bridge (robbing £2 toll each way) and on into Cheshire to Oulton Park. The route to radio control and signing on is expertly arrowed and I soon found myself at the circuit control tower and meet the rest of the crews to 'sign on' with Gemini 1. As ever following the recent Wales Rally GB the previous week, there is the chance to chew the cud and swap one or two tall stories and experiences before heading out onto a wet and slippery track. The event is the first round of the Motorsport News Circuit Rally Championship and as such boasts a very strong entry, with 95 crews making it to the starting line.

As usual I am allocated the tricky and busy merge/split at Junction 3 Cascades and have my brother Simon in tow to share the challenge of keeping up with lap counting at thirty second intervals as cars explore the limits of both the circuit, their cars and more importantly their abilities, or not as the case maybe !. Once safely parked behind the barriers the 'orange army' begin to slowly appear from the car parks and I guess breakfast. Neatly fitting into two groups there is the 'circuit' crowd in their fire proof overalls and carrying various fishing tackle like boxes of personal equipment and then the rally crowd more eccentrically dressed for the wet and quite cold conditions. I liken them perhaps to the more formal army and their guerrilla cousins !, each equipped and ready for the challenges ahead, be they friendly or not.

Anyway back to the action and after the necessary safety checks and runs the event starts with Car 1 at 08:58 and in the very damp, nee wet conditions the action is fast and furious from the very off. As is unfortunately usual several crews struggle from the off with the concept of following instructions i.e. go left or right on this lap and the next and I am soon writing the first of many JoF reports. Car 48 is reported as off at J8, having hit a fence and landed on the grass apparently with a locked up gearbox, whilst Car 55 grinds, literally to a halt in front of me at the merge with the front nearside wheel collapsed, not the greatest of places but stop, but I guess with only three wheels the crew didn't have much choice in the matter. Despite the marshals best efforts the car isn't going anywhere, but thankfully the obstruction at the end of the merge is clear for all to see (fingers and toes crossed). The losses on stage one continue with Car 60 off with a 'mechanical' issue at J18 and then finally Car 89 with no clutch at J5. Usually we would wait to recover cars until after the second stage, but Car 55 in particular is in such a dangerous position it must be quickly moved by our heroes in Bulldog Recovery before the next stage can start. The recovery takes a little time as the car must be prepared and then lifted via the spec lift to avoid any damage to the precious racing circuit, as they are returned safely to the pits, in this case to live and fight for another day or in this case stage later in the event. As the recovery is completed the Oulton crowds really start to grow and the various food concessions behind me soon have queues of eager punters.

Stage 2 starts at 10:12, with 91 runners returning for a second run of this fast pair of initial stages. A pleasant surprise is a visit by the Chief Marshal who hands over a couple of goody bags which are much appreciated, so thanks to the Bolton-le-Moors Car Club team. As the rain falls I must express my admiration to the crew of Car 77, the open topped Mazda Mx5 of Nigel Greensall and Toby Marshall, they must have been soaked through and freezing cold, let's hope the heater worked !. The high attrition from the first stage continues and we see Car 19 leaving the stage and going straight into service, Car 67 similarly taking a short cut out and then Car 88 off at Lodge with gearbox issues. At the end we are down to 87 finishers, although throughout the day a handful of various cars swap in and out of the running order, depending upon the severity of their problems, the timing of their recovery and the technical abilities of the service crews.



Bulldog recovering the three wheel Car 55 after Stage 1.



Gemini Recovery not leaving all of the work to Bulldog !.



More Radio Mutterings **Continued from Page 42**

For the next pair of stages we miss out the so called 'drifting circuit' and once the stage is turned around the action recommences at 11:27. Stage 3 overall is a somewhat quieter affair for me, with crews realising the benefit of counting laps and overall sticking pretty much to the big black belt of tarmac in front of them. Down to 85 starters for Stage 3, we only see the demise of Car 94 who manages to hit one of the somewhat hard Oulton Park barriers and bounces onto the grass around J8, thankfully the crew are both out and OK. As soon as the all clear is given from Oak 8 at the finish we are into the run of Stage 4, which is similarly quite (the radio equivalent of shouting Macbeth in a theatre) at my location. The stage generates another lifting job for Bulldog who must recover Car 61 around the Flying Finish area with a locked and very much seized gearbox, minus the oil which is spread across the circuit.

For the next four stages we introduce the infamous 'Darcy Dip' water splash as the cars split at my location and for the first lap head into deep uncharted waters, literally. Although a little out of sight the water at least can be seen flying high into the air as most crews really go for it. Some of the marshals claimed that the water levels have been lowered by three inches, to be honest it still looked bloody deep to me.

For some reason the layout for Stage 5 causes confusion to some and Simon and I are back writing JoF reports for crews completing the rallying equivalent of a famous Eric Morecambe sketch i.e. playing the right stages, but not necessarily in the right order !!. The split cones and signage also take a hammering as various runners seem to regard them as a target to be hit, rather than an aid to navigating the correct rally route. The water splash as ever accounts for a couple of casualties as Car 23 stops just afterwards with no clutch and Car 36 is off on the very wet grass. I must make mention here of the indecision of Car 149, who takes the correct right at the split, only to change their mind mid turn, cut back through the line of cones, change their mind again for the second time before finally and correctly heading into the water. Perhaps they didn't want to get their tyres wet ?. In the end a total of 82 runners more or less in one piece make it back to the pits, ready for the next run as Stage 6.

Stage 6 starts at 14:44 and the cars, at least at the front of the field keep up a blisteringly fast pace. By now the water splash crowds are ten or so deep, all cheering and applauding the bravery of most as they hurtle into the deep and muddy waters. Only Car 31 fails to finish the stage with a reported seized engine. I must make mention of the valiant efforts of Car 33, who had been having what looked like brake problems all day as they locked the wheels up entering the split. I can only describe what was then like one of those slow motion crashes as the car whipped sideways taking out what remained of the split signs and cones, careered across the grass and into the gravel trap sideways and somehow still managing to exit just about back onto the stage and head towards the water. The scene behind was perhaps more reminiscent of an air crash debris field (Mr Palmer wouldn't be pleased, who coincidentally landed his rather smart helicopter minutes later behind the spectator area).

Use of the water splash continues through stages 7 & 8, with the media film crew joining me at my location to park up and walk the short distance to where all the action was happening. Cars continue to fall into and out of the running order and a total of 77 make it to the start of Stage 7, where we only lose Car 79 who is reported as being off at Old Hall.



The debris field left behind by Car 33.



Cars exiting the tarmac on the approach to the water splash.



Continued on Page 44

More Radio Mutterings **Continued from Page 43**

Stage 8 continues to challenge as the changing weather and failing light, adds another dimension to the Oulton Park challenge. 72 make it to the start of this final run of the water splash section and Car 63 ends their day in the pit lane complex and Car 159 at J9, minus the contents of I believe their sump. Although I can make out some numbers particularly the luminescent panels of Car 7, in truth I'm only able to perhaps read about 25% as the darkness takes its toll.

The final stage of the day, Stage 9 is a single lap straight blast around the circuit to end what has been a thoroughly enjoyable and well run event, with 66 finishers. As is by now traditional the event ends with a large bonfire and fireworks, as to the bewilderment of most foreign visitors we commemorate a failed plot to blow up Parliament and a 'hero' Guy Fawkes !!.

CAERNARVONSHIRE & ANGLESEY MOTOR CLUB Ltd. **The Glyn Memorial Trophy Stages**

It's an early, cold and frosty start to a Sunday morning as I head across to Anglesey for day two of this end of season (at least for the circuit rallies) event organised by our friends in C&A. The trip across is uneventful and I arrive at a busy paddock, with more motorhomes than a Florida retirement community. Signing on is accompanied by a much appreciated marshals goody bag, meal voucher and draw ticket, small gifts which are most welcome. I climb to the top of the tower and join fellow 'probationer' Tony Jones in Radio Control under the watchful eye of Gemini One.

The action starts on the dot of 9am with two runs of the large junior field, to be followed by two stages of the main field, setting the rhythm for the events scheduled eight stages. The first junior run as Stage 9 passes with little drama and all 21 cars make it safely through the stage. For the second run we get a safety shout as Car 110 smacks the tyre chicane hard and requires a front end lift by Corsair Recovery, with a case of somewhat bent steering. With clearance from the CoC the main field starts at 09:36 and Car 1 sets a blisteringly fast pace from the word go and the first stage is over in a flash. The second run for the big boys is a little more eventful and we see Car 25 pack in yards from the start with a drive shaft gone, followed by Car 59 off at Junction 16 with a drive shaft problem as well. The latter requiring a lift by Gemini Recovery, sharing the heavy lifting today with Corsair.

After a reasonably quick turnaround Stage 11 Juniors (hope you are keeping up with the stage numbering) starts a little before 11 and the ultra competitive juniors scream out across the Anglesey circuit. Very oddly after only a few cars the start is halted by one of the officials on the ground, as they notice both recovery units in the pit lane area. Neither unit had had time to get back in stage, but we were fully aware of this and it posed no risk to the event. With no reference to Control or more importantly the CoC the individual took it upon themselves to stop the start, a completely unnecessary action and one which is soon explained to them by the CoC. Thankfully we only lose perhaps three minutes by this action and with the CoC we soon have full control regained, a reminder of the dangers of people stepping outside of the important chain of command in an event. In the end 20 juniors make it though this second pair of stages.

For the main field Stage 11 similarly hardly gets going before it is halted, this time correctly by the CoC, as one of the Escorts goes grass tracking off the stage and gets stuck in the wet ground close to the edge of a very fast part of the circuit directly opposite the pits. The CoC directs marshals to push the car back onto the circuit and we only lose four minutes before the action resumes. A little later on we see the demise of Car 21 off at Junction 16, another job for Gemini Recovery. The second run for the main field sees Car 27 roll out at Junction 24, although thankfully the crew are both out and OK, this time another job for Corsair and for Stoke Rescue to give the crew the once over as a category '5' incident. In the end we see a total of 49 runners exit the stage.



Continued on Page 45

More Radio Mutterings **Continued from Page 44**

After a lengthy turnaround the action resumes with the Juniors and a challenging Stage 13, although after repairs a plucky 21 cars are still running in this entertaining and very well presented field.

The second run sees the loss of Car 102 not much after the start and the car is eventually pushed clear and safely off the stage. With my role up in control, it falls on others to carry out the essential role of lap counting and judge of fact and Sport 2 and Oak 4 are kept busy. The main field keeps the action going with a total of 47 runners in and out of Stage 13 and the same numbers for Stage 14. Unfortunately due to venue constraints the final pair of stages is cut short and we only run a single final stage for both groups of cars as Stage 15. In the end it doesn't make much difference to the Juniors, but sadly Car 9 in the main field who would have been on for a top ten finish ends their day out on the circuit at the split.

On the last stage for the main field, Car 1 who is leading the event by over a minute decides to showboat and at the final hairpin before the flying finish decides to do a series of donuts out on the live stage. After spinning the car round and round in clouds of smoke it nearly ends up in tears as the rear end of the Escort clips the grass and they only just manage to get off the wet grass and into the finish. I don't mind anyone sensibly celebrating a victory but I don't think a live rally stage is the best place for such a demonstration.

So that's the end of the day and the season of events for me at least in 2017, although next month I'm booked into a first on scene training session which I'm looking forward to, but more of that next month.



***A relaxed Gemini One,
'supervising' Control.***

Ian Davies : Gemini 23

BEATSON'S **MR** **MULLRALLY** **BUILDING SUPPLIES** **2018**

The insurance issue that prevented the closed road stage rally from running in 2017 still exists and it is our understanding that the only way that we can run in the future is to use the new closed road legislation recently enacted in England.

The Scottish Government need to enact it into law in Scotland for us to use it. Any representation made to the government so far has been met with "not until after the FAI has concluded". Sheriff MacIver published his report on the Snowman/Jim Clark Fatalities on the 21 November and we have already been in touch with Michael Russell MSP to urge him to make representations on behalf of the Mull Rally in an attempt to run in 2018.

We understand the need for you to know what is happening so that you can make plans and we undertake to update you on progress by the end of January as to what kind of event or events we shall be able to put on in October.

Two old guys, one 80 and one 87, were sitting on their usual park bench one morning.

The 87 year old had just finished his morning jog and wasn't even short of breath. The 80 year old was amazed at his friend's stamina and asked him what he did to have so much energy. The 87 year old said, "Well, I eat rye bread every day. It keeps your energy level high and you'll have great stamina with the ladies."

So, on the way home the 80 year old stops at the bakery. As he was looking around, the lady asked if he needed any help.

He said "Do you have any Rye bread?" She said, "Yes, there's a whole shelf of it. Would you like some?"

He said, "I want 5 loaves." She said, "My goodness, 5 loaves ... By the time you get to the 3rd loaf, it'll be hard"

He replied, "I can't believe it, everybody knows about this but me."

17 year-old Tommi Meadows shortlisted for MSA Young Driver of the Year Award

Clitheroe rally driver Tommi Meadows has been announced as one of five up & coming motorsport stars to be in with a shot at the MSA Young Driver of the Year title for 2017.

The award is open to members of the elite sportsman MSA Academy Programme at Loughborough College, with the finalists carefully selected by the Motorsports Association. The five hopefuls will go head to head on December 1st at iZone Performance in a series of tests, whilst being assessed throughout the day by a panel of judges who will then decide the winner.

2017 has been a difficult year for Meadows with a number of mechanical failures leading to some early retirements on his maiden season in the BTRDA Rally Series.

'It's exciting to be a finalist for the MSA Young Driver of the Year award, and a chance to end the year on a positive after a tough season,' said Meadows. 'Whatever the outcome, I'm sure the shootout will be a fantastic experience and I can't wait to get going'.

2018 will see the teenager return to the BTRDA series once again driving the S1400 Ford KA that he campaigned this year.

'Next year is looking good and we've made a couple of upgrades to the car which should stand us in good stead. Let's just wait and see how things pan out'.

See page 47 for latest News

**Warrington
& District Motor Club**



Wern Ddu Gravel PCAs Dates for 2018

1. Sunday, 4th March
2. Sunday 15th April
3. Sunday, 26th May
4. Sunday, 16th September
5. Sunday, 21st October
6. Sunday, 2nd December

Regs :

www.warringtondmc.co.uk



Autograss Racing



Father and Son team Paul and George Evans (Wallasey MC) have completed their 2nd year of Autograss Racing and 1st full season competing in the British Autograss Series which saw rounds in Ireland, Hereford, Tenby and North Yorkshire.

Their target this season was for Paul to get in the top 10 and for George to get in the top 20 in their respective classes. The last round was at the end of September in North Yorkshire and they arrived with Paul 11th overall and George 21st overall.

With some great racing building on what experience they had both gained throughout the season Paul made the final in Class 10 but George missed out making the final and finished 19th overall in the Championship.

In the final Paul beat his closest rival and with the extra points from making it in to the final and also the score doubling up in the overall points meant that Paul ended up finishing 7th overall

Paul and George could not have done this without the help of Driveme, Shebtek SBD, WL Racefab and with the help of Dave Williams, Stephen Turner and Daz Rawlinson.

Paul and George are now looking to start preparing for next season already as well as competing on gravel rallies in his new Evo 9 having tested it on the Promenade Stages finishing 11th overall, not bad for a forest car!



Meadows gets Swift Group backed R2 drive at Grizedale

Just over a week after being shortlisted for both the 2300 Club John Easson Award & MSA Young Driver of the Year, 17 year-old Tommi Meadows has secured a last minute entry for the Grizedale Stages Rally in a Swift Group sponsored Ford Fiesta R2, owned and run by BRC frontrunner Matt Edwards.

The event comprises of 40 stage miles through the flowing Grizedale Forest tracks in the Lake District, including two 15 mile long stages which could prove to be a real sting in the tail.

Clitheroe driver Meadows had expected to miss the event as the Ford KA that he campaigned in the BTRDA series this year is still in the process of being rebuilt, however support from Peter Smith of Swift Group has allowed the teenager the chance to compete in a Ford Fiesta R2 on the rally.

'I can't thank Swift Group enough for the opportunity, and also to Matt Edwards who's hire car I will be driving. As a young driver I've always wanted to drive an R2-spec car; it should be different from the KA with more power and a sequential gearbox, so it's an exciting time. I can't wait to get going in this car on some classic stages', said Tommi. 'Everything is a bit of a blur at the moment with lots happening. I have the final of the John Easson Award on Friday night (December 1st) too so I'm keeping my fingers crossed!'



Airedale & Pennine MCC

Eleven competitors entered the 2nd PCA of the Airedale & Pennine MCC 2017/18 championship. This including a Mk1 Escort Mexico rally car that has not used for over 13 years

After a minute silence for Remembrance Sunday competition began.

It was very close between all competitors to begin with but as the day moved on it turned into a 3 way shootout between Steve Waddington, Dave Toft and Gary Ross.

Steve Waddington received a 5 sec penalty for clipping a cone on the last test dropping him to second O/A. Gary Ross came 3rd but only a fraction over 5sec covered the top 3 with Dave Toft emerging as the winner . . . just.

Mark and Claire Hargreaves had to retire when they suffered clutch failure.

The Escort broke both its throttle cables but managed a finish by increasing the tick over.

With all competition done we retired to the warmth of the pub for the results and food

The next A&PMCC PCA is on 10/12/17

Thanks to everyone who competed and marshalled

Gary Ross (A&PMCC)



North Humberside M.C.

Cadwell Stages Rally

18th November

Lincolnshire & back in a day

**7th overall & Pre 03 Trophy Winners on
the Cadwell Junior Stages.**

Fantastic drive from Rob Cotton, not a wheel wrong all day and car in one piece for next event - Anglesey!

We were delighted to be in the top 5 at halfway but once the chicanes got taken away and the stage became more a circuit the C1's power advantages showed. Cadwell certainly isn't a track for a 1000cc Micra

Massive thanks to 'Cotcomp' Steve Cotton & Daniel Pickup for service and pre-event prep, ECU never missed a beat all day Helen Woodend & Oliver for their unwavering support and being on Fan Club duties once again!

Next, to Anglesey

Chris Williams



November started with a trip up to Scarborough for the MEM Malton Forest Rally run on Sunday the 5th of November. Clitheroe & DMC were running the Cropton Stage (stages 1 & 4) with Matt Broadbent as Stage Commander, Steve Lewis as his deputy and Tony Vart as Chief Marshal.

The problem for Tony was finding sufficient marshals to run the stage. The WRGB had just gone. The MEM clashed with the Neil Howard at Oulton Park. The following week was the Roger Albert, the RoTT and the Pokerstars over on the Isle of Man. Whilst it might be said that 'you cant have too many rallies', it certainly puts pressure and stress on organisers who have to find sufficient marshals to cover any event but with all those rallies all coming back to back it was no mean feat that Tony managed to come up with the volume of Marshals and Radio crews as he did. A big thank you to the merry band of marshals who came and helped us out.

Setting up Cropton was on the Saturday and we had glorious sunshine to do the job with and more than enough club members to allow it to be done and we finished with plenty of time to spare. All back to the digs to get ready for a night on the town. The chosen meeting place was the Black Swan., an old fashioned town centre boozer. The CDMC team decided to eat here - it looked to me as though we were going to be eating the usual standard pub grub - I could not have been more wrong. Superb food - well worth the visit.

Sunday morning and off up to Cropton bright and early and we still had sunshine. I am given Stop Line Radio and have Tony Vart, Paul Buckel & Steve Butler for company. Being on the Stop Line means we dont see much action other than that of the overworked recovery crew dragging cars out of the first stage. 10 cars had one way or another managed to break down or stuff it on the first stage, a lot of them at Post 9 manned by Matt & Chris Hewlett, despite it being clearly identified in the safety notes. Between stages our duty chef Paul Buckel keeps the troops at the stop line fed with Burgers and Bacon butties. Not as many offs or problems on Stage 4 but the crews now knew the hazards, especially at post 9.

The Monday (6th Nov) following the MEM Forest Rally Matthew Hewlett and I head down to Knutsford to have a go at their Scatter Rally. Matthew is just 16, keen as mustard and has done two CDMC Scatters, The Clitheronian, The Knutsford Targa, the Solway Targa and the Doonhamer Targa since his Dad started his acquisition of rally cars (a Volvo Amazon, a Peugeot 306 and a Proton Satria GTi) all in the last 3 months. We were having a good run until the last three quarters of an hour with 5 clues to get on our run into the finish and we wrong slotted and got lost. Back tracking until we knew where we were took up a load of time and we could then just make it back to the finish in time but had to sacrifice the remaining clues. Finished last but if we had got those 5 clues we would have got first O/A. On the way home I let slip that on the Friday & Saturday I am marshalling on the Rally of the Tests. Before I know whats happened I have agreed to pick Matthew up and take him with me. He has not finished there - he has persuaded his dad to take him to Keilder to spectate on the Roger Albert and then on Tuesday the 14th he and his Dad are did he Preston MCs Scatter on the 14th, CDMCs Scatter on the 21st and KLMCs 12 Car at the end of this month. His next competitive event will be Grizedale Stages sat in a MkII Escort with Bryan Gibson. Told you he was keen! *(at this rate I wouldn't be surprised to find he has talked his way into a ride with someone for the 2018 BRC)*

November has been a busy month for meetings too. Three meetings in 3 consecutive days starting with ANWCC on the 13th, then CDMC Committee on the 14th and SD34MSG on the 15th which meant I couldn't go to Kirkby Lonsdales meeting on the same night as the SD34 meeting. Kirkbys guest speaker was Paul Crosby who has won the Hero cup for the 4th year on the bounce and although his car was not eligible for an award on the recent ROTT he still came home 1st O/A. I navigated (sort of) for Paul on the 2013 ROTT since then his Navigators have been much better than I was. The good news was that Kevin Haworth streamed the night on Facebook and I was able to watch it all when I got home from SD34 *(didn't get to bed until after 1:00 am)*.

My youngest daughter is getting married in 2018. As her dad I am expected to give her away *(usual sort of thing for Dads - dreading the 'Father of the Bride' speech script/speech writer urgently required)*. The problem I have is that she has chosen Saturday the 16th of June as the date.

Saturday the 16th of June is the date of the 2018 G&PMCs Memorial Rally - so I have a clash.

The wedding is at Barton Grange, just down the A6 from the start of the Memorial start venue, and is at 11:00am.

Do I tell her now that I wont be at the night do and hope she *(and the rest of the family)* understands *(doubt they will - they all think I am bonkers - and they are probably correct)* or do I suddenly feel ill and have to go home about 6pm on the 16th? Decisions! Decisions!

Following a bit of advice from Chris Woodcock at the CDMC committee night, I thought it might be wise to tell my daughter about my plans for the evening of her wedding. Result - but not the one I wanted - I have now been banned from doing the Memorial *(she went ballistic)* and I now cant even pretend to be ill on the night. So much for being up-front and honest, however there is still 6 months to work on it. *(If I dont get to compete I will still marshal - In top Hat & Tails if I have to - and might throw confetti into each competing car)*

Grumpy Old Git

Still Wittering On & On & On



NORTH WEST RACERS

With Dave Williams and Marvin Hall

SPENCER RECLAIMS CNC CROWN

The CNC Heads Sports/Saloon Championship concluded at Oulton Park on 21st October. Due to the weather conditions, it was a very grey and wet end to the 2017 series.

During qualifying it was the Sakers of Paul Rose and Steve Harris who annexed the front row of both grids as everyone's second fastest time decided the starting order for race 2. Rose claimed a brace of poles despite being hampered by understeer. A softer set-up led to Harris to believe he could have gone faster but he was unable to find a clear lap.

The second row for the opening contest was occupied by Luke Armiger's Vauxhall Tigra and the Spire GTR of Danny Bird. Armiger revelled in the slippery conditions while Bird was delighted with his pace despite his tyre pressures being too high and a braking issue.

For race 2, Armiger and Bird were pushed back a place (with their positions reversed) by championship contender, Joe Spencer. His Locosaki would start race 1 from fifth after brand new wet tyres provided little grip.

A rare event occurred the first time the red lights went out for the first time as Rose converted pole into an immediate lead – he is usually beaten away from the line by the lighter cars that start behind him especially when conditions are damp. His team mate, Harris, did not fare so well and lost 3 places but he soon found his rhythm enabling him to get back up into second, well ahead of a mis-fire hampered Armiger, by the time the field completed their opening circuit.

The race was then interrupted for a couple of laps when the Safety Car appeared because a car had spun off at the Shell Hairpin.

When the field was unleashed Rose sped away to take the victory as Harris was unable to find the momentum he had on lap 1. He still took second despite having a spin at Lodge. Completing the podium was Armiger, his engine running on full song after the Safety Car period.

Armiger's fortunes were helped by Bird twice straight-lining Hislops Chicane. This put the Spire driver behind Spencer who was much happier on his old set of wet tyres although he didn't push too hard as his brakes weren't giving him confidence.

There was more bad news for Bird when Spencer's Locosaki team mate, Dave Harvey, overtook him at Hislops on the final circuit.

Rose, Armiger and Spencer took Classes A, B and C respectively while Class D went to Garry Wardle who was piloting his Mini Cooper S having entered his Porsche which had developed a clutch problem during Friday's test day necessitating a change of car!



CNC Champion : Joe Spencer



Paul Rose leads the way into Cascades



Luke Armiger Hampered by a misfire

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NORTH WEST RACERS

With Dave Williams

Continued from Page 50

The BMW of Nicholas Bartlett handled superbly in the wet enabling him to pass Graeme Laslett's Lotus Elise at Shell on lap 8 and claim Class E honours in thirteenth place overall. Meanwhile, Ian Gorrie added to his tally of Class F wins in his Raw Striker.

There was plenty of drama at the start of race 2 – the final one of the season. Rose ducked into the pits at the end of the green flag lap. Then, when the red lights went out, Harris the sole occupant of the front row watched Spencer and Bird charge past him on the run down to Old Hall. Once again Harris had a rapid first lap and was in the lead by the end of it with his team mate already up to twelfth.

By lap 5, remarkably Rose was up to second and only 7 seconds away from Harris but then the warning light for his alternator came on and he decided to nurse his car home in the runner-up position leaving Harris to take the overall and Class A honours unchallenged.

Class B once again went to Armiger although the return of his misfire from race 1 meant he dropped to seventh but then the problem cleared itself once again allowing him to charge up the order, passing 3 cars in the process, placing him fourth overall at the finish behind Spencer who took the honours in Class C, winning the 2017 CNC Heads title for the second time in 3 seasons in the process.

Bird and Harvey renewed their battle from earlier in the day with the former coming out on top on this occasion.

Class D went to the Subaru of Oliver Thomas as Bartlett and Gorrie completed the double in Classes E and F.

Report by Dave Williams,

Photos : Marvin Hall



Oliver Thomas took a Class D Win

For Sale

£1,000,000

Red & Gold with winter green upholstery), convertible, with large load area. This vehicle will not be available until after 25th December. It was first registered in Rovaniemi in Lapland It is in fantastic condition for its age and mileage and has had just one owner from new. Although used just once a year it reportedly covers approximately 317,000,000 miles per annum.

It has a very impressive top speed believed to be 1,800 miles per second but this cannot be verified. It has a very complex built in Worldwide Satellite Mapping System. It also has a military style guidance launch system for dispatching presents down recipients chimneys. Its main purpose and usage has been to bring happiness to millions around the world. It is propelled by a different kind of "horsepower" namely Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, Blitzen and of course Rudolph but these are not supplied.

Unfortunately it cannot be test driven, but could be seen in action on the evening of 24th December.

WISHING YOU ALL A MERRY CHRISTMAS

How well do you know our towns and cities?

No prizes, no gold cups (or saucers) – Just a bit of fun

Which British town or city –

1. Has an airport called Robin Hood
2. Has cream (rather than red) coloured telephone boxes
3. Has a railway station called Citadel
4. Has a street called Whip ma Whop ma Gate
5. Has a pub called Ye Olde Trip to Jerusalem
6. Has a shopping centre called The Bull Ring
7. Is the location of The National Ice Centre
8. Hosted the opening event of the 2012 Olympics
9. Is where the first rules for association football were created
10. Is the location for the annual World Snooker Championship
11. Hosted the 2014 Commonwealth Games
12. Is the location of the Museum of Rural Life
13. Is sometimes called "The Athens of the North"
14. Has two landmarks called Samson and Goliath
15. Was where the first £1,000,000 cheque was signed
16. Is the home of English mustard
17. Has the oldest underground railway in the world
18. Has the only football team outside Scotland to play in the Scottish League
19. Had a feature nicknamed "The Dockers Umbrella"
20. Has the highest cathedral spire in the UK.

NOTE: A town or city may appear more than once!!

Answers Next Month

October New & Used Car Sales Down Again

After what was referred to as a “slump” in September there was no bounce back in October. Overall new car sales were over 12% down on last year, petrols about 3% down and diesels a staggering 30% down. Fleet sales were 13% down but small business, where confidence is lacking, 27% lower. For the year to date sales are now almost 5% down and it seems inevitable the end year result will be worse than that.

As ever there were winners (a few) and losers (a lot). Mercedes continued their staggering progress over the last 3 years to be 7% up for the month against a market down 12% VW were only 2% down, Audi & Land Rover 7% down and Ford 9% down (after a dreadful September). Losers were BMW 18% down, Fiat 27% down, Nissan 31% down (after a great September) and Jaguar 39% down. For Jag the new E Pace can't come soon enough but although showroom cars arrive in December there will be very few customer deliveries until March.

The Peugeot/Citroen (PSA) takeover of Vauxhall/Opel seems to have got off to a very bad start with Peugeot in line with the market at 12% down, Citroen not bad at 15% down for the month, but Vauxhall a dreadful 35% drop. For the YTD against a market just under 5% down Citroen are 20% down, Peugeot 16% down, Vauxhall 21% down. Read more below about how PSA intend to put things right. YTD winners are Merc +7%, Jaguar +5%, Land Rover +4%, VW +1%.

Used car sales are down too but only 2%, and franchised dealers are turning their attention to used sales to make up for some of the fall in new business. Which puts pressure on the independent traders business.

Forecasts For 2018

This is the time of year when manufacturers and dealers are working hard on their forecasts for the coming year. These are NEVER pessimistic! The consensus is that new car sales for this year will end 4.7% down on last year, but they are 4.7% down at end October so I see a drop of over 55 by year end. The industry forecast is a further drop of 5% to just over 2.4M about the same as 2014. I'd be looking at around 2.3m maybe a bit less. Diesel sales which were 47% of new cars last year are forecast to be 42% this year and 40% next.

One bright spot for those manufacturers involved may well be the van market. With a promised boom in housebuilding and greater investment in infrastructure increased demand for vans, pickups, tippers etc is likely.

The used market will be an interesting one in 2018. whilst less new car sales means less part exchanges entering the market, most new cars are now sold on 3 year finance cycles of one sort or another. In 2015 over 2.6M new cars were sold so we have those coming back into a market only strong enough to support new sales of 2.3m to 2.4M. Used prices will inevitably fall, and there will be bargains to be had.

PSA Plans For GME

Currently this takeover looks like the marriage made in hell, the motor industry equivalent of the Lloyds Bank acquisition of HBOS in the financial sector. GME have lost over \$1 Billion a year on average this century. Now PSA have announced the first parts of their strategy to put this right.

Currently they're saying there will be no plant closures, although personally I wouldn't bet on that. However there will be “necessary and unavoidable job cuts”. Research, development, procurement and manufacturing will be combined across the 3 brands saving over £600 per car. The number of vehicle platforms used will drop from 9 to 2, this is what VW Group do and it works for them.

PSA plan an operating profit margin of 2% across the Group by 2020 and 6% by 2026, incredible progress! In parts of Europe where GM representation is weak Peugeot and Citroen dealers may sell Vauxhalls and Opels. As happens in these sort of situations there are promises to withdraw from low margin fleet deals, cut back on pre-registrations etc, but I'm currently not seeing that from any of the 3 badges, in some case we can offer not far from BOGOF deals!

We shall see.

Tesla

It seems hard these days for me to get through a month without mentioning Tesla. This month's big news from them is their announcement that they will launch a sports car in 2019 and a full size truck in 2020. Ever modest Tesla boss Elon Musk said the truck will “make diesel obsolete”. Range is predicted at 500 miles on a single charge and operating costs 20% less than current diesel trucks. A full recharge will take 30 minutes which is conveniently the length of the statutory break drivers have to take in the US after a few hours driving. To achieve this surely the battery pack will need to be massive which means heavy? Therefore how much weight will the truck have available for goods? No answers from Tesla on these “details”. The new sports car will be the world's fastest accelerating car at a cost \$250,000 when it goes on sale in two years' time. However Tesla have a history of big promises for both timings and volumes which they fail to live up to. They recently launched the Model 3 which at \$35,000 a car is supposed to be the real game changer that transforms them into a volume producer. Third quarter deliveries were 260 against a target of 1500.

They forecast that production would rise through the September-December period to 5000 cars a week. In the month of September 1500 cars were produced in total, and the 5000 a week target has now been pushed back to “early 2018”.

All this has left the company burning cash at a rapid rate. Having tapped the bond markets for a few billion \$s recently they've now found a new way of raising cash to fund their losses. If you want to order one of the new sports cars for (forecast) 2019 delivery you'll need to put down a deposit of \$5000 with your order. Quite reasonable. The catch is you then have to pay a further \$245000 "within 10 days". So you've paid for the car in full at least 2 years before you might see it. And if 1000 people take Tesla up on this kind offer they rake in \$250M which should keep them afloat for a while at least!

Tesla's fight is simply to raise enough cash to keep going until they are making enough Model 3s to become at least cash neutral. In the 3rd Quarter of this year their negative cash flow was £1.4 Billion, so they will need to sell an awful lot of sports cars! However more optimistic analysts still believe there will be enormous pots of gold at the end of the Tesla rainbow. One said they expected that in 10 years time 3 to 5 companies would own the market for electric vehicles and autonomous technology. 2 to 3 he forecast would be tech companies of which one would undoubtedly be Tesla. Leaving a further 2 or 3 slots for current major car companies. Of which there are 8 just now?

Which Cars Are Clean, Arguments Continue

It seems if you study 2 studies of the conflicting emissions of petrol, diesel and electric cars you'll get 3 different answers. Whilst diesel remains under attack particularly from the Mayor of London, independent tests have proved that the cleanest latest diesels now emit significantly less Nitrogen Dioxide (NOx) than the latest petrols.

Well respected Emissions Analytics proved a BMW 3.0 Diesel 5 Series emitted 23mg of NOx per km, less than a third of the legal limit. A 1.2 litre Petrol Renault Kadjar emitted 135mg per km, six times as much as the BMW diesel and over 50% of the legal limit! Important to note that these were "real world" tests not the much questioned laboratory ones.

The tests proved that the cleanest 10% of new diesel cars average 70mg of NOx per km, the dirtiest 10% of petrol cars average 129mg per km, nearly twice as much! And however you test there is no doubt petrols emit on average much more CO2 than diesels. In fact the imposition of real world tests and reduction in diesel sales mean it will be impossible for manufacturers to meet the EU requirement for average CO2 emissions of 95g per km by 2012. What one wonders will the EU and the Mayor of London do then? Tell us to buy diesels again as the Government told us to do in 2000?

And of course the emissions from the vehicle while being driven are only part of the story. The true test is "Lifecycle Emissions" which cover the emissions created by procuring and manufacturing the required components, building the car, producing the required fuel during its life, emissions while being driven, emissions produced during eventual scrapping and recycling.

One of the most highly respected scientific institution in the World, the Massachusetts Institute of Technology, has just released a study comparing these whole life emissions for a Tesla Model S pure electric, a BMW 750i Petrol and a small petrol car being the Mitsubishi Mirage. Total distance covered for each was set at 270000 km or just under 170000 miles. Total was not surprisingly highest for the BMW, a large saloon with a 5 litre petrol engine, nearly 104000kgs or 385 gm of CO2 per km.

The Tesla was much better at 61000 kgs or 226gm/km. However the Mirage better still at 52000 kgs or 192gm/km. Reason being 60% less emissions were produced during production, slightly less during use, and almost 50% less in end of life. Batteries are very "dirty" to produce and scrap so unless customers accept electric cars with small batteries and therefore limited range small petrols will remain the cleaner choice. Don't expect the Greens to believe you, they no doubt know much more than MIT!

How Will You Buy Your Next Car?

I've said many times before that there is a generation growing up that have never known life without the internet. Which has become their principal source of information, of social contact, and of course their principal method of purchasing goods and services.

Now a survey of over 2000 motorists aged between 18 and 35 over 80% will carry out the research for their next car via the internet. Then 36% will be happy to buy that way with 33% happy to buy from online technology giants like Google, Apple, or Amazon. I can only see this trend continuing as the generations move on.

Add to that the fact that electric cars need much less servicing, autonomous cars will have less accidents and result in much more car sharing, the outlook for the conventional dealership become gradually but inevitably worse. One US industry analyst recently published a paper titled:

**"IF YOU OWN A CAR DEALERSHIP
SELL IT NOW!"**

The times they certainly are a changing.

Paul Gilligan



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RALLY of THE TESTS

Chester to Harrogate

Mike Fox and I have been marshalling on the Rally of the Tests for many years and have always fancied taking part. As this year's route was fairly local to us, we decided that this was to be the year. So an entry was sent, Paul Slingsby and Mike Fox in my MGB Roadster.

Early on Thursday morning I picked up Mike from his home in Bradford and set off to the start at Carden Park Hotel near Chester. We got there late morning and first set up the trip meter on the measured mile. We then went to noise and scrutineering which were quickly completed without any problems. We went for lunch and Mike started plotting that evenings route.

The first car started at 16.30 and we followed on as car 56. After a long run out we did a regularity followed by two tests at Rednal Karting. This was followed by another regularity and a test in Demon Tweeks car park. After that there was just a run back to the hotel via a petrol station. Luckily for us they ran out of petrol just after we had filled up. Unfortunately there were plenty of competitors behind us who were not so lucky.

We restarted on Friday morning at 9.21. First we had a test in the hotel grounds, then two in the grounds of Bolesworth Castle. Both deceptively slippery and great fun. We then had two tests at Oulton Park on the rally circuit, which was even slipper!

Next came a regularity in Cheshire Showground using a 'Distance and Average Speed Schedule'. Basically this gave us an instruction at a mileage and an average time to be there. In practice it was a flat out blast on some superb gravel roads. After that we headed to a time control in a pub, where coffee and tea was available. As became the pattern for most controls like this, there was time for a coffee or a visit to the toilet, but not both!

We then headed to another regularity for which we were issued with instructions e.g. turn left after the Boot and Shoe pub. This proved fairly straight forward. This was soon followed by the third regularity of the day. The instructions were 'In the Descriptive Style of the RAC Rallies of the 50's'. Difficult to plot onto a map but Mike managed it and we made it to every control.

We continued on to a lunch halt at Haddon Hall, near Bakewell in Derbyshire. After a short break we were soon on our way again to a regularity in the Derbyshire Dales for which we had been issued with a marked map upon leaving the lunch halt. This took us roughly north east. Another regularity, which Mike had already marked on the map, was called Strines Moor and took us into Yorkshire. It was during this regularity that the drivers windscreen wiper stopped working. At first the rain was fairly light but after the regularity we had a run to a control at the Turnpike Pub (near the part of the M62 where the farm is in the middle) and the rain became heavier. On the way to the pub I had decided how to cure the problem but on arrival we parked next to a HERO assist crew who took over and soon had everything working again. It was good to see our friend, Dave Rowe waiting for us but we were straight out and into another regularity which took us through Ripponden Maze. The instructions for this were grid lines. By now it was dark and the traffic was a nuisance as it was the evening rush hour. However we completed the correct route but were held up by non rally traffic. This was followed by a road section to another control at Colne Golf Club.

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Photo Courtesy of Jez Turner



Photos Courtesy of Tony North



RALLY of THE TESTS

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The next action was a test in Gisburn Auction Market. Unfortunately we took a wrong turn on the road after the test and went the wrong way for a few miles. This resulted in a spirited drive over Lythe Fell to regain time before another test in an industrial yard at High Bentham (*Tony Harrison's Garage*). Another long road section took us to Wensleydale Creamery in Hawes for another control.

The instructions for the next regularity were a 1960 map with the route already plotted. This took us through Wensleydale, passing Aysgarth, Redmire and finishing at Grinton. We finished the night off with a time control section on Catterick Army Ranges. With lots of controls close together it became a flat out blast on gravel roads. From Catterick we headed for the night halt at Redworth Hall Hotel near Darlington. We got there around 10.30/11.00 very ready for our evening meal. The car park resembled a stage rally service area with HERO and RAC assistance crews working on lots of cars.

We were up first thing on Saturday morning and after breakfast and a check round the car we were ready for another day's action. We started shortly after 9.00 and headed to Raby Castle for two tests on tarmac roads in the grounds. A long run then took us to Eastgate Quarry for another test on slippery concrete.

A regularity called Garrigill followed, which Mike had been able to plot in advance. This took us to a control Hartside Top Café, high up on the North Pennines. Unusually we had time here for both coffee and a toilet break! Another regularity, this time a marked map, took us over the Cumbrian Fells towards Penrith. This included a well hidden control in a farmyard, but we managed to find it.

A visit to Penrith Truck Stop meant a test on familiar territory, having used it many times on the Lake District Classic.

A regularity in the North Lakes had instructions where a semi-descriptive approach was used to impart the route with 'out of order' map symbols in word form. This time things didn't go to plan as we missed a turning where a gate that should have been open was closed. By the time we realised our error it was too late to backtrack. This led us to a test in a farmyard adjacent to Armathwaite Hall where we enjoyed an excellent lunch.

After lunch another regularity followed. This was called Little Mell Fell and the instructions were issued in the form of spot heights to be plotted on a map issued by the organisers. This ended near Pooley Bridge at the top of Ullswater.

On the next road section we were encouraged to refuel at a petrol station that had stayed open especially for the rally and offered that rarity – attended service. We then headed to a control at Appleby Golf Club before tests on Warcop Army Ranges.

The next regularity called Westmoreland included a very tricky section where we had to find the correct farm track. Along with other cars we missed it and went down the wrong track, having to turn round in a farm yard. Eventually we found the correct route.

A return to Appleby Golf Club preceded another visit to Warcop, this time for a time control section in the dark. Unfortunately we missed some passage checks but on the plus side, the army were conducting a live firing practise so we enjoyed the spectacle of red tracer fire and flares.

Two more regularities took us back over the Pennines to return to Redworth Hall Hotel, arriving slightly earlier than the previous night.



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RALLY of THE TESTS

Continued from Page 55

Sunday was a cold, crisp clear day and in my opinion the best day of the whole rally. We started with a gravel test on Catterick followed by a test at Downholme, a venue I remember from many years ago. This started uphill on tarmac before turning on to gravel. Then followed a regularity within Catterick which was great fun on private roads, although we did come across another car that was very lost!

The next regularity took us along familiar roads around Fearby and Swinton to Lightwater Valley for a time control followed by a test. Here Dave Rowe met us again and this time we had a bit more time to spare, enough for coffee, cake and the toilet! The Lightwater test combined sealed and gravel roads and was surprisingly long. A road section took us to a test on gravel roads near Ripon.

The third regularity of the day started in Wass Forest, to the east of Sutton Bank and very familiar to me. The first part of the forest was somewhere that, coincidentally, with my family we'd taken the dog for a walk recently. Then there was a short section on the public road before going into the other part of Wass, which I remembered from navigating there many times on stage rallies. After the forests the regularity continued on the public roads through Coxwold to finish near Husthwaite. The instructions for this section were given on a 1955 OS map. A lot less forest in those days!

The road section took us to Tockwith for two more tests. These were followed by lunch at The Bentley Drivers Club within Bowcliffe Hall, a very impressive place.

For the final regularity we were issued with a marked map of the roads within Bramham Park, so it was all on private land. We had a couple of overshoots but visited every control.

Finally we had two tests at Harewood Hill Climb, using the downhill access road as well as the hillclimb. Once again we met Dave Rowe who was watching as well as a neighbour of mine who competes on hill climbs in a MG Midget.

All that remained was the drive to the finish at the Majestic Hotel in Harrogate and a rest before the prize giving dinner that evening.

This was an amazing experience, four days of competition using some fantastic roads and test sites. The pace was intense with hardly any time to spare. Friday and Saturday were both long days with little rest. The navigation was sometimes straightforward and at other times very complicated. I might be able to navigate on stage rallies but I'd be hopeless on something like this and I was very impressed with Mike's abilities. Would we do it again? At times during the event (usually at night) the answer would have been no, but looking back on it there were a lot of really good bits so I think we'll settle for maybe.....

Paul Slingsby : Airedale & Pennine MCC



A teacher told her young class to ask their parents for a family story with a moral at the end of it and to return the next day to tell their stories.

In the classroom the next day, Joe told his story first, "My dad is a farmer and we have chickens. One day we were taking lots of eggs to market in a basket on the front seat of the truck when we hit a big bump in the road; the basket fell off the seat and all the eggs broke. The moral of the story is not to put all your eggs in one basket."

"Very good," said the teacher.

Next, Mary said, "We are farmers too. We had twenty eggs waiting to hatch, but when they did we only got ten chicks. The moral of this story is not to count your chickens before they're hatched."

"Excellent!" said the teacher again, very pleased with the responses so far.

Next, it was Barney's turn to tell his story: "My dad told me this story about my Aunt Karen ... Aunt Karen was a flight engineer in the war and her plane got hit. She had to bail out over enemy territory and all she had was a bottle of whiskey, a machine gun, and a machete."

"Go on," said the teacher, intrigued.

"Aunt Karen drank the whiskey on the way down to prepare herself; then she landed right in the middle of a hundred enemy soldiers.

She killed seventy of them with the machine gun until she ran out of bullets. Then she killed twenty more with the machete till the blade broke. And then she killed the last ten with her bare hands."

"Good heavens," said the horrified teacher. "What did your father say was the moral of that frightening story?"

"Stay away from Aunt Karen when she's drunk."

RALLY of THE TESTS

MINI man Steve Entwistle is celebrating this week after finishing a brilliant second overall on the RAC Rally of the Tests.

The Rishton driver had targeted a top five finish and a class win on the four-day event, acknowledged as one of the toughest historic rallies in Europe. And he did just that, clinching his class by over 10 minutes and finishing just seven seconds behind winners Paul Crosby and Andy Pullan in a Porsche 911.

Entwistle and navigator Ali Procter had been leading going into the last day, driving Paddy Hopkirk's famous Mini Cooper S, 6 EMO, but a frozen trip meter cost them vital seconds, handing the advantage to rivals Crosby and Pullan.

Despite finishing first and second 'on the road' Crosby and Entwistle weren't competing for overall awards, as only cars built before 1962 were eligible, but they fought a real 'David and Goliath' Mini versus Porsche battle of on-the-limit driving and precise navigation for the honour of being first car across the line.

"I'm very, very happy with the result. It would have been nice to win but Paul and Andy are the best historic crew out there, so to be beaten only by them is nothing to be ashamed of," said Entwistle.

"We had a fantastic time and full marks to Guy Woodcock and the team from HERO (Historic Endurance Rally Organisation) for putting on the best-ever RAC Rally of the Tests." A recreation of the old-style RAC Rallies from the 1950's, the format of driving tests and navigational exercises in historic cars attracts competitors from all over Europe and Scandinavia.

Starting out from Carden Park near Chester, 100 crews tackled 29 special tests, 21 regularities and two timed-to-the-second Time Control Sections on private land. Spanning almost 750 miles over four days, the route took in Cheshire, Derbyshire, Lancashire Cumbria and Northumberland.

The event is designed to test the driver's ability at outright speed on the special tests, which varied from racing circuits to military range roads, and the navigator's map skills with a series of intricate navigational instructions.

"It was an extremely intense four days. On the first full day we got in the car in Chester at 7.45am and apart from a 30-minute lunch break, didn't get out again until almost 10pm in Darlington. That's a long time in any car –let alone a little Mini!" And Entwistle was quick to pay tribute to the skill and determination of his Newcastle-based mapman Procter, who collected the coveted 'Clock Watchers' award for the best performance on regularities.

"Ali was on top form throughout the event. Calm and unflappable even under pressure, it was down his knowledge and quick-thinking that kept us in the rally when the trip meter froze," said Entwistle. "We were in the middle of Catterick army camp, navigating our way through a maze of roads and junctions when it went. Ordinarily, we would have quickly got lost, and with manned timing points almost every minute, picked up crippling time penalties. "But Ali knows his way around Catterick, and luckily we only dropped 18 seconds, which kept us in the running. We could very easily have been out of the rally full stop.

"We knew that it would be almost impossible to claw back the lost time, but we were determined to give it 110% right to the end and hope that Paul and Andy might make a mistake." And their 'never-say-die' performance earned the pair a standing ovation at the gala prizegiving ceremony at the Majestic Hotel, Harrogate, instigated by the overall winners John Abel and Martyn Taylor. "It was a nice touch by John and Martyn, and certainly appreciated by Ali and me," he added.

One of the first people to congratulate Entwistle and Procter on their achievement was the owner of 6 EMO, the legendary Paddy Hopkirk. "Paddy was very complimentary, which meant a lot. He was in Scotland on business so hadn't been able to get out and watch, but had kept up with the results on the HERO website," explained Steve.

"It was through Paddy's generosity that I was able to use 6 EMO, which is a fantastic car, and with the backing of Chris Harper and the team at Mini Sport of Padiham. I can't thank them enough.

"Now the dust has settled on what was a remarkable event, I feel there's some unfinished business in 2018!"

Overall classification:

1: Paul Crosby/Andy Pullan	(Porsche 911)	0:08:25.
2: Steve Entwistle/Ali Procter	(Morris Mini Cooper S)	0:08:32
3: Neil Wilson/Matthew Vokes	(Porsche 924)	0:10:52
4: John Abel/Martyn Taylor	(Alfa Romeo Guilina Sprint)	0:10:57
5: Charles Colton/Ryan Pickering	(Porsche 911)	0:12:17.



THE VINTAGE SPORTS-CAR CLUB **LAKELAND TRIAL**

11 November 2017

Lake District weather was perfect for VSCC Lakeland Trial.

Absolutely glorious weather in Cumbria greeted the 100 cars, their crews, marshals, organisers and spectators who made the annual pilgrimage to be a part of the VSCCs Lakeland Trial based in the village of Lorton at the Wheat-sheaf Inn as it has been for many years. At the end of the trial this quaint Lakeland Inn is truly bursting at the seams and would be a contender for the maximum number of people that it's possible to get into a bar as the mud- spattered cars and crews arrive to hand in their score cards amid all the usual banter one expects after a hard days trialling.

This unique event, the brainchild of VSCC stalwart Dick Smith, was running for the 49th time; it is undoubtedly both rough and tough because those are the conditions that are underfoot in this part of Cumbria. Slate, rock, mud and stout trees are all part of the natural hazards and naturally enough these conditions can break cars but every year this event is oversubscribed, this was again true in 2017.

This year there were some organisational innovations which made great sense and relieved the former problem of early morning congestion in Lorton. Cars now start either at the top of Honister Pass at the Drumhouse section with scrutineering taking place at the café there or alternatively at the visitors' centre on Whinlatter Pass where it too has brilliant facilities, good café, large car park, plenty of toilets and even a well stocked gift shop.

The start hill for each vehicle was issued with the final instructions and this start hill dictated at which venue cars had to be presented for scrutineering, the majority of entrants being scrutineered at Whinlatter as this is a central location for most of the sections although there were no sections at all in Whinlatter forest itself due to extensive harvesting operations.

Trees are grown as a crop just like potatoes, apples or tomatoes but the maturity of the crop before harvesting takes place is over a much longer time span however. When mature the trees need to be harvested and removed by large trucks before new ones can be planted, we rather tend to forget this of course.

Setting out the sections is done on Friday and enthusiastic volunteers who come from all over the country are then treated to a light lunch and a drink at the Wheatsheaf pub so it's a great social gathering where old friends can meet and relax.

An early start was required on Saturday morning especially for those starting up at Honister but those crews travelling past the lakes of Crummock and Buttermere towards Honister were able to enjoy the lakes and fells at their absolute best with many crews pulling up and taking photos of the mountains mirrored in the flat calm lakes, not a ripple at all on the surface of the water, these picture book conditions were captured on many of the competitors' cameras and smart phones.

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*Photo Courtesy
of Keith Thomas*



*Photo Courtesy
of Keith Thomas*



*Photo Courtesy
of Keith Thomas*



*Photo Courtesy
of Keith Thomas*

With no lunch break the trial allowed crews to keep moving from section to section throughout the day. Another innovation was hills closing at 3.30pm, this meant cars could get back to Lorton in daylight which is safer as the narrow roads are not ideal for cars with rather dim muddy lights because sheep like to lie in the road as they roam freely in this part of the world.

The event brings in a significant amount of additional business and revenue to the area, visitors whether competitors, organisers, marshals, press or spectators spend money locally, every hotel and guesthouse seemed to have a few trailers parked in their car parks as no trailers were allowed at Honister or Whinlatter visitor centre. Many people spend several days in the region, people such as Frazer Nash - BMW guru Mark Garfitt and his pals from Wales and southern England who even fit in fellwalking on Thursdays generally before dining out in local establishments.

One of the most famous sections not only in the Lake-land trial but one of the iconic ones in the trialling world is Routenbeck Rise, a very long section over a quarter of a mile long with no other way out apart from the start and the finish. On numerous occasions trials have ground to a halt here as recovery is so difficult if cars get stuck as winching is slow and laborious and the "sticking" points vary greatly depending on weather conditions.

This year about 15 members of the VSCC "young ones" were marshalling this section supervised by experienced members but their enthusiasm and efforts at pushing cars up that got stuck worked very well indeed and no long hold ups ensued. Those that couldn't be pushed out were helped up using a tow rope and a snatch block fastened to a tree, a Land Rover attached to pull on the rope then reversed down a forest clearing providing additional muscle power pulling the cars up the difficult part, this system worked very well.

In future due consideration should be given to lots of these younger members all pulling on a very long tow rope rather like a tug of war team because when pushing only a very limited number of pushers can find a strong enough place on a car to push and, during a wet day, pushers can get badly splattered with mud. There is also a danger of injury from flying stones coming from the spinning rear wheels. If the rope is long enough the number of "pullers" is only governed by the manpower available on the section. This is by far the fastest way and very quickly deployable to any part of the section that is causing cars to fail at. The "young ones" were particularly impressive with their use of long handled "chocks" to prevent cars rolling backwards, these were very worthwhile pieces of kit to have and the team should be very proud of themselves. The future of VSCC looks good in their hands I have to say.

This well-run event takes a lot of additional organisation as the terrain creates many problems including a need for additional radio cars to be stationed as relay stations, communications being very difficult due to the mountains. Mobile phone signals are virtually non-existent here however communication is now regarded as essential for safety and efficient running of the event.

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Photo Courtesy of Keith Thomas



Photo Courtesy of Keith Thomas



Photo Courtesy of Keith Thomas



Photo Courtesy of Keith Thomas

A radio HQ is set up behind the Wheatsheaf pub and the people manning this know exactly what's happening at all locations, this obviously entails significantly more manpower and more cost than a single venue event, but the format of this event is unique and it's the reason it is so oversubscribed year after year.

It's very difficult to report on individual performances on this event being so spread out however I took many photos so rather than try to explain how much people enjoyed the event just look at the faces of those individuals in the various pictures, I guarantee most will be submitting entries again for 2018. Results are available by going onto the VSCC website or possibly below if the mag. editor has any space.

Keith Thomas

The Northern Classic Trial **17th February 2018**

The Northern Classic Trial for cars and bikes has been organised by Fell Side Auto Club since 2000 and has gained The Association of Classic Trials Club's Trial of the Year award on two occasions. It has rapidly become an integral part of the ACTC's Championships for both disciplines and is the furthest north of all the daylong classic trials.

We work tirelessly, year on year to give our entrants from across the country an enjoyable and very competitive event and spend many hours in the lead up to every event on a variety of work such as cutting away overgrowing branches and filling holes in sections that have been eroded by water. Over the years, with a lot of help from our Forestry Commission contact, Paul Brown, we have discovered new ground within the forests of the North Lakes and it is here that the majority of the competition takes place. We have almost exhausted all possibilities of new sections within the forests and a programme of extensive thinning and foresting is making some traditional sections unavailable for some years. To make our competition challenging year on year we like to try and introduce new challenges wherever possible to our entrants.

We are searching out possible new sections for next year's trial which takes place on the 17th February. Are you a land owner, farmer or someone who has contacts with such people who may have a little used farm track, woodland access or haulage track or similar that could be used for around 4 to 5 hours on one day? Ideally it would be up hill, maybe rutted, muddy or rocky, slippery maybe or twisting. The area we are looking for sections in is roughly bounded by Wigton, Cockermouth, Lorton, Whinlatter, Braithwaite, Castle Inn, Ireby and Sandale although this is not set in stone by any means dependent on what we can find. We are able to travel anywhere to look at possible sites and it probably goes without saying that the competition is fully permitted and covered by event insurance by the MSA.

If you are able to assist please call me, Myke Pocock on 01228 530555 or 07985014446 or alternatively email me at mykepocock@yahoo.co.uk and I can chat to you.



Photo Courtesy of Keith Thomas

Photos below Courtesy of Songasport



DIRTY FINGERNAIL CLUB.

November was a busy month for many members of the Dirty Fingernail Club as various individuals were out at many of the major events that took place, for some strange reason most were on the same weekend.

The Lakeland Trial involved many of our people competing, marshalling or spectating, Andrew Wright did very well in the Austin 7 and won a second-class award, William Irving in the Alvis did well too and finished the event which is an achievement in itself but as yet I haven't had a chat with him so don't know how his day went.

Malcolm Mounsey was competing in the "RAC" or Roger Albert Clark rally as it's known now, this is one of the toughest events on the calendar with big stage mileages in the forests and of course being November its dark for much of the time so you are totally reliant on your spotlights to drive by and your service crews are working on the cars much of the time in the hours of darkness so they too rely on additional illumination in order to see what they are doing. Added to the generally cold, wet weather these conditions test out the resolve of even the most enthusiastic rally fanatic, it will be interesting to hear how the team got on. I have done the old RAC twice in 1974 and 1975, several of our guys have done it too and its additive just pitting yourself against the conditions and other crews and a tremendous feeling if you just finish the event. This year's entry fee started at £3250 but if you wanted any additional service crew packs, management car packs or other obviously essential items then the price just keeps on going up. With petrol, hotels, tyres and parts for the cars it is a big financial outlay for those taking part.

Charles Graves was competing in the **Rally of the Tests** in the **Jag XK150** but I don't know as yet how Charles got on either, hopefully we will hear from various people involved with the events

Next meeting is at a NEW VENUE this being the **WILD DUCK PUB in BRANTHWAITE, CA14 4SZ** on **Wednesday 13th December** as the golf club have Christmas functions on in all 3 rooms.

I was out on the Lakeland Trial with Alan Dawson who as most of you know is a world renowned, designer and architectural blacksmith whose fabulous creations in metal can be seen in shopping centres such as Bullring Birmingham, Blue Water Essex, Princess Square Glasgow and the Sultan of Brunei residence where the main gates are exquisitely formed like a peacock's tail. Other examples of his work will have been seen by many at Euro Disney in Paris where here too the main gates and railings are his from his pen and then his anvil, quite an achievement to wrest a design job from under the noses of the hugely patriotic French. Alan had a Morgan 3-wheeler many years ago and tells some fantastic tales about his adventures in this machine including overturning it just outside Cockermouth castle and being trapped under it. Ask him about it sometime. We visited several sections including Buttermere Old Road where we met a couple of our guys including Frank sitting on his shooting stick and John Harris who now lives in Kendal but may pop up and visit us on occasions. Then to Hobcarton and finally Wythop where we parked just above the Pheasant and climbed up the steep fell to Routenbeck Rise section. It was bloody steep, I imagine Everest is something like that! Every time I looked behind Alan was right behind me, finally when I thought my legs were going to crumble or my lungs burst I said to Alan "I'm going to have to stop for a rest I'm done for" to which he replied, thank god for that I thought you were really fit and I was just about to say I can't go any further without a rest! We came down a much easier way I have to say. It was a great day out in fantastic weather and a report on this is elsewhere in the magazine.

Keith Thomas.

A wife was complaining about her husband spending all his time at the pub, so one night he takes her along with him. "What'll you have?" He asks.

"Oh, I don't know. Same as you I suppose." She replies.

The husband orders a couple of straight whiskies and throws his down in one gulp. His wife watches him, takes a sip from her glass and immediately spits it out. "Yuck, it's horrible," she splutters. "I don't know how you can drink this stuff."

"Well, there you go," cries the husband. "And you think I'm out enjoying myself every night."



MSA Extra

THE MSA NEWSLETTER FOR BRITISH MOTOR SPORT

M-SPORT ADDS TO BRITISH GLORY WITH WRC TITLE



The M-Sport World Rally Team consolidated Britain's position at the pinnacle of world rallying by securing the FIA World Rally Championship for Manufacturers, Drivers and Co-Drivers on Dayinsure Wales Rally GB.

The team enjoyed what Matthew Wilson, son of founder Malcolm Wilson, described as, 'The best day in the history of M-Sport'. It included not only the Manufacturers title for the Cumbria-based team but also another crown for Sébastien Ogier and Julien Ingrassia.

"It really was the Triple Crown, and a very emotional day for all of us," said Malcolm Wilson. "We have a great team of people and their hard work has resulted in something truly amazing. We've been on the podium at every event and we're the only team to have had all three drivers secure a win this year. The Fiesta has proven itself to have the performance and the strength, and that is down to the tireless hours that every single member of the team has put into this incredible achievement."

Rob Jones, MSA Chief Executive, added: "For M-Sport to win the WRC Team's title is just awesome, especially as privateers. Congratulations to Malcolm Wilson and his entire team at Cockermouth – they have done UK motorsport proud."

"It really was the Triple Crown, and a very emotional day for all of us," said Malcolm Wilson. We have a great team of people"



EVANS AND BARRITT STAR IN 'PERFECT' DAYINSURE WALES RALLY GB

The 2017 Dayinsure Wales Rally GB was hailed as the 'perfect weekend' for UK rallying, with unprecedented crowds watching MSA Academy graduates Elfyn Evans and Daniel Barritt become the first home winners since Richard Burns and Robert Reid 17 years ago.

The historic result means that the UK now has two active WRC rally winners – last seen in 2003 with Burns and Colin McRae – in Evans and Northern Ireland's Kris Meeke, who won the previous round in Spain.

Evans, aged 28 from Dolgellau in north-west Wales, was hand-picked for the MSA Academy's Team UK programme in 2010 and graduated two years ago after reaching the WRC. His previous career highlights include winning the WRC Academy title in 2012 and the MSA British Rally Championship in 2016. Barritt (37) has also benefitted from the governing body's talent development programmes.

"Dayinsure Wales Rally GB 2017 will be remembered as one of the greatest weekends in the modern era of UK rallying," said Rob Jones, MSA Chief Executive. "As products of the MSA Academy, we're absolutely delighted for Elfyn and Dan; we never had any doubt that they would reach the pinnacle of the sport and we know just how hard they've both worked to get there. They're an inspiration to the next generation of British rally talent."

The new generation of World Rally Cars, the undecided title battle and the prospect of a British winner generated renewed interest in Dayinsure Wales Rally GB, which is run by the MSA's event organising subsidiary, International Motor Sports (IMS). An estimated 100,000 people visited the forest stages and the Deeside service park across the weekend, following a 30 per cent rise in pre-event ticket sales.

"We could not have dreamed of a more perfect weekend," said Ben Taylor, IMS Managing Director. "It was a wonderful showcase for Wales as a destination. We must thank the Welsh Government, our principal funding partner, for its long-standing enthusiasm and support, as well as all our other partners and sponsors."

Congratulations

“Lewis had already earned his place in F1 history but this fourth world title ensures that he will go down as the most successful British grand prix driver of all time. We are privileged to have witnessed such a remarkable career, from Lewis’s early days in cadet karting to this latest record-breaking feat at the pinnacle of motor racing” Rob Jones, MSA Chief Executive



Lewis Hamilton, F1 World Drivers' Champion 2017



**Callum Black and Elliott Edmondson
MSA Welsh Rally Champion 2017**



**Martin Gould & Simon Kerfoot
MSA British Cross Country Champion 2017**



**Nathan Heathcote
MSA British Rallycross Champion 2017**



**Jonny Greer & Kirsty Riddick
MSA British N.I Rally Champion 2017**

Technical

Updates, clarification and advice

VEHICLE PASSPORTS AND DAMAGED VEHICLES

Competitors are reminded that if their vehicle suffers serious structural damage to either the shell or the Roll Over Protection System (ROPS), the scrutineers will retain its Vehicle Passport and forward it to the MSA.

This procedure allows for the damage to be logged appropriately on the vehicle's record. The MSA will return the Vehicle Passport directly to the competitor, who will be advised that the vehicle will need to be inspected by an MSA-licensed scrutineer before it competes again. Inspection by a local scrutineer can be arranged, or the competitor can wait until pre-event scrutineering at their next event, having ensured that satisfactory repairs have been carried out.

The Vehicle Passport is for the vehicle as a whole and is not transferable with a change of bodyshell. If there is a change of bodyshell, the existing Vehicle Passport should be returned to the MSA for cancellation and an MSA Scrutineer will need to re-inspect the vehicle for a new Vehicle Passport.

MSA HISTORIC RALLY SPECIFICATION DEFINITION

The 2018 MSA regulations for Historic stage and road rallying have been amended to remove the requirement for a vehicle to have been registered within the relevant period. The period eligibility is now defined by the vehicle's period specification being correct.

For example, for a vehicle to be eligible in Category 4a (up to 31 Dec 1985) the regulation previously required the specific car to have been registered before 31 December 1985. However, a vehicle built and registered in 1986 or later is now eligible, providing that it is of identical specification to a car from the period and complies fully with the specification homologated within the period.



HELMET CAMERAS

Competitors are reminded that any modification to a helmet render it invalid, including the addition of cameras by any form of attachment (unless homologated). Modern cameras may be lightweight but helmet weight is critical; the lower the helmet's weight, the lower the risk of any neck injuries.

Attaching a camera to a helmet may also lead to a concentrated impact load in the event of an incident. Additionally, the rounded profile of a helmet helps to deflect any impacting object and a camera must not be allowed to interfere with this.

COCKPIT SAFETY

The MSA has received reports about potential hazards in vehicle cockpits, particularly in single-seater cars. These include concerns over sharp edges on exposed chassis members and bodywork around the cockpit, and exposed bolt threads etc. Scrutineers have been advised to check for any such hazards, therefore competitors are advised to rectify them in advance of their next event.

NON-LEAD ACID BATTERY MANUFACTURER REGISTRATION

In the recently published MSA regulation changes, there was notification of a new regulation covering the use of non-lead acid batteries as the main vehicle battery, Lithium Ion being the most common non-lead acid battery. The new regulation requires any non-lead acid battery pack to be from a manufacturer registered with the MSA. This registration includes a declaration that the batteries produced by this manufacturer conform to all relevant statutory standards and are suitable for motor sport use. For further details on the manufacturer registration and to request the registration forms, please contact the MSA Technical Department by emailing technical@msauk.org.

RENEW YOUR LICENCE ONLINE

The online renewal service for 2018 Competition Licences is now live at members.msauk.org.

Competitors can apply via the MSA website if:

They are aged 18 or over

They are applying for exactly the same licence grade(s) held in 2017

They do not require a Resting, or Stress-Related ECG and/or Medical

They are a British passport holder and therefore do not require authorisation from another ASN.

Anyone who has never renewed their licence online or does not have a member login will need to request login details through the website.

Those requiring assistance can contact the MSA Licensing Department directly on 01753 765 050.



MCCORMACK WINS ROGER ALBERT CLARK RALLY

Britain's longest special stage rally, the Roger Albert Clark Rally, made a triumphant return last weekend (10-13 November) after a break of three years and drew a fantastic response from competitors, service crews, marshals and spectators.

Marty McCormack and Barney Mitchell won after four days, 270 stage miles and 29 special stages in the forests of Wales, Northumberland and Scotland.

The Northern Irish crew battled hard with Jason Pritchard and Phil Clarke over the first two days and moved ahead when Pritchard was sidelined by a broken halfshaft. Once ahead, McCormack continued his stunning pace to win by 1m44s from fellow former winners Matthew Robinson and Sam Collis, while Roger Chilman and Bryan Thomas turned in a star performance for third. The concurrent Open Rally was won convincingly by the Ford Escort Mk2 of David Hutchinson and Jeff Garnett.

The incredible atmosphere of camaraderie and adventure made this a stand-out event of the season and each of the finishers was elated to complete the rally.



AUTOSPORT INTERNATIONAL DISCOUNT FOR MSA MEMBERS

The MSA has teamed up with Autosport International once again to offer members an exclusive £5 discount on tickets to the two trade days at Birmingham's NEC on 11-12 January.

To claim the discount, go to www.autosportinternational.com

and then follow the link to complete the registration form, inserting your MSA licence number when promoted. The offer is limited to one ticket per MSA licence holder; if purchasing multiple tickets, all licence numbers must be inserted.

The MSA will return to Autosport International with a stand in the usual location, just inside the main entrance. As always, staff from the governing body will be on hand throughout the event to handle queries on licensing, sporting, technical and other matters. More details will be confirmed in due course.



ESSEX RALLY SET TO BECOME FIRST TO USE NEW CLOSED-ROAD LAWS

A stage rally near Clacton-on-Sea is set to become the first event to run under new legislation facilitating closed-road motor sport in England, after the MSA granted an Event Organising Permit to Chelmsford Motor Club (CMC).

The Corbeau Seats Rally Tendring will take place on 22 April 2018. CMC confirmed that the rally will be based on the Western Esplanade in Clacton with the special stages spread across the Tendring peninsula. There will be three loops of five different stages, 15 stages altogether, totalling approximately 45 stage miles and 100 road 'link' miles.

Event Director Tony Clements said: "The special stages are a good mix of technical and challenging country lanes and we hope that a successful first running will allow the rally to grow in subsequent years. This is the beginning of a huge new chapter for motorsport and particularly rallying in the UK and I would personally like to thank everybody for their help and support."

Rob Jones, MSA Chief Executive, added: "The granting of this MSA Permit is a landmark moment for British motorsport; we campaigned long and hard to achieve closed-road legislation and now the first event is within sight. We have been working closely with Chelmsford Motor Club and will continue to do so, to help ensure that the local area benefits from a safe and successful event that paves the way for others to follow."

Independent research commissioned by the MSA and conducted by the Sport Research Institute at Sheffield Hallam University has shown that local communities across Britain could generate up to £40m of additional revenue by closing roads to host a limited number of motor sport events.

(see page 76)

Autosport International 11 - 12th January

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".

Duncan Littler

SpeedSports (Wales) Photography

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

Tel:01248 430015, Mob:07740 179619

e-mail: dunclitz@hotmail.com

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

Other useful links to Motorsport Training:



www.brmc.org.uk



www.volunteersinmotorsport.co.uk



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2018 Seminar Series for Club and Event Officials

The MSA would like to invite you to attend the 2018 Seminar Series for Club and Event Officials. These roles, typically Club Stewards, Secretaries of the Meeting, Unlicensed Clerks, Chief Marshals, Safety Officers and Safeguarding Officers are welcome to apply. There is no requirement for those that act solely as a licensed Official to attend the 2018 seminar series.

This invitation is for all MSA registered Clubs and Recognised Groups from all disciplines. Clubs may nominate up to 5 individuals to represent them at the seminar. Newcomers are especially welcome as these seminars provide an opportunity to gain and share relevant knowledge and information with other clubs from their region.

The day will be mainly workshop based, specifically aimed at exchanging views and information to support the running of successful events and championships ensuring your Clubs future. Each seminar will provide the opportunity work with Go Motorsport through the Regional Development Officer.

Running in parallel with the seminars this year will be the Safeguarding Training Workshop. Safeguarding Officers are invited to attend the morning's session as well as the Safeguarding Workshop in afternoon should they wish.

A mileage allowance will be payable at volunteer rate of 38p per mile for a maximum of a 100 miles each way. As always, car sharing is encouraged and if two or more people are sharing a car the maximum mileage allowance is extended to a total of 200 miles each way, including the extra mileage incurred in collecting any fellow attendees as passengers. Expenses claim forms will be available on the day for submission to the MSA after the training. Those needing to fly can claim up to the equivalent maximum mileage rate of £76 total. The MSA is unable to pay any accommodation costs, however the sessions have been scheduled to allow suitable travel time.

The seminars are likely to run between 10.00am and 4pm, however full details will be given closer to the event date. Final joining instructions will indicate lunch arrangements.

The dates and locations of the venues are as follows - please note that some venues have been reviewed as a result of feedback from previous years:

Day Date Location

- **Saturday 20th January 2018 South West; Exeter area**
- **Sunday 21st January 2018 South Wales; Newport area**
- **Saturday 27th January 2018 North; Northallerton area**
- **Saturday 10th February 2018 South East; Gatwick area**
- **Sunday 11th February 2018 Channel Islands; Jersey***
- **Sunday 18th February 2018 Northern Ireland**
- **Saturday 17th March 2018 North West; Haydock area**
- **Sunday 18th March 2018 Midlands/East; East Mids Airport area**
- **Sunday 25th March 2018 Scotland; Pitlochry area**

*For 2018 the Channel Island seminars are being delivered in Jersey. Representatives from Guernsey based clubs are invited to travel (costs will be covered as previously detailed).

For 2018, representatives from the Isle of Man are invited to travel to other seminars (costs will be covered as previously detailed).

Location maps for your selected venue will be sent out with the joining instructions

To nominate club representatives to attend a seminar in 2018 please click here to complete the online form. This is to be completed no later than one calendar month ahead of the date of the seminar you intend to attend. It is important that attendees do not turn up on the day without prior notification.

If you have any queries please contact the Training Team at training@msauk.org

Thank you for your continued support and assistance. On behalf of the MSA Training Team I look forward to meeting you again at the seminars.

Yours sincerely,

ALAN PAGE,

Training Executive

News from Lancashire Sport

We have some good news we would like to share with you!

Lancashire Sport Partnership has successfully been granted funding to create more new Satellite Clubs across Lancashire for the next 18 months.

Our new delivery model will be centred around:

- Helping young people **become active or build regular activity habits**
- **Targeting 14-19 year olds from the most deprived areas** across Lancashire
- **Targeting Females aged 14-19 from the most deprived areas** across Lancashire

Each satellite club will receive **up to £4,000 funding** to enable community based organisations:

Engage hard to reach groups of young people

Empower young people to shape their experiences

Create positive local role models as 'Youth Activators'

Improve employability skills through volunteering and access to training

If you would like to learn more about Satellite Clubs and how your group/organisation can access funding to engage young people in your local area, please contact Ronan McMahon

rmcmahon@lancashiresport.org.uk

01772 299830.

For more information about satellite clubs, please visit our webpage [https://](https://www.lancashiresport.org.uk/index.php?/projects/satellite-clubs)

www.lancashiresport.org.uk/index.php?/projects/satellite-clubs

Thanks

Ronan McMahon,
Club Link Maker, Satellite Clubs

Championship Standings

In Brief (top 5 only)
Updated 29th November

Road Rally : Provisional Final Results

O/A	Driver	Club	Points
1	Jon Bossen	Matlock	755
2	Mark Roberts	WBCC	741
3	Mark Lennox	Newtown	732
4	Chris Farrell	Clwyd	640
5	Steve King	WBCC	612

O/A	Navigator	Club	Points
1	Rob 'Chicken' Jones	Clwyd Vale	741
2	Ian Beamond	Newtown	732
4	Peredur Davies	C & A	716
3	Michael Gilbey	Aberystwyth	579
5	Sam Spencer	Malton	523

Stage Rally : Provisional Final Results

O/A	Driver	Club	Points
1	Eric Roberts	C&A	931
2	Gethin Jones	Harlech	903
3	Mark Kelly	G&OMC	852
4	Mike English	Wigan	787
5	Stephen Ellison	Warrington	713

O/A	Co-Driver	Club	Points
1	Sarah Edwards	Harlech	932
2	Stephen Landen	Warrington	918
3	Tomos Williams	C&A	903
4	Andy Baker	Bolton	852
5	Mark Carter	Warrington	771

Stage Rally (Forest) : Provisional Final Results

O/A	Driver	Club	Points
1	Ed Fossey	BTRDA	170
2	Carl Davies	WBCC	163
=3	David Perkins	Clwyd	135
=3	David Auden	Knutsford	135
5	Hugh Hunter	NWCC	120

O/A	Co-Driver	Club	Points
1	Rob Fagg	Manx AS	160
2	Chris Sharp-Simkiss	Blackpool	157
3	Richard Jones	WBCC	147
4	Ian Jones	NWCC	146
5	Christopher Row	Knutsford	124

Autotest : After R 13

O/A	Driver	Club	Points
1	Colin Morton	Knutsford	186
2	Dafydd Roberts	C&A	172
3	Duncan Wild	Knutsford	128
4	Dave Goodlad	Knutsford	119
5	Darren Jones	Rhyl	92

PCA : After R 22 (Rhyl : 12th Nov)

O/A	Driver	Club	Points
1	James Robinson	U17MC NW	153
2	Hazel Johnson	U17MC NW	76
3	Luke Girvin	MC NWU40	60
4	Sion Williams	Bala	39
5	Matthew Nicholls	Bolton	38

AutoSOLO : After R 11 Knutsford

O/A	Driver	Club	Points
1	Neil Jones	Bala	237
2	Andy Williams	U17MC NW	228
3	Stephen Mather	Bolton	220
4	James Williams	U17MC NW	199
5	Stephen Kennel	Clitheroe	183

Sprint : Provisional Final Results

O/A	Driver	Club	Points
1	Andy Larton	Longton	829.48
2	Nigel Fox	Liverpool	820.59
3	Nigel Trundle	G&PMC	818.56
4	Chris Boyd	Longton	814.32
5	Steve Wilson	Longton	804.00

Hillclimb : Provisional Final Results

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 : Provisional Final Results

O/A	Driver	Club	Points
1	Rupert North	A&PMMC	150
2	John Wadsworth	NWCC	135
3	John Turner	NWCC	121
4	Kevin Roberts	Bala	114
5	Sam Oddy	A&PMMC	113

ASSOCIATION OF NORTH-WESTERN CAR CLUBS - CHAMPIONSHIP calendar 2018

Please check website and organising club for any changes.

STAGE RALLY CHAMPIONSHIP

Feb 10	Jack Neal	Clitheroe & DMC
Mar 4	Roskirk	Blackpool South Shore MC
Mar 11	Tour of Epynt	Port Talbot MC
Mar 18	Lee Holland	Pendle DMC
Apr 1	Warcop Stages	N Humberside MC
Apr 8	Lookout Stages	Trackrod MC
Apr 15	SMC Stages	Stockport 061 MC
Apr 28	Horiba D'Isis	Quinton MC
Apr 29	Harlech Stages	Harlech & DMC
May 11/12	Manx National/Chris Kelly	Manx AS
May 13	John Overend	North Humberside MC
May 13	Cetus Stages	Wigan & DMC
May 27	Frank Williams Memorial	Rhyl & DMC
Jun 10	Keith Frecker Mem	Blackpool SSMC
Jul 1	Enville Stages	Warrington & DMC
Jul 22	Twyford Stages	Mid-Derbyshire MC
Aug 12	Gareth Hall Memorial	Bala & DMC
Aug 26	Mewa	Epynt MC
Aug 26	Pendragon	Kirkby Lonsdale MC
Sep 7/8	Promenade Stages	Walfsey MC
Sep 9	Vale of York	Lindholme MSC
Sep 23	Heroes Rally	Pendle DMC
Oct 7	Adgespeed Stages	Wigan & DMC
Oct 12/14	Mull Rally	Mull CC
Nov 2/3	Neil Howard	Bolton-le-Moors CC
Nov 9/10	Pokerstars Rally	Manx AS
Nov 18	Cadwell Stages	North Humberside MC
Nov 24	Hall Trophy	Clitheroe & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

NORTH WALES STAGE RALLY CHALLENGE

Mar 18	Lee Holland	Pendle DMC
Apr 15	SMC Stages	Stockport 061 MC
Apr 29	Harlech Stages	Harlech & DMC
May 27	Frank Williams Memorial	Rhyl & DMC
Jul 1	Enville Stages	Warrington & DMC
Aug 12	Gareth Hall Memorial	Bala & DMC
Nov 24/25	Glyn Memorial	Caerns & Anglesey MC

FOREST STAGE CHAMPIONSHIP

Feb 4	Riponian	Ripon MSC
Feb 17	Cambrian	North Wales CC
Mar 2/3	Haydn Minzy Forest	Manx AS
Mar 3	Malcolm Wilson	Kirkby Lonsdale MC
Mar 4	Mid-Wales Stages	Newtown & DAC
Mar 24	Rally North Wales	Wolv & S Staffs CC
May 12	Plains	Knutsford & DMC
Jun 23	Dunoon Presents Argyll Rally	Mull CC
Jul 14	Nicky Grist Stages	Quinton MC
Jul 8	Greystoke	West Cumbria MSC
Sep 1	Woodpecker 60 & Worcestershire MC	
Sep 28/29	Trackrod Yorkshire	Trackrod MC
Nov 10	Wydean	Forest of Dean MC

ROAD & NAVIGATION RALLY CHAMPIONSHIP

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Feb 24/25	John Robson	Hexham & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
Mar 24/25	Primrose Trophy	Clitheroe & DMC
Mar 31/1	Night Owl	Aberystwyth & DMC
Apr 14/15	Kick Rally Derbyshire	Matlock MC
Apr 21/22	Border 100	Welsh Border CC
Jun 9/10	Eagle Rally	Newtown & DAC
Jun 16/17	GP Memorial	Garstang & Preston MC
Jun 23/24	PK Memorial	Bala & DMC
Jul 28/29	Morecambe Rally	Morecambe CC
Aug 11/12	Barcod Rally	Barcod MC
Sep 8/9	Colman Tynes	Ilkley & DMC
Sep 15/16	Rali Môn	Caerns & Anglesey MC
Sep 22/23	Clitheronian	Clitheroe & DMC
Sep 29/30	Rali Bro Cader	Harlech & DMC
Oct 13/14	Winter Challenge	North Wales CC

Oct 27/28	Clithronian	Teifi Valley MC
Nov 3/4	Powys Lanes	Epynt MC
Nov 3/4	Dansport	Matlock MC
Nov 24/25	Farrington	Chwyd Vale MC

NORTH WALES ROAD RALLY CHALLENGE

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Feb 10/11	Rali Gogledd	Rhyl & DMC
Mar 17/18	Rali Llyn	Harlech & DMC
Apr 21/22	Border 100	Welsh Border CC
Jun 23/24	PK Memorial	Bala & DMC
Sep 15/16	Rali Môn	Caerns & Anglesey MC
Sep 29/30	Rali Bro Cader	Harlech & DMC
Nov 24/25	Farrington	Chwyd Vale MC

HISTORIC ROAD CHAMPIONSHIP

Feb 24/25	Hexham Historic	Hexham & DMC
Mar 3	Tour of Cheshire	Knutsford & DMC
Apr 15	Jubilee Classic	Ilkley & DMC
Aug 12	St Wilfrid's	Ripon MSC
Sep 1	Tour of Chwyd	Chwyd Vale MC
Oct 6	Devil's Own	Kirkby Lonsdale MC

TARGA CHALLENGE (sub to MSA approval)

May 12	061 Targa (CM)	Stockport 061 MC
May 20	Targa Rally	Caerns & Anglesey MC
Jun 24	Targa (CM)	Teifi Valley MC
Jul 7	Targa (CM)	Dovey Valley MC
Jul 15	Holrus Targa (CM)	Newtown & DAC
Jul 15	Northern Dales (NB)	Hexham & DMC
Jul 29	Targa Tracks (CM)	116 CC
Sep 8	Targa (NB)	Knutsford & DMC

AUTOTEST CHAMPIONSHIP

Jan 21	January Autotest	Caerns & Ang MC
Jan 28	New Year Autotest	Knutsford & DMC
Feb 18	Autotest	Accrington MSC/CSMA NW
Mar 11	Jon MacKenzie	Hagley & DLCC
Apr 1	April Fool Autotest	Rhyl & DMC
Apr 22	Firefly Autotest	Whitchurch MC
May 20	Autotest	CSMA NW
May 20	Granny Knot	Wolv'ton & South Staffs
Jun 10	Aberconwy	North Wales CC
Jun 24	Autotest	CSMA NW
Jul 1	Tim Sargeant	Knutsford & DMC
Jul 8	Nic Ayres Autotest	Alwoodley MC
Jul 15	Autotest	Rhyl & DMC
Jul 22	Autotest	Under 17 MC NW
Aug 5	Kennings	Caerns & Anglesey MC
Aug 19	Autotest	Under 17 MC NW
Nov 11	Autotest	Rhyl & DMC
Dec 2	Autotest	Accrington MSC

PROD'N CAR AUTOTEST CHAMPIONSHIP

Note some will be Clubman status

Jan 21	January PCA	Caerns & Ang MC
Jan 28	New Year PCA	Bala & DMC
Jan 28	New Year PCA	Knutsford & DMC
Feb 17	PCA	Under 17 MC NW
Feb 18	PCA	Accrington MSC/CSMA NW
Mar 4	Wern Ddu	Warrington & DMC
Apr 1	April Fool PCA	Rhyl & DMC
Apr 8	Easter PCA	Bala & DMC
Apr 15	Wern Ddu	Warrington & DMC
May 20	PCA	CSMA NW
May 20	Happy Landings PCA	Owen MC
May 26	Wern Ddu	Warrington & DMC
Jun 10	Aberconwy	North Wales CC
Jun 24	PCA	CSMA NW
Jul 15	Blew Moch PCA	Bala & DMC
Jul 15	PCA	Rhyl & DMC
Jul 29/22	PCA	Under 17 MC NW
Aug 18/19	PCA	Under 17 MC NW
Sep 15/16	Event City	Under 17 MC NW

Sep 16	Wern Ddu	Warrington & DMC
Oct 14	Bright Sparks PCA	Owen MC
Oct 14	Ranges PCA	Bala & DMC
Oct 21	Wern Ddu	Warrington & DMC
Nov 11	Production Car Autotest	Rhyl & DMC
Dec 1/2	PCA	Accrington MSC
Dec 2	Wern Ddu	Warrington & DMC

AUTOSOLO CHAMPIONSHIP

Jan 28	New Year Autosolo	Knutsford & DMC
Feb 17	Autosolo	Under 17 MC NW
Feb 18	Autosolo	Accrington MSC/CSMA NW
Apr 8	Preston Autosolo	Preston MC
May 19	Autosolo	Under 17 MC NW
May 20	Autosolo	CSMA NW
May 13	King Brothers	Ilkley & DMC
May 19	Autosolo	Wolv & South Staffs CC
Jun 10	Aberconwy	North Wales CC
Jun 24	Autosolo	CSMA NW
Jul 21/22	Autosolo	Under 17 MC NW
Aug 18/19	Autosolo	Under 17 MC NW
Oct 28	Preston Autosolo	Preston MC
Nov 4	Autosolo	Knutsford & DMC
Dec 1	Autosolo	Under 17 MC NW
Dec 2	Autosolo	Accrington MSC

CAR TRIALS CHAMPIONSHIP

Apr 8	Trial	Caerns & Anglesey MC
Apr 22	Ernest Owen Trial	Owen MC
May 26	Derwydd Trial	Bala & DMC
Jun 3	Rob Roberts Trial	Caerns & Ang MC
Jun 10	Wyre Forest	Kidderminster MCC
Jul 21	Cymru	North Wales CC
Jul 22	HCC Wales	Chwyd Vale MC
Jul 29	Fibrele Trophy	Ilkley & DMC
Sep 9	Gaby Mohr	Wolv & South Staffs CC
Sep 22	Disgarth Trial	Bala & DMC
Oct 7	Yorkshire Post	Ilkley & DMC

SPRINT CHAMPIONSHIP

Apr 7/8	Anglesey Sprint	Longton & DMC
Apr 22	Three Sisters	Longton & DMC
Apr 28	Aintree Spring Sprint	Liverpool MC
May 5/6	Anglesey Sprint	MGCC North-West
May 19/20	Blyton Sprint	Longton & DMC
May 28	Keith Pattison Blyton	Huddersfield MC
Jun 10	Graham Hill Sprint	Owen MC
Jun 3	Silverstone Sprint	MGCC North-West
Jun 17	Three Sisters	Longton & DMC
Jun 30	Aintree Summer Sprint	Liverpool MC
Aug 11/12	Blyton Sprint	Longton & DMC
Aug 12	Curborough	Mid-Cheshire MRC
Sep 1	Aintree Autumn Sprint	Liverpool MC
Sep 2	Three Sisters	Longton & DMC
Sep 8/9	Anglesey Sprint	MGCC North-West
Oct 6	Curborough	Hillclimb & Sprint Assoc
Oct 6	Anglesey Nat Sprint	Longton & DMC
Oct 7	Anglesey Int Sprint	Longton & DMC

HILLCLIMB CHAMPIONSHIP

Apr 14/15	Loton Hillclimb	Hagley & DLCC
May 20	Scammonden	MGCC North-West
Jun 9	Barbon Hillclimb	Liverpool MC
Jul 7	Barbon Hillclimb	Liverpool MC
Jul 22	Scammonden	Mid-Cheshire MRC
Aug 4/5	Loton Hillclimb	Hagley & DLCC
Aug 12	Scammonden	Pendle DMC

FULL CHAMPIONSHIP REGS ON WEBSITE

Events in **BOLD RED** have been notified to ANWCC.
Events in *ITALICS* are dates we are aware of from other sources - they still need to be registered with ANWCC.

ASSOCIATION OF NORTH-WESTERN CAR CLUBS

STAGE RALLY

Driver – Expert
Driver – Novice
Co-Driver – Expert
Co-Driver – Novice

NW STAGE CHALLENGE

Driver – Expert
Driver – Novice
Co-Driver – Expert
Co-Driver – Novice

FOREST RALLY

Driver – Expert
Driver – Novice
Co-Driver – Expert
Co-Driver – Novice

ROAD RALLY

Driver – Master
Driver – Expert
Driver – Semi
Driver – Novice
Driver – Beginner
Navigator – Master
Navigator – Expert
Navigator – Semi
Navigator – Novice
Navigator – Beginner

NW ROAD CHALLENGE

Driver – Master / Expert /
Semi / Novice / Beginner
(delete as appropriate)
Co-Driver – Master / Expert /
Semi / Novice / Beginner
(delete as appropriate)

HISTORIC ROAD

Driver – Expert
Driver – Novice
Navigator – Expert
Navigator – Novice

AUTOTEST

Driver – Expert
Driver – Novice

PROD CAR AUTOTEST

AUTOSOLO

Driver – Expert
Driver – Novice

TRIALS

Driver – Expert
Driver – Novice

SPRINTS

Driver – Expert
Driver – Novice

HILLCLIMBS

Driver – Expert
Driver – Novice

Please register me for the ANWCC Championships 2018

I have indicated my interests and class eligibility – SEE ALONGSIDE AND OVERLEAF. I agree to be bound by the ANWCC Championship Regulations – these are available on our website www.anwcc.org "Regulations" page, or copy available on request – tick here ☐ and copy will be sent.

Name	
Address	
BLOCK CAPITALS, PLEASE!	
County	
Post Code	
Tel No	
e-mail address	
Club(s)	<small>MAY BE MORE THAN ONE MUST BE ANWCC CLUB(S)</small>
MSA Licence No	
Occupation	
Date of Birth <small>Required for Statistics!</small>	<small>JUNIOR UNDER 25 SENIOR OVER 55 as at 1 JAN 2017</small>
Do you have access to the web, and willing to obtain Championship info from www.anwcc.org which will be updated regularly?	<p>YES / NO (delete as appropriate)</p> <p>if YES we thank you as this will keep costs down if NO you may be sent information periodically</p>

DATA PROTECTION ACT: Information will be held on computer to be used for ANWCC mailing purposes. If you do not wish your details to be logged in this way please tick the box noting that your details will not be issued to clubs for the purpose of issuing event regulations.

☐

Signature

Fees:

All Championships & Challenges	£18.00	
All Non-Rally Championships	£14.00	
North Wales Stage Rally Challenge	£2.00	
North Wales Road Rally Challenge	£2.00	
Contribution to Marshals Fund	£	
TOTAL ENCLOSED		

One Fee of £18 gives entry ALL the Championships!
(please include voluntary donation to the ANWCC Marshals Fund)
Ladies & Allrounders Championships are automatically included.

Please make cheques payable to "ANWCC" and send with completed form to Dave Thomas, 11 Maes Canol, Llandudno Junction, LL31 9UX ... or PAYMENT CAN BE MADE BY BACS (see over) and e-mail completed form

For official use only:

Rec'd..... Paid (F)..... (M)..... How

18/

See Notes on Page 71

REGISTRATIONS RECEIVED UP TO 7 DAYS AFTER AN EVENT WILL RECEIVE POINTS GAINED ON THAT EVENT

Forms can also be downloaded from our website.

Please print off the form overleaf, fill it in (legibly, please!) and send it with your cheque (payable to "ANWCC") to the Championship Co-Ordinator ...

Dave V Thomas,
11 Maes Canol,
Llandudno Junction,
LL31 9UX.

Or ... please fill in the form on your PC, save a copy then send it by e-mail to anwcc@talktalk.net ... payment can be made by Bank Transfer direct to the ANWCC account. Please give your name as a reference. The account details are as follows:

Account Name:	ANWCC
Sort Code:	09-01-27
Account No.:	38108424

When payment is confirmed you will be sent your Championship Registration pack.

The fee is £18 which will register you for ALL of our Championships – you do not have to claim points except as per ANWCC regulations!

If you are only contesting the Off-Road Championships (non-rally championships) the fee is £14.

Fee for the North Wales Rally Challenge is £2 per person per challenge – free if registering and paying for the full championships.

Under 17-year-olds may register for FREE.

We would appreciate donations to the ANWCC Marshals Fund – the money collected is used to fund a monthly draw amongst marshals who submit claims. The remaining balance is divided amongst the top 10 marshals in the ANWCC Marshals Championship at the end of the year.

NOTES:

[1] Competitors are reminded that they can claim a points score for events on which they officiate rather than compete – see Championship regulation 1.15.

[2] A Novice competitor is one who has not won more than one overall or class award in the role and discipline entered – National B or higher status events only.

Except for the Road Rally Championship and NW Road Rally Challenge where classification is as follows – Master – won a National B rally; Expert – finished in top 10 on a National B rally; Semi-Expert – finished in top 3 in class on National B rally; Novice – finished more than one National B rally; Beginner – not finished more than one National B rally

[3] Registration for the North Wales Stage and Road Rally Challenges are free if registering for the ANWCC Championships.

We wish you all success and look forward to seeing you out and about on the events.

Keep checking our website for up-to-date information

www.anwcc.org

Thank you for registering!

NB : There is a proposed new ANWCC Championship for 2018 (subject to msa approval) :

A TARGA CHALLENGE

Keep checking the ANWCC website (also see page 69 for proposed dates)

www.anwcc.org

DEPARTMENT OF USELESS INFORMATION

**Dave Thomas : The ANWCC Championship
Compiler compiles a vast range of
statistics each year.**

The 'Golden Years' of the late '80s when ANWCC had 459 competitors registered for its championships have perhaps gone.

In general the number of competitors registering for the ANWCC Championships from 1989 went into a slow and steady decline, however in 2004 we saw a resurgence of registered competitors and by 2006 had returned to 459 registered competitors for the various championships. (see note below)

In 2017 we saw a fall of 4.1% in Registered competitors compared to 2016. Navigators/Co-Drivers not registering being the biggest cause because Stage Rally Drivers were up 20.9%, Road Rally Driver were up 5.0% and Historic Drivers up by 33.3%.

The problem with statistics is how you interpret them. Marshals claiming points show a decline of 55.7%. I have marshalled on 18 events so far in 2017 and never claimed marshalling points on any of them, so I don't appear on the ANWCC marshals list despite there being a £25 prize draw each month. I will be certainly be claiming in 2018 (*I could do with the cash & with a fall in numbers my chances of winning have just doubled!*)

From the above you could be forgiven for thinking it's all 'Doom and Gloom', however, at grass roots level (PCAs etc) we have seen a rise of 33.3% in competitors and the really good news - a rise of 45.9% in competitors aged under 25. The other good news is a rise of some 51.1% of competitors contesting ANWCC championships for the very first time. So whilst we are a long way from the heady heights of the '80s the influx of youth is definitely an encouraging sign for the future.

N.B. The 2004 figures were inflated somewhat because ANWCC included all the Formula 1000 competitors that year, and the next.

Formula 1000 was a new club and so the MSA would not allow them to run a stage rally championship, which was the original intention of the Formula 1000 founders. It was DVT's suggestion that they formed a club in order to get a formal structure to the set-up. Because they were denied a permit for a championship until they had been in existence for two years the permit went in courtesy of DVT and the competitors were included within ANWCC.

After the two years the club was granted a permit in its own right, and the rest is history.

Such are the wonders of how the MSA works!!

**2017 AWARDS
PRESENTATION**
Saturday February 3rd
Tickets available from
Dave Thomas : anwcc@talktalk.net

TRACK DAYS

In the last few years there has been a massive growth in the use of race tracks and other venues for track days. In general, they have been a great asset to competitive motor sport by providing a way of getting onto the circuits for beginners and raising the profile of the venues.

More recently, some of the organising companies have added a competitive element to their offer by introducing timing to their events. Whilst these might look and feel like MSA approved speed events, they are not.

Potential competitors should be aware of the "Unauthorised Competitions" paragraph 28.1 of the MSA Year Book.

The events organised by MSA Clubs offer substantial benefits to competitors by providing a guaranteed level of safety, competence and accuracy.

When a competitor buys an MSA Speed Event Licence and "signs on" at an event they benefit from:

- Legal liability insurance cover
- Personal Accident insurance cover
- Car and clothing/helmet sign off as safe by the scrutineer
- The circuit being used has been inspected and approved by the MSA
- All officials and marshals are fully trained
- All marshal's posts are equipped with fire extinguishers
- All the rescue and ambulance vehicles in attendance are licenced by the MSA with trained crews.
- Timekeeping will be accurately carried out by MSA trained and approved staff
- Awards will be presented in accordance with the published supplementary regulations
- The MSA right of appeal rules are in place as listed in the MSA Year Book

The MSA Clubs will be promoting a wide range of sprints and hillclimbs in 2018. All competitors will be welcome at these events and they can compete in them knowing that a high level of competence and safety will be provided.

Chelmsford Motor Club

Corbeau Seats Rally

Sunday 22nd April 2018

Chelmsford Motor Club is proud to announce preliminary details of its first closed road stage event, the Corbeau Seats Rally Tendring & Clacton, which takes place on Sunday 22nd April 2018.

The club is pleased to welcome Corbeau Seats as the title sponsor of the rally, which will be the first to make use of new legislation facilitating closed-road motorsport in England.

Vic Lee, Managing Director of Corbeau Seats said, "We are very excited to be involved with such a pioneering project. Chelmsford Motor Club have achieved something very special and we are proud to be part of what we all hope will be the first of many closed road motorsport events. With Corbeau Seats being the first motorsport seat manufacturer in the world and still going strong, we hope that this event can enjoy the longevity and growth we have experienced over the last 55 years".

More than 3 years of behind the scenes work from a small but determined team has led to this point. Chelmsford Motor Club could not have got this far without the help of fellow rally experts from around the UK. Essex County Council, Tendring District Council and the Motor Sport Association (MSA) have all been pivotal to the progress.

Chelmsford Motor Club's Tony Clements, Event Director, said: "Not surprisingly, there have been many challenges! Following extensive local consultation, we have made a few changes to the route. The special stages are a good mix of technical and challenging country lanes and we hope that a successful first running will allow the rally to grow in subsequent years. This is the beginning of a huge new chapter for motorsport and particularly rallying in the UK and I would personally like to thank everybody for their help and support.

The rally will be based on the Western Esplanade in Clacton with the special stages spread across the Tendring peninsula. There will be three loops of five different stages, 15 stages altogether, totalling approximately 45 stage miles and 100 road 'link' miles.

As part of the authorisation process the MSA, governing body of UK motorsport, has issued an Event Organising Permit. A Motor Race Order application has subsequently been made to Essex County Council Highways Authority.

There is a lot of work ahead to ensure a safe and successful event and Chelmsford Motor Club will be relying on help from across the motor-sport and local communities to make it happen

North West Motorsport History

Local Historians are looking for help with a long term project to document the history of motorsport in the North West.

We are looking to borrow event programmes (or copies of them), in order to complete a highly detailed historical survey of North-West Motor Sport:

We are particularly looking for information relating to:-

Burtonwood Race Meeting;

Saturday 16th January 1954, run by Burtonwood Auto-Sport Club at U.S.A.F. Burtonwood.

Lancashire Automobile Club events:-

LAC Sprints at Oulton Park on:

04/09/1976, 20/09/1977, 02/09/1978, 18/08/1979, 16/08/1980 (or 14/09/1980), 21/08/1981, (or 22/08/1981), 13/08/1982, any events in 1983

LAC Sprints at Aintree on any dates.

LAC Sprints at Longridge on:

Dec 1972, April or May

1973, 17/06/1973, 08/07/73?, 30/09/73?, 09?/04/74, 04/06/74?, ??/09/74, 05/10/75, 26?/09/76, 09/10/77, 13/08/78?

Entry List, results, photographs, anything and everything wanted. Or maybe you have documents that confirm that the events actually took place on the dates that we are unsure about.

Can you help? We would appreciate the loan of any material or we will pay for photo-copying if you prefer.

Please contact:

**Graham R. Heath,
145 Norris Road,
Brooklands, Sale,
Cheshire M33 3GS.**

**Tel. 0161-969-9135 (H),
07787 372290 (M)**

or grahamrheath@tiscali.co.uk



**David Dudley
Motor Sport
Photography**

Email :

diddudley2003@yahoo.com

Pro-Rally.co.uk

1



Motorsports Photography and Journalism

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Sprints & Hillclimbs | Stock Cars | Off Road

Phil James

Motorsports Photographer & Journalist

07771 76 86 59 | 01772 69 00 34

phil@pro-rally.co.uk

@ProRallyPhoto



www.pro-rally.co.uk

Clitheroe & DMC Jack Neal Stages Rally

Blyton Park

10th February 2018

Regs : Early in the New Year

www.clitheroedmc.co.uk

**Primrose Trophy
Navigational Rally
March 24/25th 2018
Maps 97, 98 102 & 103**

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C&AMC JJ Brown Memorial Rally 9/10th December

The event will start and finish at Plas Menai Outdoor Centre and offers approximately 90 challenging miles on O.S. maps 115 (Snowdonia) and 123 (Lleyn Peninsula) for a fee of £90, which includes two breakfasts.

As this is a Clubman status event, both driver and navigator must be members of C&A Motor Club. Membership application forms can be downloaded from here: [Become A Member](#).

Members of the organising team may be contacted by email at jjbrownrally@gmail.com.

MARSHALS

As with all road rallies, having a sufficient number of marshals will make a vital contribution to the success of the J.J.Brown Memorial Rally. Each competitor will be required to provide a marshal, but we are also looking for volunteers from other enthusiasts as well. No previous experience is necessary.

**To book a place,
contact the Chief Marshal,**

Laura Jones on 07760 994575.

No calls to any rally officials after 9 pm please.

CLERK OF THE COURSE

Peredur Davies

07748 081300

jjbrownrally@gmail.com

DEPUTY CLERK OF THE COURSE

Alun Barnes

07867 487971

jjbrownrally@gmail.com

ENTRIES SECRETARY

Ifor Davies

07772 297043

jjbrownrally@gmail.com

CHIEF MARSHAL

Laura Jones

07760 994575

jjbrownrally@gmail.com

SECRETARY OF THE MEETING

Dafydd Edwards

01248 714165

REGS :

www.camconline.co.uk/

ADGESPEED

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2018 Scottish Rally Girls Calendar



supporting

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scotland**
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www.scottishrallygirls.co.uk



HIPPO
MOTOR GROUP

Grizedale
Stages Rally 2017

30th Anniversary



COVER PRICED
M
Access

Saturday 2nd December 2017
www.grizedalestages.co.uk
Furness District Motor Club Ltd

REGULATIONS
www.grizedalestages.co.uk

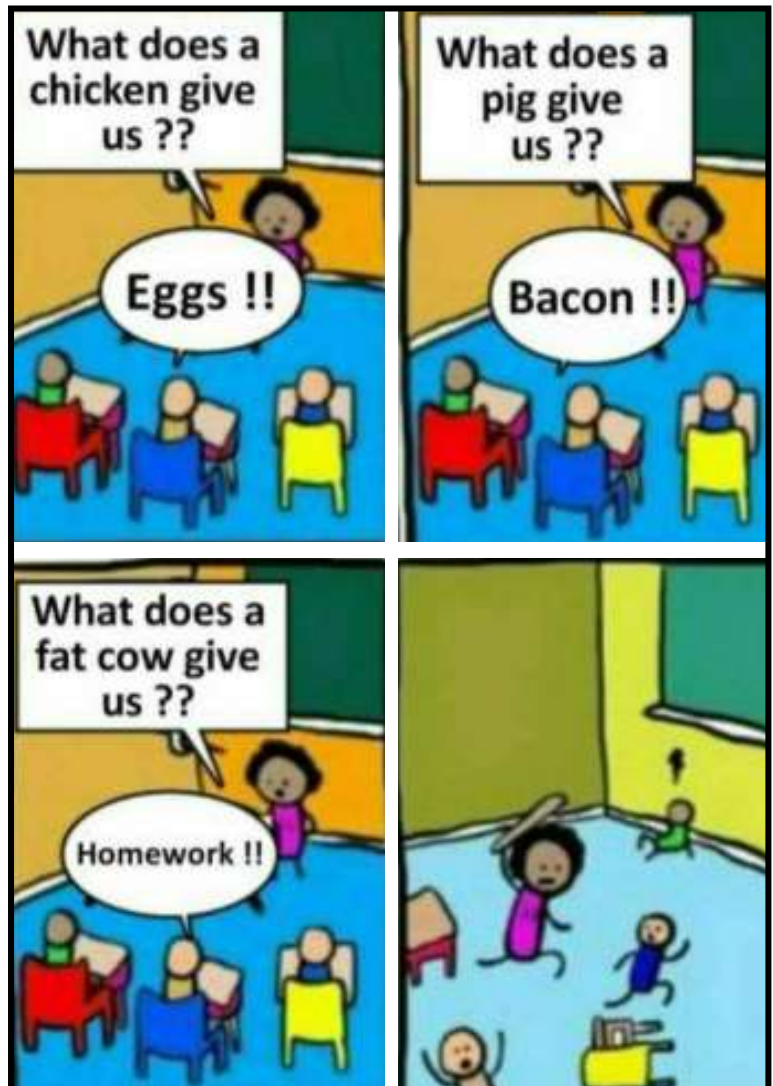
A Gorilla dies of old age at a zoo right before the zoo opens. It is the only gorilla at the zoo since they are not very profitable.

However, the gorilla is their most popular attraction by far, and they cannot afford to go a day without it. So the zoo owner asks one of his workers to wear a gorilla suit they have in storage for an extra £100 a day if he will go in the gorilla cage and pretend to be the gorilla until the zoo can afford a new one.

Quickly, the new "gorilla" becomes the most popular craze at the zoo. People from all over are coming to see the "Human-like" gorilla.

About a month in, the craze has started to wear off. So, to get peoples' attention back, he decides to climb over his enclosure and hang from the net ceiling above the lions den next to him. A large crowd of people gather watching the spectacle in awe and terror. Suddenly the man loses his grip and falls to the floor of the lion's den. The man starts screaming "HELP!! HELP!!!"

Suddenly a lion pounces him from behind and whispers in his ear, "Shut up right now or you're going to get us both fired."



Warrington
& District Motor Club



Wern Ddu Gravel PCA

Sunday 3rd December

Regs :

www.warringtondmc.co.uk

ACCRINGTON MSC

Autotest, AutoSOLO & PCA

**Saturday & Sunday
2nd & 3rd December**

J4, M65 Darwen Services

Final Round of SD34MSG

Non Race /Rally Championship

REGS : sd34msg.org.uk



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

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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
Lorraine Nixon	Dave Thomas

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Sue Carter of Carter Sport

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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 of the above credits,
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 AGM

**Wednesday
17th January 2018**

8-00pm,
**Poachers, Bamber Bridge
PR5 6BA**
Near Junction 29 of the M6.

ANCC

Monday 15th January

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 February 12th
AGM**

8.00pm

The Windmill

Just off M6 Junc 19

Chester Rd., Knutsford, WA16 0HW

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 January edition is**

Wednesday the 27th of December
which is due out on

Saturday the 30th December

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