



November spotlight

2017



DEVILS OWN RALLY

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Geoff Hall / Paul Bosdet : Photo Courtesy of Tony North

www.sd34msg.org.uk

Volume 8 : Issue 11 : November 2017 : Maurice Ellison

Chairman's Chat

For me October included trips to the Isle of Mull and North Wales (via Cheshire), one an enjoyable trip and one a little less so.

On the Isle of Mull were the two events, which replaced the cancelled Mull Rally, and I marshalled on the Targa Rally and did my usual radio job on the Rally Time Trial. Both events were well organised given the short time available to achieve them and all the competitors and I enjoyed them. For more on these see my article on pages 23 to 30, "Isle of Mull October 17".

In Cheshire/Wales it was of course the WRGB when I controlled the recce for the Cholmondeley Castle stage on the Wednesday then spent three days based in the North Wales Regional Centre acting as a link between stages, the NW Regional Manager and Rally HQ in Deeside. Needless to say I never saw a competing car but then again that's the usual case when controlling stages on the top of a mountain !! On a positive note, congratulations to Elfyn Evans & Daniel Barritt for winning the event, Sebastien Ogier & Julien Ingrassia for clinching the WRC Championship and, best of all, for M-Sport for taking the WRC Manufacturers title. On a negative note, sadly the event once again attracted some less savoury characters, those, spectators and even a media chap, hailing abuse or bottles at marshals or cars having had a few too many sherberts. As I said last year why don't they just stay away and don't ruin it for the vast majority of spectators who were well behaved.

"ISLE OF MULL OCTOBER 17"

The Beaton's Mull Targa Rally – Friday 13th October

The event took crews all around the island with a mixture of regularity sections interspersed with various tests and using both public roads and private land including some forest sections. It was good to see a 70 car entry list with a full mix of rally cars, historic and modern, to very basic family cars.

When Derek Bedson and I arrived to sign on on the Thursday afternoon we were told most places had been filled so we should go to Regularity Section 2 (RS2) in the morning and Regularity Section 4 (RS4) in the afternoon and help wherever the section commander suggested.

So on the Friday morning we arrived at the start of RS2 and due to a no show we were asked to man the finish of the section which we were happy to do. The section ran along a forest track which runs parallel to the Glen Aros Road but in most places it was fairly smooth and hard. Although we were well wrapped up against the weather it didn't actually rain apart for a very brief spell. It was good to do something different from our usual radio jobs as we got to talk to the crews and it soon became apparent that the vast majority of the crews were thoroughly enjoying the event, typically shown when they arrived at the controls with broad grins on their faces. Obviously some had struggled to master the regularity timing (don't ask me it's probably nearly 40 years since I did one) but that didn't seem to matter they were just having fun. One navigator said he had not had so much fun since he did road rallies back in the 80's.

After a bite of lunch we headed to Gribun Rocks for RS4 when again another no show resulted in us manning one of the intermediate controls right on the edge of the loch, a particularly windy spot but we still didn't get wet. As you would expect from a rally there were a few less cars this time but once again the crews were still enjoying the event. One significant thing on both the sections we marshalled was that many of the crews thanked us for marshalling and we even got a sweetie for our trouble from one driver. It's so good to hear this.

Beaton's Building Supplies Mornish Rally Time Trial – Saturday 14th October

The trial took place on a forest track from near Calgary to the Hill Road above Dervaig and included a 3.1 mile 'stage'. We were on Post 4, of 11, and for once had a reasonable view of part of the stage. Following a low speed recce run of the stage the 24 crews that started got 6 competitive runs through the stage apart from 2 crews who shared a car and each one missed a run or two due to the time for them to get round the public road back to the start. There were a couple of mechanical drop outs but there were no accidents.

After Run 4 there was a lunch break and the Safety and Sweeper Cars delivered a burger to everyone who signed on, a great gesture by the organisers and the venison burgers were very tasty.

Even after a couple of unforeseen delays the event finished by mid afternoon and again I believe everyone enjoyed the day.

It was obviously a huge disappointment when the Mull Rally was cancelled but Saltire Rally Club and Mull Car Club along with the Guardians of Mull Rally put on two great events enjoyed by crews and marshals alike and with much more sociable hours compared to the Mull Rally ! Well done to all those involved in making these events happen in the short time available. Understandably the island was much quieter than usual this year but the locals I spoke to were all glad that so many people still came to the island. Let's hope very soon that the report on the accident injury is published and with positive results such that it will be back to normal with the island buzzing with rally folk next year.

Best regards, **Les Fragle,**

Chairman/Secretary, SD(34) Motor Sport Group

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SD34MSG : Member Clubs & Contact Details

Accrington MSC

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

Airedale & Pennine MCC

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



Blackpool South Shore MC

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



Bolton-le-Moors MC

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



CSMA (NW)

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



Clitheroe & DMC

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



Garstang & Preston MC

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



High Moor MC

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



Hexham & DMC

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



Knowl Dale CC

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



Lightning MSC

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

Lancashire A.C.

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



Liverpool MC

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



Manx AS

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



Matlock MC

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



Mull CC

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



Pendle & DMC

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



Preston MC

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



U17MC-NW

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



Stockport061MC

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



Wallasey MC

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



Warrington & DMC

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



Wigan & DMC

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



2300 Club

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





MOTOR SPORT GROUP

Contacts

President	: Alan Shaw
U18 Championship	: shawalan555@gmail.com
Marshals Compiler	: 01282-602195
C.P.O.	
Chairman	: Les Fragle
Secretary	les.fragle@gmail.com 01995-672230
Vice Chairman	: Bill Wilmer
Radios	Approved MSA Radio Co-ordinator Gemini Communications 07973-830705 w.wilmer@btinternet.com
Treasurer	: Steve Butler
Road Rally	steven.butler9@btinternet.com
Website	www.sd34msg.org
Lancashire RLO	: Chris Woodcock
MSA Rallies Committee	pdschris@aol.com
Chairman ANCC	01254-681350
Sprint /Hillclimb	: Steve Price
	prstp739@aol.com
League Compiler	: Steve Lewis
Individual Compiler	slewisbb1@virginmedia.com
None Race/Rally	: Tracy Smith
	tracey.amsc@hotmail.com
Stage Rally	: Ian Bruce
	ibroadrally@gmail.com
Registrations	: Margaret Duckworth
	margaret.duckworth42@btinternet.com 01772-700823
Newsletter	: Maurice Ellison
	sd34news@gmail.com 07788-723721 01524-735488
North West RDO	: Steve Johnson
	steve.amsc@gmail.com 01254-392663 07718 051 882
Yorkshire RDO	: Heidi Woodcock
	h.woodcock@me.com 01254-681350



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
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Garstang & Preston MC
www.gpmc.co.uk

Website : www.nwstages.co.uk

Mark Wilkinson - secretary@nwstages.co.uk

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Steve Johnson

07718 051 882 steve.amsc@gmail.com

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

Maurice Ellison 07788-723721 sd34news@gmail.com

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Send to : Maurice Ellison

sd34news@gmail.com 07788-723721

2017 SD34MSG Inter-Club League

Division A		Position	
Club	Points	Div	O/A
Clitheroe & DMC	868	1	1
U17MC-NW	680	2	2
Garstang & Preston MC	623	3	3
Liverpool MC	455	4	4
Bolton-le-Moors CC	430	5	6
Preston MC	376	6	7
Blackpool South Shore MC	298	7	9
Stockport061 MC	204	8	14
Division B		Position	
Club	Points	Div	O/A
Warrington & DMC	449	14	5
Wigan & DMC	358	2	8
Accrington MSC	269	3	10
Airedale & Pennine MCC	257	4	11
Matlock MC	253	5	12
Wallasey MC	211	6	13
Pendle & DMC	176	7	15
Manx AS	118	8	17
Division C		Position	
Club	Points	Div	O/A
Knowl Dale CC	93	1	17
Hexham & DMC	67	2	18
Mull CC	64	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 25 th October 2017			

MARSHALS CHAMPIONSHIP

O/A	Marshal	Points	Club	Q
1	Amanda Baron	167	AMSC	Y
2	Maurice Ellison	160	CDMC	Y
= 3	Tracy Smith	147	AMSC	Y
= 3	Robert O'Brien	107	WaDMC	Y
= 3	William O'Brien	107	WaDMC	Y
6	Barry Wilkinson	101	PDMC	Y
7	Alan Shaw	99	PDMC	Y
= 8	Alexander Baron	77	AMSC	Y
= 8	Steve Smith	77	AMSC	Y
10	Jez Turner	70	CDMC	Y
11	Jim Livesey	67	U17MC	Y
12	John Harden	64	LivMC	Y
= 13	David Hunt	60	LivMC	Y
= 13	Steve Price	60	CDMC	Y
= 13	Les Fragle	60	G&PMC	Y
= 13	Les Eltringham	60	PDMC	Y
= 17	Geoff Main	57	LivMC	Y
= 17	Peter Wright	57	PDMC	Y
= 17	Sean Robertson	57	LivMC	Y
= 20	Bill Gray	47	LivMC	Y
= 20	Peter Wilkinson	47	PDMC	Y
= 20	Peter Schofield	47	PDMC	Y
= 23	Andy Fell	44	LivMC	Y
= 23	Steve Lewis	44	CDMC	Y
= 23	Andy Fell	44	LivMC	Y
= 26	Dave Barratt	40	AMSC	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	Victoria Swallow	40	PMC	Y
= 26	Terry May	40	PMC	Y
= 26	Colin Baines	40	PMC	Y
34	Phil Howarth	37	LivMC	Y
= 35	Andy Dewhurst	30	GPMC	Y
= 35	Jason Bleakley	30	GPMC	Y
= 35	Anthony Brindle	30	GPMC	Y
= 35	Ian Farnworth	30	GPMC	Y
= 35	Gavin Irvine	30	GPMC	Y
= 35	David Nolan	30	GPMC	Y
= 35	Kameron Anderson	30	PMC	Y
= 35	Ian Swallow	30	PMC	Y
= 35	Sam Coombes	30	PMC	Y
= 35	Toby Fisher	30	PDMC	Y
45	Kevin Jessop	27	LivMC	Y
= 46	Steve Kenyon	20	GPMC	Y
= 46	Robert Grimshaw	20	PMC	Y
= 46	Ryan Sweeting	20	PMC	Y
= 46	Kris Coombs	20	PMC	Y
= 46	Jonny Baines	20	PMC	Y
= 46	Louis Baines	20	PMC	Y
= 46	Lee Birkenhead	20	PMC	Y
= 46	Danny Cookson	20	PMC	Y
= 46	Christina Lang	20	PMC	Y
= 46	Richard Cooper	20	PMC	Y
= 46	Mark Livesey	20	PMC	Y
= 46	David Moss	20	PMC	Y

**Only Showing those Marshals
that have Qualified**

**57 marshals have Qualified
156 Marshals have scored points
Last Updated 24th October**

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

Following the unfortunate cancellation of the Dansport Rally, the Clitheronian has now become the final round of the 2017 SD34 Road Rally Championship adjusted to now only include 6 rounds to count (half plus one).

Stage Rally Championship

O/A	Driver	Class	Pts	Club	Q
1	Russell Starkie	C	186	CDMC	Y
5	Mark Kelly	C	142	G&PMC	Y
= 2	Peter Jackson	D	113	G&PMC	Y
= 2	Mike English	C	113	Wigan	Y
4	Phil Jennings	D	110	Warrington	Y
= 8	James Swallow		110	PMC	Y
10	Jack Ives	C	84	PMC	Y
= 6	Dave Riley	C/D	83	BSSMC	Y
= 6	John Darlington	D	83	Wigan	Y
= 8	Ric Wood		80	GPMC	Y
= 16	Ian Bruce	C	54	S061MC	Y
11	Mark Knight		53	G&PMC	Y
12	Simon Bowen	D	27	BSSMC	Y
13	Duncan Taylor	D	56	BSSMC	N
= 14	James Massey	D	53	CDMC	N
15	Steve Johnson	A	52	U17MC	N
= 16	Peter Sharples		27	PMC	N
= 18	Adrian Lloyd	D	26	Warrington	N
= 18	Gary Jakeman	B	26	High Moor	N

O/A	Co-Driver	Class	Pts	Club	Q
1	Phil Shaw	C	186	CDMC	Y
2	George Jennings	D	110	Warrington	Y
3	Darren Taylor		109	GPMC	Y
4	Andy Baker	C	138	G&PMC	Y
= 5	Chris Sharpe-Simkiss	D	57	BSSMC	Y
= 5	Garry Dillon	C/D	83	BSSMC	Y
7	Richard Robinson	D	55	BSSMC	Y
8	Bruce Lindsay		27	PDMC	Y
8	Pauline Merrills		27	S061MC	Y
7	Andy Robinson	D	27	BSSMC	Y
9	Stephen Grayson	D	56	BSSMC	N
= 10	Matt Broadbent	D	53	CDMC	N
= 10	Louis Baines		56	PMC	N
= 12	Steve Butler	A	52	CDMC	N
= 12	Liam Whiteley		52	PMC	N
= 14	John Darlington	C	27	Wigan	N
= 14	Adrian Lloyd	D	27	Warrington	N
= 14	Garry Hughes		27	BSSMC	N
= 14	Tony Vart	C	27	CDMC	N
= 14	Sasha Heriott		27	MatlockMC	N
= 19	James Swallow		26	PMC	N
= 19	Matthew Jakeman	B	26	HMMC	N

Last Updated 20th October Following Round 11

Wigan & DMC AdgeSpeed Stages

3rd October September

Best 8 Scores to Count

Non Race/Rally Championship

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

Last updated : Aug 20th (R17 Darwen)

Sprint & Hillclimb Championship

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

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

U18 Championship

O/A		pts	Club
1	Luke Girvin	67	U17MC
2	James Robinson	40	U17MC
3	Matthew Nicholls	34	BLMCC
4	Robert Cotton	20	CDMC
5	Amy Toft	19	A&P

Individual Championship

O/A	Competitor	pts	Q	Club
1	Andy Williams	101	Y	U17MC
2	Steve Johnson	90	Y	U17MC
3	Steve Kennel	65	Y	CDMC
4	Steve Lewis	53	Y	CDMC
= 5	Phil Shaw	52	Y	CDMC
= 5	Lauren Cook	52	Y	U17MC
7	Phil Jennings	50	Y	WaDMC
= 8	Russell Starkie	48	Y	CDMC
= 8	Rob Jones	48	Y	CDMC
10	Steve Butler	44	Y	CDMC
11	James Swallow	43	Y	PMC
12	George Jennings	40	Y	WaDMC
13	Louis Baines	38	Y	PMC
= 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
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

James Chaplin	53	G&PMC
Myles Gleave	50	G&PMC
Scott MacMahon	49	U17MC
Andy Baker	49	GPMC
Mark Kelly	49	GPMC
James Williams	47	U17MC
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
Mike English	37	WiDMC
Nigel Fox	37	CDMC
C.Sharp Simkiss	37	BSSMC
Hazel Johnson	36	U17MC
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 109 Competitors have scored points

Last updated 26th October 2017

2018 SD34MSG Under 18 Championship Registration Form

Name

Address

.....

.....

.....

Post Code e-mail

Tel No Home Mobile

SD34 Nominated Club (1 only)

Age on 1st January 2018 DOB

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

Signature Date

Please return the completed form to the championship compiler.

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

Alan Shaw

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

Tel : 01282602195 email : shawalan555@gmail.com

SD34MSG Under 18 Championship Regulations

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

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

Scoring

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

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

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

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

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

It must be stressed that an Under 18 Championship contender must notify the Championship compiler of their taking part in a particular eligible event. (This can be easily done by e-mail just stating which event and its date.)

The event organisers must supply a complete set of results and entry list with clubs entered under to the Under 18 compiler so that points can be awarded accordingly. These must be notified as soon as the results become available and no longer than three weeks after the date that the results become official.

Under 18 Championship Compiler:- Alan Shaw, 31 Appleby Drive, Barrowford, NELSON, Lancashire. BB9 6EX.

01282602195 shawalan555@gmail.com

2018 SD34 MSG CHAMPIONSHIP REGISTRATION FORM

www.sd34msg.org.uk

NAME;

ADDRESS;

.....

.....

POSTCODE;

HOME TEL. NO;

MOBILE NO;

E-MAIL ADDRESS;

SD34 NOMINATED CLUB (one club only)

Please register me for the SD34 Championships listed below;

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

SIGNATURE

DATE.....

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

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

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

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

Tel. No; 01772 700823

E-Mail; margaret.duckworth42@btinternet.com

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

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

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

CLASSES

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

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

Non Race /Non Rally

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

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

C = Saloon cars over 13ft long

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

D= Sports cars.

E= Specials.

F = Special Stage rally cars.

Sprint / Hillclimb

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

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

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

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

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

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

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

SD34MSG : 2017 Calendar

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

2017 Championship Rounds by Discipline at a Glance

SD34MSG Stage Rally Championship 2017

Date	Event	Organising Club
03+04 Nov	Neil Howard Stages	Bolton-le-Moors CC
10+11 Nov	Poker Stars Stages	Manx Auto Sport
25-Nov	The Hall Trophy	Clitheroe & DMC

SD34MSG Sprint & Hillclimb C/ship 2017

Date	Event	Organising Club
All Round Complete		

SD34MSG Road Rally Championship 2017

Date	Event	Organising Club
04/05 Nov	Dansport Road Rally	CANCELLED

SD34MSG None Race/Rally Championship

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

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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Registered Office :
33 Acresfield Road,
Middleton, Manchester. M24 2WT.
Office Tel No : 01706 - 629 - 896
E-Mail : gazzard.accts@btinternet.com



Thank You! From the Beatson's Mull Motorsport Weekend

On the 7th June this year we broke the bad news that the Beatson's Building Supplies Mull Rally 2017 would not take place. It was a pretty devastating time for the island, the Mull Rally Guardians and the Mull Car Club, as well as the huge network of supporters and competitors around the country.

We immediately sprang into action to generate ideas for replacement events that would still bring significant visitors to Mull on the weekend of 13th-14th-15th October. After quite extensive research and negotiations, helped by numerous suggestions and offers of help, it was agreed to create a weekend with three main events – the Mull Targa Rally, the Mornish Time Trial and the Motorsport Festival – supported by our loyal sponsors Beatson's Building Supplies.

While it's fair to say that putting on new events at short notice proved to be a substantial challenge, we are pleased to report that all three events were well supported by competitors, organisers/marshals and the businesses and residents of Mull. The competitor feedback has been good. The closed-public-road rally will always be the heart and soul of motorsport on Mull, and we never expected to replicate the level of visitors and buzz that the Mull Rally generates. But we hope you feel that the effort was worthwhile and these replacement events went some way to compensating for the cancelled "big rally". It's great to see local crews tackling something new in the Mull Targa Rally, maybe that's the start of something new?

As for the future, the timing of the return to the closed-public-roads is uncertain and out of our hands, we continue to lobby the Scottish Government and monitor developments elsewhere. In the meantime, we have contingency plans in case we need to wait another year. We have established the basis of a good replacement weekend that could be repeated or improved.

The Mull Rally Guardians would like to extend their thanks to every individual person, business and organisation who have supported the weekend - either financially, by providing goods and services, by contributing their time or tolerating the disturbance. There are too many to name everyone individually, but we would like to highlight the landowners who gave us access to their private roads. We are amazed that 95% of the off-road route is locally owned!



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

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 Saturday 25th November 2017

Woolton Golf Club, Doe Park,
Speke Road, Liverpool, L25 7TZ
7.30pm for 8.00pm

The evening will host an excellent three course dinner, and our after dinner speaker will be ex-TVR works driver, TVR race championship winner, Morgan enthusiast, racecraft instructor, lecturer in advanced driving techniques and LMC member Steve Cole, who will also present the main Championship awards.

Attendance will be by ticket only, costing just £10 per person, the evening being financially supported by Liverpool Motor Club.



SD34MSG 2017



AWARDS NIGHT

Friday 9th February 2018

Blackburn Rugby Club

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

7:30pm for 8:00pm

Pie & Peas Supper
Tickets £5 each

Hexham & DMC

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



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

November

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

Malton Forest Rally

Stage Set Up Crew Required for the Saturday

Marshals wanted for the Sunday

Contact Matt Broadbent : Stage Commander

Tuesday 7th November

AGM

What do you want for 2018 ? Have your say.

Tuesday 14th November

Committee Night

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

Tuesday 21st November

Scatter Rally (R3)

O/S Map 102 & 103

Waddington Club

1st Car Away 7:30pm

Tuesday 28th November

Year End Catch Up

. Your Year in Motorsport
Highlights & Disasters, Plans for 2018?

**Saturday & Sunday
24th & 25th November**

Hall Trophy Stages Rally

Stage Set Up Crew Required for the Saturday

Marshals wanted for the Sunday

Contact Chris Woodcock : Clerk of Course

Sunday 1st October

www.ribblefm.com/



YOUR VALLEY CONNECTION

**'Sunday Driver' with
Chris Woodcock**



On Sunday the 1st of October our Chairman was live on RibbleFMs 'Sunday Driver' Radio Show adding yet another accolade to the very long list. Now a Media Star !

Mark Stones (the shows presenter) is an ex Spring Hill Car Club member and in the opening section of the show kept calling Chris . . 'Dave'.

Chris (or should that now be Dave) told the 'millions' of RibbleFMs listeners all about what we do at Clitheroe & DMC

You can listen to the whole show via a podcast at :

<https://www.mixcloud.com/ribblefm/mark-stones-sunday-driver-with-rob-barber-and-steve-hodkinson-13th-aug-2017/>

Tuesday 3th October
Kevin Savage



Kevin has done an amazing number of events with just the one driver (Clive Sissons)..circa 400 with 35 in one season alone, and then a load of other drivers before moving into Classics and Historics. He has also thirty plus years as CoC on the Malcolm Wilson Rally . . . a fantastic career.

Clitheroe & District Motor Club



October Clubnights

Tuesday 10th October
And then All week

Mull Social Nights

MacDonald Arms, Tobermory

Unfortunately a Targa Rally & a Gravel Sprint got in the way of the Socialising



BLMCC Inter-Club Quiz

Thursday 12th October
Was CANCELLED

Clitheroe & DMC had entered 2 teams of 4 people (those poor soles who couldn't get to Mull for a variety of reasons) but other than BLMCC we were the only SD34MSG Club to confirm a Team entry.

So we must have won by default !

It has now been re-arranged for
Thursday 7th of December
8:00pm at Horwich RMI
Teams of 4 (see pg 17 if going)

NOVEMBER SCATTER : R3

Tuesday 21st November

Waddington Club
7:30pm Sign on
1st car Away 8:00pm
Maps 102 & 103

Christmas Party
19th December
See Heidi for more details

Tuesday 24th October

SCORES after

Round 2 of The

Winter Scatter Rally Series

Winter Scatter Rally Series Championship Table

Drivers			Navigators		
O/A	Competitor	Pts	O/A	Competitor	Pts
1	Dan Fox	53	1	Leah Brown	53
2	Dan Sedgwick	48	2	Matthew Hewlett	36
3	Maurice Ellison	43	3	Ben Holmes	31
4	Ben Mitton	37	4	Harris Halgate	30
5	Chris Hewlett	36	5	Sam Mitton	29
6	Stephen Holmes	31	6	Terry Martin	28
=7	Paul Pendleton	30	7	Samuel Shepherd	27
=7	Gareth Shepherd	30	=8	Sam Ambler	25
9	Stephen Hardy	29	=8	Paul Redford	25
10	Mark Johnson	28	10	Levi Nicholson	23
11	Catherine Redford	25	11	Jess Berry	23
12	Austin Berry	23	=12	Dave Irwen	20
13	Chris Collett	20	=12	Elliott Shaw	20
14	Tom Pilkington	17	=14	Calum Lambert	16
15	Matt Horn	16	=14	Ellis Pilkington	16
16	Tommi Meadows	14	16	Jonny Collett	14
17	Phil Shaw	12	17	Luke Howarth	14
18	Tom Eccles	9	18	Derek Lewin	12
19	Ed Speak	8	19	Matti Ali	9
20	Jonny Collett	6	20	David Speak	8
			21	Conner Murray	6
			22	Nicky Hart	1

Winter Scatter Rally Championship Series Dates

Round 3 : Tuesday 21st November
CoC Matt Broadbent

Round 4 : Tuesday 5th December
CoC Sam Ambler & Dan Sedgwick

Round 5 : Tuesday 16th January
CoC Tony Vart

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

Round 7 : Tuesday 20th March
CoC Terry Martin

Best 6 scores to Count

Clitheroe & District Motor Club



Tuesday 31st October

Mull Forum

Dave Calvert has done every Mull since its inception . . . So he was not going to miss this one. His Mk11 Escort, which had not run since last years event, was once again dragged out of retirement for the Gravel Sprint. Some Colways Tyres (1986 vintage or was it 1976) were dug out of the back of Daves Garage. Robin Nicholson volunteered to Navigate and a very enjoyable time was had by all.

Jonathon Mounsey entered the Targa with his navigator driving and Jonathon on the maps (a bucket was in the footwell in case Jonathon threw a Technicolour yawn). The car was horrendously slow. The Regularities were a nightmare. Loads of fun and some nice meals out but it still was not really 'Mull'. The car set on fire on one test. When they pulled the bonnet release the cable snapped. They eventually got the bonnet open and extinguished the fire but chopped out miles of wiring and continued to compete. Wished they had done the Gravel Sprint rather than the Targa.

Dan Sedgwick & Sam Ambler (the Dukes).

You know before they even open their months that despite everything that could go wrong (and probably did) that these two would get the most fun out of whatever event they do. This was the first Targa Rally for both of them. Regularities - not a clue. Tests - OK but some a bit rough. Enjoyable - without doubt



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=PLvHjtNrZs9AJRqs4XZbPzZss9x4Osr0zl>



WALLASEY MC

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

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

Wallasey Prom Rally

What an event, but thank god that's over!

This was my second year involved with the Prom, the first year I simply turned up to help Marshall, getting historically drenched on the second day!

Anyhow it was a hoot, so I promised to return the following year. I would say this is my first proper year in Wallasey, and I decided I would try and help out a bit more this year,

I attended a few Prom rally meetings, and was offered the job of assistant competitions secretary, not realizing what was involved.

It will just be chucking a few pens into a few bags I vaguely remember someone telling me.

As the months went on more meetings come and go, there were highs and lows, worry's and woes, I was amazed with the amount of planning that was going into the event, the whole team was fantastic and welcoming

The months continued to roll by and my man cave began to become more and more cluttered with boxes, each week I would return with a new box to my partners delight..... not. August drew to a close, that was it, it was packing day!

August, literally did draw to a close, after 12 hours of packing bags, my room had started to look more like it used to, until the ironing board buckled from all the paper work.

I arrived at Prom HQ for noon Friday and began unloading all my boxes and bags, the afternoon flew with officials collecting all there paper work, everyone again very welcoming. Day turned to night with the last bag handed across, I made my way onto stage to Marshall the night stages, that familiar sight of last year was even more spectacular this year knowing what had gone into the rally.

The last car went through and the stage was quickly cleared, home time. A few hours of sleep I returned to Marshall the Saturday, again more spectacular sights, what a achievement for the club.

The final car rolled through the stage that was it, what a day, all the planning had been a success I headed over to the sailing club to congratulate those competing, there was a big sigh of relief from everyone involved.

That was it I thought! Saying bye to Gary I was informed there was still lots to do, so I hung around to help out a bit, the prom soon returned to normality quickly.

The final bits of equipment were loaded into the vans ready to go back to the garage. That's it for another year, would I do it again? Without a shadow of a doubt!

Ben Donaldson



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

November 12th

January 7th

December 12th

February 11th

March 11th

10:00 am for 11:00 Start

Storm Ophelia blows Isle of Man
north to form land bridge to Scotland

BREAKING NEWS

**ISLE OF MAN BREAKS ANCHOR -
NOW STUCK OFF ARDS PENINSULA**



Gazzard Accounts Ltd

Office Tel No : 01706 - 629 - 896

E-Mail : gazzard.accts@btinternet.com

Matlock MC

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



DANSPORT RALLY

4/5th November

CANCELLED

Due to unexpected constraints the Organising Team have taken the decision to cancel this year's Dansport Rally. This has been a very difficult decision given the great amount of hard work by the Organising Team, the kind support from Local Authorities and Landowners and the excellent commitment from Competitors and Marshals.

Competitors will receive a 100% refund of all monies paid in respect of their entry, insurance and other fees.

I know this is a great disappointment for many of you but I trust you respect and understand the decision we have taken.

Gary Evans

Clerk of the Course

Garstang & Preston Motor Club



www.gpmc.org.uk

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



Karting Night 14th November

Prestige Karting Colne.

All welcome including non members.

£35

A View From The Tower

News from Blackpool South Shore Motor Club

by Phil James



There's hardly been any let-up for Blackpool South Shore Motor Club members in recent weeks as they continue to be at the heart of the rally action on both stage and test.

September closed with the Filey based Trackrod Forest Stages with much hanging on the young shoulders of Chris Sharpe-Simkiss and his even younger driver Ed Fossey. The rally was the final round of the BTRDA Rally Championship and featured five, timed to the tenth of a second, special stages in the North Yorkshire forests. Contesting the 1400 Championship alongside teenage driver Ed Fossey from Jersey in a Toyota Yaris, Sharpe-Simkiss started the rally knowing nothing less than a top three finish would suffice for them to win the title. To complicate matters, even that would not be enough if they were beaten by the Vauxhall Nova of closest rivals Dave and Toby Brick.

It wasn't looking good for Fossey and Sharpe-Simkiss when the Yaris developed brake issues through the opening Langdale and Staindale stages and saw the Bricks storm into the lead. The Vauxhall crew then increased their advantage through Gale Rigg and Cropton, leaving Dalby as the final stage of the rally and the eight-round championship. With less than twelve miles of competition remaining it looked ominous for the Toyota crew but their luck was in as the Vauxhall ground to a halt mid-stage. With the Bricks out of the rally, Fossey and Sharpe-Simkiss cruised to the 1400S Class rally win and with it the BTRDA 1400 Championship Title!

More title success for South Shore members quickly followed with John and Alex Stone being crowned as the 2017 Three Sisters Rally Challenge Champions. Their win on the Adgespeed Stages completed a clean sweep of victories in the three-round series having previously won both the Roskirk Stages and Cetus Stages in their Legend Fires Ford Fiesta S2500.

The rally, organised by the Wigan & District Motor Club, and based at the town's race circuit from which the championship takes its name, attracted competitors from England, Scotland, Ireland and Wales. More than fifty cars made the start for twelve timed to the second special stages and whilst the Stones headed the standings throughout, their rally was almost ruined when it had hardly begun.

It was shortly after starting the second stage that rising oil and water temperatures caused the car's management system to switch off its race mode, only allowing it to cruise round the two-mile test. Once back in service John and Alex could only look on as the Legend mechanics frantically searched out the root of the problem. Fortunately, chief mechanic Paul Megretton, another South Shore member, came up trumps and the car was restored to full running order in time for the start of the third stage.

The Stones then set fastest time on each of the following nine stages, only then easing off on the final test in the knowledge they couldn't be caught. For Alex, a Myerscough College student, it was his first championship win, a much-deserved accolade for his faultless performance in navigating his driver around the right course.

It was a good day in Wigan too for Chris Sharpe-Simkiss as he again proved his co-driving prowess in guiding Chris Ransley to a top ten finish. It was a result that earned the BMW M3 driver the Heart of England Rally Championship's driver title whilst Sharpe-Simkiss took the series' Class D Co-drivers title. Fresh from that success Sharpe-Simkiss then jetted off to Jersey to team up again with Ed Fossey for a crack at his local event, The Jersey Rally. This was a major departure from their previous BTRDA outings that were all gravel rallies as this was an all tarmac affair that included a number of night-time stages. The young crew took to the challenge like a duck to water finishing an impressive thirteenth overall, winning the awards for finishing third in Class A for good measure.

Quentin James and Tom Howe also made a sea crossing in search of their 'rally fix' as they headed over the Firth of Lorn in order to contest the Mull Targa Rally. Things didn't go quite to plan for the pair as on the first regularity the sump guard on their Citroen C2 GT took a battering forcing it up into the engine bay. This resulted in damage to the alternator, exhaust, exhaust heat shield and lower suspension mounts.

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



**Ed Fossey/Chris Sharpe Simkiss
Toyota Yaris (Trackrod Forest Rally)**



**John Stone/Alex Stone
Ford Fiesta S2500 (Adgespeed Stages)**

Continued on Page 18

Blackpool South Shore MC Continued from Page 17

The alternator damage forced the crew to limit the amount of electrical items that could be used at any one time causing severe restrictive use of headlights and wipers in order to keep the trip meter operative. Thereafter it was a case of nursing the car to the finish which they achieved in forty-fifth place, not the result they were looking for.

James said "The first regularity was ridiculously rough with the track littered with numerous exhausts, a sump guard and lots of car trim deposited by the cars running ahead of us. It ruined both our rally and the car! It's to be hoped the organisers address this situation if the event runs again in 2018. When you consider that standard unguarded road cars should be able to compete on such events that opening regularity was a joke!"

Two weeks on from his Wigan win John Stone was back in action, but this time with a different co-driver and in a far different location. The fast-flowing military roads of Northumberland's Otterburn ranges are a distant cry from the tight confines of Wigan's Three Sisters Race Circuit but Stone, on this occasion partnered by Tom Woodburn, was hoping for a similar outcome. Sadly it wasn't to be as overheating problems forced their retirement on SS5 whilst lying fifth overall.

South Shore's Matty Daniels also made the trek up to wilds of Northumberland to co drive Subara Impreza S11 WRC pilot Adrian Spencer and his day proved more successful. The pair finished a solid fifth overall in the ex-Prodrive Subaru World Rally Team car in which Petter Solberg and Phil Mills finished third on the 2005 Rally Argentina.

Warrington & DMC

WDMC meets at 20.00 every Tuesday at

THE ANTROBUS ARMS

on the A559 between
Warrington and Northwich.



www.warringtondmc.co.uk

Congratulations to Matthew Steadman for 1st overall on the scalextric stages well done . What a great night big thanks too Michael Spiers for organising the rally simulator looked great fun . A massive thanks to all who attended it was a great night at the new venue the Antrobus Golf club - 5 stars from me .

What should we do next suggestions please

Warrington and District Motor Club Scalextric night

17-10-2017

no	competitor	car	Car No	test 1	test 2	Pens	WT Pens	total time
1	Matt Steadman			0:00:59	0:01:03	0:01:01	0:00:00	0:03:03
2	John Boggs			0:01:02	0:01:03	0:00:59	0:00:00	0:03:04
3	Colin Cresswell			0:01:06	0:01:04	0:01:03	0:00:00	0:03:13
4	George Jennings			0:01:05	0:01:04	0:01:07	0:00:00	0:03:16
5	Ann McCormack			0:01:07	0:01:03	0:01:07	0:00:00	0:03:17
6	Steve Hague			0:01:07	0:01:07	0:01:10	0:00:00	0:03:24
7	Marc Hague			0:01:13	0:01:13	0:00:59	0:00:00	0:03:25
8	Alan Crossley			0:01:04	0:01:15	0:01:07	0:00:00	0:03:26
9	Mike Spiers			0:01:15	0:01:11	0:01:05	0:00:00	0:03:31
10	Steve Ellison			0:01:14	0:01:18	0:01:09	0:00:00	0:03:41
11	Steve Unsworth			0:01:27	0:01:27	0:01:12	0:00:00	0:04:06
12	Dale Dac			0:01:11	0:01:10	DNF	0:00:00	0:02:21



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. M/R 109 / 6111



BLMCC
Inter-Club Quiz
Thursday 12th October
Was CANCELLED

It clashed with Mull

It has now been re-arranged for
Thursday 7th of December

Horwich RMI, BL6 5NH

Teams of 4

8:00pm

Teams can enter by emailing

Jack Mather

bulldozer.123@hotmail.co.uk

2300 Club presents:

The John Easson Award 2017

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

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

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

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

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

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

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

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

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

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

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



Previous JEA winners:

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

2017: ? . . It could be you !

Further information : Email: allandurham@btconnect.com

Trackrod Rally Yorkshire

Dalby in the Dark

September saw a rare opportunity for me, the chance to compete on a local rally. It seems that whenever an event is on the door step I end up helping to organise it or marshalling but for this years Trackrod I would be putting my knowledge gained from years of trundling round the Yorkshire forests planning events and setting up stages, to good use. Steve Forster had put an appeal out on Facebook looking for an experienced navigator and I offered my services. He admitted that the car was only Pinto powered and having only competed in the forests a handful of times he wasn't going to be setting any records but a Mk2 Escort in the forest is always enjoyable and as the car was Historic we would also be doing the night stage in Dalby.

Pre event formalities were rather awkwardly located at Filey and once scrutineered and signed on we had fish and chips before heading to the ceremonial start. I am usually rather sceptical of these sorts of starts but the 40 or so cars all with spot lights fixed to the front, queued up on the road above the beach looked very impressive and there was a good sized crowd that seemed genuinely interested in what was going on. We had been seeded rather optimistically as car 60 so we asked to run nearer car 90 which the organisers were good enough to allow. Just before 7:30pm we were flagged off by the Mayor of Filey and headed across to Dalby.

The previous event Steve had competed on was the Galloway Hills and he had done the whole event with no intercom due to a problem with the navigator's helmet. To ensure we didn't have this problem again the first thing I had done when I met up with Steve was check my helmet worked, and it had, no problem at all. However come the start of this first stage we both plugged our helmets in and all we could hear was a high pitched screeching. I frantically tried to stop it but a very loose intercom plug on my end suggested to me a wire or wires were broken. With a bit of fiddling Steve was able to hear me but I couldn't hear anything, that would have to do. I clamped the wires tight under my belt in the hope they wouldn't move and I told Steve if he stopped being able to hear me to wave. From the line the stage started with 500 to 90R and low and behold at the first corner the intercom went out. I grabbed the wires and pushed them together and with thumbs up from Steve we were back in business. For the duration of the stage I then had to hold the wires together with my right hand, put the pacenotes on my lap and turn the page with my left hand.

Steve has only done a handful of events and has never competed in the dark so 12 miles through Dalby was a daunting prospect but we decided there would be no heroics, we would simply try to get through it. The stage started with a series of straights and 90's so it was easy to find our way and get into a bit of a rhythm. When we reached the quarry we could see the lights of Stuart Cariss catching us so we pulled over and let him past although he wasn't quite as close as he seemed, then set off after him until three corners later the water from a huge puddle covered his windscreen and he promptly drove up a bank. We nipped past and carried on into the darkness. Typically there was someone a long way off after Bells Brow and I made sure another name wasn't added to the long list of those that have been off at Mikkola's bend. Shortly after the woodyard we saw lights behind again and assumed it was Stuart Cariss back behind us. We pulled to the left just before a wide 2L/C and Dibsby in his immaculate BDA engined Mk2 flew past us as he sent it in fully committed, very impressive to watch. With a couple of miles to go we came across Bob Bean on his roof but with one car already stopped and the situation clearly under control we pressed on with Stuart Cariss now hot on our heels. We let him past, this time without incident, and chased him to the end of the stage. We were through in one piece and ready to tackle the bulk of the event in the daylight.



Photo Courtesy of Richard Denny



Saturday featured 45 miles over 5 stages with the historic crews now interseeded with the BTRDA event all using the same route. In my opinion this is a better way of running as the event is a lot less disjointed and marshals have to spend less time out on stage. It also meant that as each stage was only used once marshals were able to move between stages which must have made staffing much easier. The first stage was 11 miles in Langdale, a very good quality stage that is blindingly quick in places and one I know very well. We started on the eastern side of the forest, up one rig, down the next before cutting up towards the bottom of pear drop, down the Birch Hall, up to the double junction, round pear drop, across to the top of the airstrip then via the fire tower to finish at the junction onto the airstrip. In the first two miles we passed two crews already out with mechanical woes and we headed east across the forest and onto the wider faster sections. Knowing the stage worked well as I was able to advise Steve where to cut and where to keep out as it was likely to be rutted as well as telling him where plenty of speed could be carried through the fast sections. We were going well with Steve started to commit more and more and not being afraid to let the car slide around. As we departed the double junction for the second time Steve caught site of Stuart Cariss in the rear view mirror but knowing the edges of the road on this section of stage were particularly soft I told him to keep going until the road widened. As we let Stuart past we caught site of the Fiesta that had set off a minute ahead of us and we both proceeded to catch and pass him. At the end of the stage Steve was happy with how things had gone and we headed to SS3 Staindale. Again I knew the stage well and made sure we weren't caught out on any of the unseen bends, particularly those where people were enthusiastically waving us on. Other than catching site of a "full moon" whilst passing the junction Bevan Blacker was spectating on the stage passed without incident then it was into service. All that was needed was a quick look round and a splash of fuel then it was off to the two stages I was looking forward to most, Gale Rigg and Cropton.

On the way to Gale Rigg I had seen from Facebook that Matthew Robinson and Sam Collis has put the immaculate Fiat into the ditch on the outside of the 90L after Lone Tree Bend so knew that was one to watch then at the start we were given a warning about a very bad rut on the down hill approach to the sheep field. With these in mind we had another good clean run although when we passed Mark Simpson and Julian Floyd the miserable buggers didn't even wave back. It turns out they were preoccupied with Tommi Graham who was reeling us in at a rate of knots in his Evo 8, needless to say we let him past half a mile before the finish. We crossed the road into Cropton to tackle 8 miles of quality forest that I know like the back of my hand. Starting in the north eastern corner we headed south to High Muffles, across to Milk Tanker where I responded in kind to the single finger Tom had raised from his spectating vantage point, down to the ever rough hairpin, across to Keldy Cabins and back up to High Muffles. The pace again seemed good but as we headed south into the more technical section towards Spiers House Steve seemed to be struggling with the steering, particularly in the chicanes (and there were a lot of them) but he pressed on regardless. We stayed firmly on the road on the now infamous fresh air left hander just before Spiers House then via the short tarmac stretch onto the blinding quick straight. I told Steve to get his foot pinned to the floor, it's flat over all the crests until the chicane and he obviously trusted me as he didn't lift. Heading back towards the bottom side of Spiers House and on to the finish Steve was really battling with the steering but we made the finish line before a run back to Adderstone for the final service.

Once at service we found what we thought was the cause of the steering issue, a worn bush in the Track Control Arm meant there was a lot of play but the nut was tight and it didn't seem like it could come out. The tracking was also a long way out so we tracked it up on sight as best we could and headed into Dalby for the final stage. This was a repeat of the previous night's stage but by this point over 200 cars had traversed the stage so it had become incredibly rutted in places. Sadly after just a few miles it became apparent our best efforts to sort the steering issues hadn't really worked so I told Steve the best thing he could do was aim for the ruts and let them guide the car round the corners. We battled through and eventually made the finish with the front wheels at 45 degrees to the car. We limped back to Filey relieved to finish at all so were very pleased to end the day 3rd in Class, it's just a shame the awards were a rather pathetic pen with "Award Winner" printed on them. It had been an enjoyable rally and Steve had driven well, improving all the time until the steering issues hampered us but he carried on regardless when many drivers would have given up.

Trackrod Rally Yorkshire

It's been a tough week!

After such a tough year developing the new car I was really excited to drive on the classic stages at Trackrod Rally Yorkshire. I felt a good rhythm from the start of stage one but sadly that didn't last long.

Less than half way into the stage the gearbox was playing up and we were losing gears. After limping through stage 2 to service we had no choice but to retire.

On inspection we have found that the gearbox has pretty much destroyed itself with nothing really salvageable. Not what we wanted from a supposedly 'heavy duty' gear kit that hasn't even done 100 stage miles. Not much I can really do really now though apart from keep smiling, and get saving up for a more reliable alternative.

Despite this year being very challenging, I am taking away the positives. What a great championship the BTRDA Rally series is and how lucky I am to have been able to drive on these events at just 17 years old.

Thank you to all my sponsors/supporters this season, without your help it would not be possible to do these events.

We will be back!

Tommi Meadows : Clitheroe & DMC



Trackrod Rally Yorkshire

After a mostly successful season so far in the BTRDA championship myself and Dave Perkins headed to North Yorkshire for the final round in high hopes of a good finish to the season. Heading into the event Dave lay 2nd in rallyfirst drivers standing with myself 3rd in the co-drivers with a slim but mathematical chance of the title. As well as the BTRDA we were also trying for points in the English championship and ANWCC forest with potential good results still available in both. With all this in mind we decided to take it easy during the day to make sure we finished.

The event didn't get off to the best of start with an even slower than intended run through the first stage which we put down to just not being properly awake. The second stage went much better with us actually getting up to a decent speed. Despite the slow start on the first stage we headed to first service 3rd in rally first, not to bad but not quite good enough to help improve our championship position.

The 3rd stage didn't exactly get off the best of start's as before we even started Dave lost all sound through his helmet meaning we had to swap for the stage, not the end of the world, but an unwelcomed distraction non the less. Despite this we set 2nd quickest rally first time which upped the confidence a bit. For the forth stage we managed to get the intercom back in both helmet's so swapped back meaning we could have a good run.

For the last stage we decided as it was long enough to take the time too second in rallyfirst and was the last stage of the year for Dave we'd go out have a bit of a push and most of all enjoy it..... And despite it being quite cut up towards the end it was mission accomplished we managed to take 48 seconds out of the car ahead to jump up to second and 10 places overall in the process. This meant we finished the event 59th and 2nd RF giving us a good championship point haul.

All of this meant we both ended up second in the overall rally first championship with myself junior champion which we were both over the moon with. We were both also able to secure 2nd in class in the English championship and with 1 round to go I currently lie 2nd junior and 1st novice in the ANWCC forest. Overall its been a fantastic season with us achieving far more than we thought possible just a shame its now at an end. There was no rest for myself however as it was now time to prepare for the Adgespeed stages the weekend after.....

Jordan Joines : Wallesey MC



photos courtesy of Carl Leavold



MULL TARGA RALLY

Spirit of 88

So with the unfortunate news and confirmed cancellation of the Mull Rally at which we usually spectate and use as a holiday, myself (Sam Ambler) navigator and driver (Dan Sedgwick) decided to show our continued support and compete in the Mull Targa. Should be fun you say ? Well this is how it went ...

Obviously Mull wouldn't be Mull for us without some laughs and giggles and so the night before we set off on the journey driving Dans road rally car all the way ! A few hours later we arrived driving through torrential down-pours and gale force winds to reach the ferry. It was soon the crossing in the morning where I awoke to the news that Dan instead of getting some much needed rest sat up telling stories of rallying , sharing a jar or two and smoking the odd rolly or two. Ah well who needs sleep anyway ... We arrived on the island early Thursday in readiness for noise etc and on to the rally Friday. Luckily this year a friend Tony vart gave us his accommodation which he had pre booked but after the news was unable to use. This was to become a large challenge for us as the five star accommodation , double beds , use of amenities and general nice people were a strange change after usual stay in "hotel de Peugeot 106".

Early start Friday and with final checks done (kick of the tyre etc) we were off making our way to the start , seeded car 50. Now for a minute set the scene , we have done a few road rallies , I can direct and read a map , Seddy is a good hand at the wheel but !, neither of us have the slightest clue about targa rallies and regularity timing , how hard can it be ?

Anyway we were off into our first test and it all went surprisingly swimmingly , out of test one with a smile and so forth we went until regularity , "now Dan , what you wanna do?" I say . "don't worry mate , we'll sort this , steady away well just blag it " he says, so that was the order of the day!

What a day we had , ok we were never going to threaten the leaders and to be honest getting anywhere near wasn't a real target but what a laugh , from start to finish we had a laugh and we didn't even know what we were doing ! A few slips and slides and a bite to eat and it was all nearly done for the day . On the second to last test though we were moving pretty fast when the spare wheels and buzz gun came loose , the noise was the alarms , soon to the finish. Dan says "ill sort that" , as he opens his door it falls off hanging on by one bolt , "your gunna have to sort job here Sam " "great , no trouble " . Quick buzz gun check , wheels check and door pushed back on the best we can check. The joys of rallying something French. One more test followed were we waved and beeped all the spectators for their support. One brilliant and memorable day in Motorsport.

A shower was in order in readiness for some tales and drinks at the amazing little pubs on mull. The drinks flowed and the tales of friendly competitions and famous mull stories were thrown around . Another year gone but one things for certain we will be back ! Let's hope the rally is replenished !

Thanks , Sam and Dan (the Dukes)



Photos Courtesy of Paul Whitelock
www.motorsportmugs.co.uk

Sam Ambler / Dan Sedgwick : Clitheroe & DMC

MULL TARGA RALLY

Spirit of 88

Like many other I was devastated when it was announced that the Mull Rally could not run in a closed road format for 2017 but I vowed to support whatever else they organised as an alternative. When a Targa Rally was announced Tom and I planned to enter our Corsa but problems with a new ECU and Tom's wedding meant we simply ran out of time to get the car ready. I therefore had to hunt out another driver and quickly convinced Andrew Johnson to take his Lancia Fulvia. My dad navigated for Andrew between 1979 and 1991 including 6 times on Mull, so I had grown up on stories of Andrew's driving, and in particular their exploits on Mull, so getting the chance to compete with Andrew on Mull was a childhood ambition come true.

Andrew was competing on the Devils Own the week before Mull and thankfully finished with nothing more major than a loose engine mount to sort before heading North to Mull.

The Targa was being held on the Friday of the "Motorsport Weekend" with a gravel time trial on the Saturday followed by awards and an after rally party on Saturday night. Seeding was done rather unusually by class, then previous results. Essentially with the exception of Andy Davies and Max Freeman at car 1 it was Historics first, then modern cars. We started at 4 behind Davies/Freeman, king of the northern Targa's Andy Beaumont/Andy Fish and John Bertram/Bob Hargreaves. From Victoria Street at the top of Tobermory we headed to Test 1 at Tobermory campsite and arrived behind Car 2. Some claim I wrong slotted in Tobermory (a wrong slot on the run out has become my trade mark), but the truth is that knowing where the first test venue was I didn't bother plotting the exact route. This test was a good opener and had drawn a strong crowd. Using the gravel roads of the campsite it was 90R over a bridge, two hairpins round some tree's, through the campsite and over another bridge before another hairpin to finish. Andrew doesn't hang about in the little 1300cc Lancia and made light work of the hairpins thanks to a good handbrake and we set a time just a few seconds slower than Beaumont/Fish. Next it was up to Glengorm Castle for a regularity over the private roads that lead back down to mid way along the Mishnish Lochs. Starting at 25mph and on private land I told Andrew to get his foot down off the line. Despite the roughness Andrew was soon up to speed and matching the 25mph average but I was a little thrown to see Car 1 trundling along ahead of us. I double checked we hadn't missed a loop and decided they must have had a mechanical problem. They let us past and we continued to the first IRTC then over the roughest section of the Reg, through two fords and onto the finish. Total dropped, 11s, not a bad start.

Through Dervaig and on towards Calgary test 2 and 3 were on the Mornish Haul Road, the section of new forest road that would be used for Saturday's time trial. With bogey times over 3 minutes for each test these were clearly going to be proper tests. The drawings didn't give massive detail, only the tighter corners but it was easy to see where the road went and with only a couple of 360's thrown in it was virtually a flat out blast which allowed Andrew to really show his prowess behind the wheel. We did have one moment towards the end of test 2 when we arrived at a downhill hairpin left a bit too fast and ended up backwards down the road. Luckily we avoided the ditches and were soon on our way. It is fair to say of all the special tests I have done on Targa or Road Rallies these two were the best. From the end of test 3 we crossed the Hill Road into another section of forest for Regularity 2. As it was all on private land in theory the controls could have been any distance apart so quick departures from controls were needed in case controls were placed close together. In reality there were long distances between all controls and straightforward speed changes meant we dropped just 13s over three controls. After a quick wrong slot on the Glen Road (haphazard drawing by me being the culprit, my knowledge of the island meant I soon realised we were heading the wrong way though) it was down to Salen Pier for a test on an old coal yard that had been converted into a caravan site. This test had two reversing manoeuvres but the Fulvia's good rear visibility and lack of roll cage helped as we set 10th fastest time.



Continued on Page 25

Mull Targa Rally

Continued from Page 24

Test 5 must have been a unique test amongst Targa rallies as it's the only one I've ever seen on a floating platform. It was a simple enough test, 360 round a cone, loop round a large log pile where Andrew got the FWD Lancia indecently sideways, through a gate, hairpin right then dash back across the platform to the finish. Here we matched John Bertram who was now back in front of us so we were happy the time must be fairly competitive.

Test 6 was the most complicated of them all at Fishnish timber yard but we had no navigational issues and again we matched Bertram. Test 7 was down the old road to Garmony rugby club that is usually used as a regroup and despite it being a bit rough and pot holed Andrew took it flat which made the down hill finish stop astride somewhat interesting. The water filled pot holes didn't do the car any good though as we picked up a misfire but a quick dry off of the plug leads had it firing on all 4 cylinders again.

After Garmony was the lunch halt at Duart Castle where we enjoyed soup and a sandwich at the castle Cafe whilst checking the early results. We were laying 6th with just a handful of seconds separating the top ten but with some quick crews in modern cars running near the back of the field it was likely to change. After swapping stories of the first half and admiring a few battle scars (mostly broken exhausts) we started the second half. Test 8 was in TSL's base at Craignure, a good, open, loose service test with quite a lot of standing water. We set a respectable 10th fastest time but the misfire was back. Before starting Regularity 3 Andrew dried the plug leads again but before long it was struggling on three cylinders again. Reg 3 started just out of Craignure and went almost all the way to the start of the Scridain Stage, 25mph all the way with three IRTC's. Even with a misfire when given anything more than half throttle we dropped just 6s over 3 controls, second best performance beaten only by Ali Procter who dropped just 5s.

Tests 9 was on a section of old road that started at the side of the Craignure-Fionphort road and ended at the start of the Scridain Stage. It was relatively straight but incredibly muddy, potholed and wet. With a couple of codeboards to get we did slacken off slightly but took most of it flat out and set 11th fastest time. Test 10 finished on the opposite side of the road and used another section of old road with a bridge to finish. As we headed round to the start we pulled into a passing place to let a car coming the opposite way past and it just so happened we were opposite the codeboard, no need to slow down this time. Despite not being able to see on a couple of occasions due to the amount of water on the windscreen we set 2nd fastest time, just a single second slower than the Subaru crew of Davies/Freeman.

Non competitive across Scridain took us to Test 11, Tioran Forest, a section Andrew recalled doing in 1988 on the "private land" Tour of Mull, sadly he couldn't quite remember the forest in detail. This was another very good test with only a few cones to make sure we went wide on corners but it was still a nice flowing test on some proper forest roads. Approaching the finish line we hit either a gully or huge pot hole with a hell of a bang, the centre cap of the steering wheel fell off, the car seemed to fill with dust and dirt and we both exclaimed "blimey what was that" (or slightly less polite words to that effect). Luckily we didn't lose any time but as we moved off the finish line it was clear we had done some damage. It was a short run to the start of the next regularity so we stopped just before the control to see what had happened. The O/S front tyre was flat but other than that it all seemed ok. With the car on an incline and a frankly terrible wind up scissor jack we had a struggle to change the wheel but thanks to some help from spectators and marshals Don King and Mark Standen we were eventually on our way. The picture shows just how badly we'd damaged the almost brand new Minilite wheel.

The final regularity used the link road between Scridain and Gribun and most of the Gribun stage, no maps needed for this one. Early on we caught a TR3 that had set off several minutes ahead of us, I can only assume they'd had a problem as they soon set off at pace to make up lost time. Between IRTC4.1 and 4.2 there were multiple speed changes in quick succession and I assumed a control must be imminent but it was actually located several miles into a 30mph section so there was plenty of time to double check the maths. The final intermediate was all at 30mph and achieved with ease until we saw the final control looming and that great nuisance of the island roads approaching us, a motorhome. Andrew sped up, dived into a passing place then quickly rejoined the road and we pulled into the control about bang on time (I reckoned). Over the three IRTC's we dropped 6s, only beaten this time by Andy Fish who dropped just 4s.

Test 12 was a re run of the Coal Yard at Salen Pier and despite it being rather badly cut up we were just 1s slower than on our first run and 9th fastest. Test 13 was on a gravel track below the main road north of Glen Aros towards Tobermory and although it was less than a minute long it was a good little test, the fact two cones we should have driven round were missing added some confusion but it was the same for everyone. All that was left was a final run round Tobermory Campsite where we shaved 2s off the time set earlier in the day then it down to Ledaig car park under the finish arch and into the pub. The atmosphere was fantastic. Filthy rally cars, competitors, spectators and marshals all swapping stories and the Time Trial crews queuing up for scrutineering in Mackay's garage. The event had been thoroughly enjoyable, picturesque regularities that didn't need a Mensa degree, straight forward, no nonsense tests and a chance to see some parts of the island I've never ventured to before. It certainly wasn't the same as doing the closed road event but it was a worthy substitute in the circumstances. My only criticism was the relaxed enforcement of the regulations with several crews, including 2nd placed Garry Pearson/Richard Crozier using GPS driven Monit trip meters despite them quite clearly being banned in the Blue Book. Our final result was 6th overall, 4th in class and along with John Ruddock/Abi Ruddock and David Ruddock/Dave Boyes we (The Yorkshire A Team) collected the team prize, my first award on Mull in 7 years of trying.

Sam Spencer : Clitheroe & DMC & Malton MC

MULL TARGA RALLY

Spirit of 88

The sad loss of the closed road rally over the traditional Mull Rally weekend, a subject reported widely elsewhere, proved to be no barrier to motorsport enthusiasts making their way to Mull for the 13th October for the Targa rally.

The Guardians of Mull Rally in association with Mull Car Club assisted by the Saltire Rally Club had explored and instigated the Mull Targa Rally. A new adventure with continued support from Beatson's to ensure motorsport took place over the traditional Mull Rally weekend. The event was targeted at both Historic & Targa entries, hoping to encourage local entries, and in particular novice crews but with a real desire to draw top crews from much further afield. 73 entries were received.

The format comprised 14 Tests and four regularities with the route plotted in advance. Nicolson Digital had helpfully created a 1:50,000 OS map centered over the route to avoid that age old drama of the navigator requiring three maps or more.

Starting in Tobermory the cars headed off to the 1st test at Tobermory Campsite where the more experienced crews set the standard for the day.

The persistent and heavy rain over the preceding weeks had caused some damage to a number of the venues. The first regularity was one of them but with the regularity speeds carefully selected ensured the private road through Glengorm was perfectly passable, even the ford abated slightly for the day. Tests 2 & 3 used a private haul road and were certainly in good condition. This road would also be the venue of the Mull Car Club Mornish Gravel Sprint the following day.

The second regularity was again on a private road and caught a few crews out, particularly over the more testing couple of miles at the end. This was followed by a series of tests along the coast at Whyte Coal, TSL Pier and Fishnish all went particularly well. Unusually for an event of this type provision was made for spectators at nominated locations. Whyte Coal saw nearly 300 watching the action.

By now a pattern was emerging with the historic Sunbeam Rapier H120 of Beaumont / Fish taking the lead overall. Leading Targa crew of Wallace / Auld in their Corolla G6R was holding off Pearson / Crozier in the Renault Clio for 2nd o/a with only a few seconds between them. The local novice crew of Paul & Louise Brown in their Ford Ka were also making a good showing and led the novice entries. Chairman of the Guardians of Mull Rally, Donald Brown, navigated by Shona Hale demonstrated the finer points of using a Renault Scenic for a Targa rally. One final test before lunch on the old road at Garmony was a straightforward affair completed by everyone without much drama.

The Lunch Halt at Duart Castle provided a spectacular backdrop to the array of some 25 Historic Rally Cars and 45 or so Targa cars. By now three cars had fallen by the wayside although car 73 is worth special mention. A late entry from Peter & Nick Marshal in their Saxo made it to lunch on three cylinders as other bits were trying to escape. They soldiered on to finish the event.....and drive home. That is what Targa rallying should be about, enthusiasts in standard cars enjoying their sport.



Mull Targa Rally Continued from Page 26

The afternoon leg saw a test in the yard of TSL followed by a long regularity to control rally traffic on the 14 mile single track road to the Kinloch junction. Two tests here using former sections of the public road were beginning to suffer from being waterlogged. The Kinloch test was to have a bearing on the final result with the Corolla of Wallace / Auld ripping off their sump guard. The consequences would show up later.

The test through the community woodland at Tiroran proved very popular as did the 4th regularity along the coast via Gribbun.

A repeat visit to Whyte Coal was to change the fortunes for Targa crews. The gear selector on the Corolla had been damaged when the sump guard departed. This test, and very unusually for an event of this type, incorporated a reverse. Alas the Corolla refused to engage reverse until the third attempt leaving Pearson / Crozier to take 2nd spot although the Corolla crew were to maintain their lead on the Regularities.

The 2nd last test saw the Clutch of Dixon / Millar explode but they wisely limped to MTC 4 to secure a finish. Meanwhile the Escort Mk1 of Bertram / Hargreaves developed a fault on the stop line of the final test but limped to the MTC 4. This beautiful Escort was selected by the Scrutineers as the best prepared car on the event. The finish in Tobermory was a hive of activity with crews exchanging stories of their day and making new friends.

The Awards were presented on Saturday evening to bring everyone from the Rally Sprint and Targa together at one "do" at the end.....or was that the beginning as soon after the ceilidh started..... not sure if its finished yet.

**Motorsport with fun and friendship
the way it should be.**

Colin Wallace : Saltire Rally Club

Photos Courtesy of Gary Simpson : Songasport



2300 MC Andy Morte Tour 22nd October



Ron Beecroft/John Millington



Charlie Woodward/Rod Brereton



Terry Martin



Photos Courtesy of Scottish Images



MULL TARGA RALLY

Spirit of 88

Now the best RALLY IN THE WORLD!!!! yes the tour of Mull, as everyone knows it could run this year due to the insurance problems with the MSA and the fact the tragedy on the Jim Clark has not reached a conclusion.

So the organisers decided to think about a motorsport weekend this is where I came in. I kept pestering Duncan Brown about put a Targa event etc... and when I costed it out compared to the Stage event...he did not realise just how cheap the event could be, comparing prices, I told him how much a rescue unit costs us on Anglesey plus the recovery, plus the doctor/medic...our event is one venue...but the MSA require all the above on every stage.. as each leg has at least 6 stages .. the bill becomes enormous, allied to that you need radio coverage etc etc.

Pros for a targa, standard cars, no MSA licence required, no helmets ,Hans etc etc. A very cheap event to enter. After our trip to Ireland I sent all the details across and explained it all He then decided to go ahead with it. but recruited the help of Saltire club from Aberdeen. who run the Solway Classic (I think) where an ex Pendle member Ross Butterworth has won the event in his Mexico, and I was informed he sponsored this year's event.

As my Clio is not eligible for these events I went and told our Bed & Breakfast owner I would do it with him if he was interested... Well Rod it is coming up to my 70th and is quite some years since I did anything competitive in a motorcar.

He rung back and said there is a "W" reg 1.0 litre Corsa been abandoned in my yard...I reckon I can get it for £300 . . . sounds good to me....It only has 3 weeks MOT left...and that runs out before the event... Next phone call. I told the bloke selling it I would not give that money unless it had a full 12months "ticket" on it.... job done it had and with no advisories ... I also told him I wanted the alloy wheels...again which he obtained... Job done car prepped ready, well not really Chris took the Cherry Bomb silencer and put a standard back box on which needed a bit of welding ..no sump guard, no tank guard...our theory was if it gets rough we can drive slowly. As regs came out on line I put the entry in £160 plus the £20 for 3rd party insurance, that was it until the event. I bought a new map from Nicholson digital who had put together on one map all the areas required for the event a sort of souvenir of the event sub titled the Spirit of 88...which I think was when there was a forest rally whilst the plans for the road losing were going on.

Anyway that was the car and maps sorted, Chris was talking about hydraulic handbrake etc etc..I said no bother, just depressed the handbrake button drill a hole through both the lever and the button and put a split pin through problem sorted fly off handbrake.

Whilst on Mull the rout was issued on line to all competitors on the Tuesday previous .this is where my old road rally plotting came in...after first purchasing 3 brand new 3B pencils a bit dearer now than in the 70's75p each !!!.



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Mull Targa Rally

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The route presented one or two mis plots ..or so I thought. I did not realise the maps were over 2 years old, well the information on them was...Forest tracks are put in regularly.

Never mind good old Chris came to my rescue. Rodders do not panic I know where they are, chap who lives puts out 2 green and one brown bin ????. Eh ..yes I collect the bins on a Wednesday, me forgetting Chris works for the council....how god is that being navigated around to the test starts and finishes by the number of and colour of bins at there properties, and all this before I have had a drink, anyway all was going along nicely, Peter Barrett came up on Wednesday and Roger Mitchell and wife Alison came for a meal that Heather had cooked. I had brought a 15lbs turkey ..not a problem until Heather said I do not think I have cooked a Turkey we have beef at XMAS ..any way in rue style Heater did us proud as ever the food was excellent.

Come Thursday 2 more guests arrived only the Chief Marshal and the Clerk of Course from Saltire Car Club.....and they did not give anything away at all.

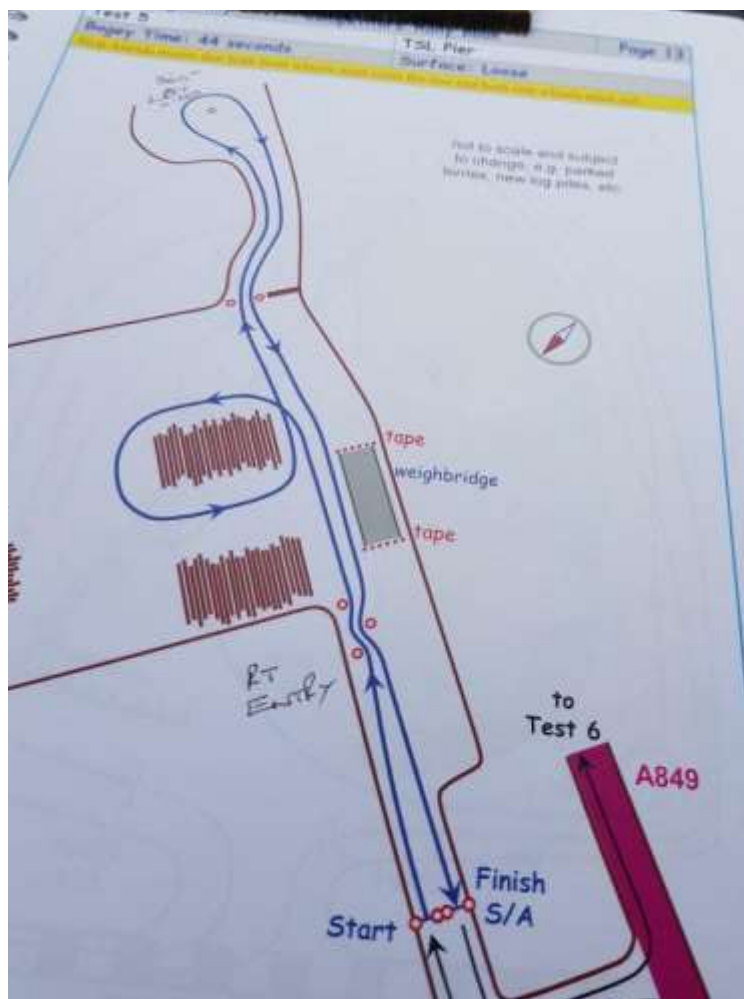
Thursday saw us a noise well it must have been the quietest car on the event a 3 cylinder 1000cc put put.. not sure if it registered on the meter. Then down to scrutineering. which was a breeze .and first encounters with people who regular visit ..well good fun.

So a long easy night in bed early of course and alcohol free...up at the crack of dawn to make the 10:55 start time up at Breadalbane street, Off we go to the first test around the campsite, target time of 28 secs saw us take double that no probs...I am still looking for the two cones of my test diagram. Only turned out to be two huge trees with red/white tape around them, out of test one back down to pick up the Glengorm Castle road and the start of the first regularity back down the forest road, and my first "c**k up" I had noticed a board "Code Board" which i assumed was notification of one coming up ..oh no ...that was it the code to collect was a number plate size blade affixed vertically facing the car ..to late ...carrying on we passed car 54 in a ditch but went passed they were safe and out of the car..just before the end of the section a complete exhaust system was lying on the track ..whilst the route was very rough Chris guided the little Corsa very ably to avoid any huge pot holes...at the end was a deep ford again no problem to Chris.

Tests 2 & 3,were on the road to Calagry bay and were the ones navigated by the bins outside, at the finish of test 3 it was drive across the road to the start of regularity 2 and a welcome Lancashire face of SD.34 President Les Fragle. Off we went on a forest road that ran parallel to the Glen Aros and the end of the section near the bridge.

From there it was a drive into Salen and Test 4 at Whyte Coal., and card collection point.We had to get this bit right as Ian, Peter,Roger & Alison were there spectating and eating burgers.

This consisted of a slalom into a 360 around a cone ..then nose first into a garage ..miss two garages and reverse in to the next one, miss two garages and nose in ..and reverse in to the last garage ..drive forward following a standard route to "S/A" which is stop astride a line until the marshal gives you the nod, to carry on forwards to the finish line.



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Mull Targa Rally

Continued from Page 29

In all off the garages you had to ensure the whole car was behind the lines. test 5 was on the TSL pier where the logs are loaded map showed a 360 between two piles of logs were in fact there was only 1 ..no problem

Test 6 was a fairly complicated test in the Fishnish Timer yard which consisted of two laps with a clockwise slalom on the first lap plus several 360's again clockwise and a reverse of all on the 2nd lap ..again Chris getting the test ok .The last test was at the Garmony Rugby club this was a straight forward blast with two chicanes one a left entry and the second one a right entry and my favourite "Code Board" to collect. .From there it was to the lunch halt at Duart Castle and a provisional look showed us to be in 31st place..not too bad from an entry of 72..

Test 8 was a disaster for us, in the TSL Yard with me sending Chris the wrong way around a cone and entry to the loop was then "C**ked" up.

The next test was down at the junction some 14.4 miles away and included several intermediate checks where times would be recorded. The average speed was to be 25mph...This was going to be S**T or BUST as due to the taller tyres/wheels the odometer was slightly out and with only one stop watch the maintenance of the average speed would cause some problems..on the final results it showed we had only dropped 29 seconds which I considered an achievement, bearing in mind stoppages at ITC'S and stopping in passing places to allow other road users to pass etc. Tests 9 & 10 Ulvalt & Kinloch where either side of the junction and had 2 code boards and a stop astride and Peter Barrett stood on a hillock waving at us, at the end of these it was the start of drive back up the island to Tiroran Forest ..but disaster we had got a puncture on the off side front tyre..not a problem normally but because the only spare(S0 we had were on the smaller steel wheels ..it meant changing both..which we did ok..but ended up running very near the back off the field..Tiroran forst says us bum into Les Fragle again and this was 2 half minute test the longest one with everything chicanes 90 lefts and rights bridges ,fords a lovely test ...well enjoyable .out on the road again and the start of regularity 4 ,with specific speeds to be adhered to 1.00 mile @ 30mph, 1.36 miles @ 20mph, 1.8 miles @ 25mph, 1.04 miles @ 20mph, and then 30mph to ITC 4.2 and finally 30mph to Regularity finish 4 ,it included secret ITC's where a time would be recorded plus code boards, again I did my best and found out we had dropped 33 seconds ..if we had a trip master etc then we may have done a bit better .but has several crews had missed code boards and several wrong tests we were reasonably happy ..into Salen and Test 12 a reun at Wytes Coal this was so rough having been used twice it had really cut up rough and eventually it took the rear bumper off as well as the silencer .a very generous marshal came to our aid ..with the longest ever tit-wrap I have ever seen it wrapped twice around the bumper and tightened up ..Excellent .The exhaust .well even without the silencer you could barely hear it. Test 13 unlucky for some but not us was off the main Tobermory road and on a hillside another straight forward blast the only hazard being several bad cambered 90's out of here and back up to the camp site for the last test a repeat of test one .and the huge trees. our time was significantly faster at 39 seconds only 11 seconds over the bogey .back then to the Ledaig car park and final control and card collection point....results showed us to be down at 51 ..mainly due to the wrong tests in the second half..no excuse really .

What did Chris think .."have a werthers" he says makes it even better..

What can I say an excellent days friendly motorsport well organised brilliant tests very friendly marshalls ..who had a chuckle at our sign .Would I do it again ..yes just show me where to sign .The car that won was a Sunbeam Rapier H120 historic rally car ..the second overall a Clio 182 just to show the vast variety of cars .

I think it could be become a regular feature whether the stage rally runs or no .just change the date and run it earlier in the year.

Several competitors were complaining about the roughness of the tests, until the C of pointed them in the direction of our little car Job done.

As a footnote I received a call from guy from Glasgow enquiring if the car was for sale .I thought it was p**s take and explained it was not mine to sell. The guys response when asked why he wanted it...well it must be well prepared and reliable to finish the Mull Targa in one piece .

So thats it .I have a report on the Andy Mort tour ..but I am holding that over till November.

Finally excellent result for Tm Preston on winning the national rally on the Wales GB event well done.

Let us see if he can repeat that feat at Oulton Park on the 4th November..where Pendle members will be out in force..first time in ages..we have Tom ,in the Skoda, Touring car ace Adam Morgan in a loaned Mazda MX5, from Paul Sheard and Adams father in a 2.5 Millington engine Escort, good luck to all. I am informed by Mick from A Frame that the last time Russell did the Neil Howard he was holding a top 5 place until mechanical gremlins caused retirement





ADGESPEED Stages

THREE SISTERS RACE CIRCUIT

Just one week after arguably the most successful event I have ever had came the most eventful event I have ever done.

A last minute call up saw me head off to 3 sisters for the Adgespeed stages alongside Ryan Sainty in the Lu-po. And what a day it was everything that could of gone wrong just seemed too.....

The first loop of stages got off to a terrible start with the front left hand side wheel actually falling off the car halfway round the first stage of the event meaning it was effectively over before it began. Once back in service after the second stage we found that the threads which held the wheel studs in on each corner had pulled clean out of the spacer and disappearing in the process. Luckily Ryan had a spare set of studs so we could refit the wheel and continue, after first ditching the spacers from all corners of the car.

Any hope of getting out for the 3rd/4th stages was dashed however as when we tried to leave service a bolt holding the throttle cable in place decided to part company with the car which meant we were to late off the loop. Once sorted we managed to get out for stages 5 and 6 which didn't go much better with us loosing the clutch half way round stage 5 meaning we had to do both stages stuck in 2nd gear. In the end this turned out to be a follow on from the first stage incident where the impact had dislodged the clutch cable knocking it loose.

With the clutch cured we were got back out for stages 7 and 8 which actually when quite well despite being stuck in traffic on both which meant we still couldn't see what we could really do. Stage 9 however it was business as usual for the day with us loosing the throttle again half way round the stage. This time however it turned out the bracket holding the cable in place had dislodged an easy fix for once.....

Some how the organisers let us back out for the last loop although I think at that point they were probably sick of us. The penultimate stage went well but again we spent the whole stage n traffic so still couldn't see what we could do. The last stage however we had a clean trouble free run and fair play to Ryan he drove definitely showed he's got some talent just a shame it was far far to late.....

Overall despite all the issues and the 3 hour penalty we didn't stop laughing all day and even turned it into a proper fun day. If anyone wants to see 2 lads celebrating completing a stage of 3 sisters like they've won the WRC the on board is available on Youtube.

Now however the major prep work begins as I head to the biggest event of my rallying so far the Wales rally GB national event, bring it on!!!!!!!!!!



photos courtesy of Carl Leavold



ADGESPEED Stages

Entry in

After two events last year in the Escort and two non finishes, Roy was determined to get a finish in the car he has invested so much time in. Although not eligible for Historic Rallying, it is built to a generally period specification. After a late call to enter the final rally at Weeton, it proved a little too late and the entry was denied so the Adgespeed Stages at the Three Sisters circuit was another local event which looked interesting. Entry in and seeded car 40 it was an early start on the Sunday morning for the crew to meet up.

Morning Stages

With the car unloaded and and looking as smart as ever, it was an easy scrutineering - the only time consuming issue were all the scrutineers pouring over the car and admiring how it was possible to get a 3.4 V6 engine inside a Ford Escort Mk 1! The rally was twelve stages long using different sections of the karting circuit all with roughly the same amount of mileage. The first two stages were a toe in the water for both Roy and Mark as they had never rallied here before - however Roy remembered a lot of the track from his days racing around in karts. The first six stages went without a hitch - all apart from a red warning light on the dash flashing at the start of stage three but that was the first and last time we saw of that thankfully! After each loop the roar of the engine obviously got a lot of people's brains working - expecting a high revving BDA or pinto, it is certainly unusual to hear! Roy was well rehearsed in the specification of the engine ready for all the questions usually heard at service from perplexed onlookers!

Afternoon Stages

The first of the afternoon stages went just as the morning - each second stage getting faster than the previous. Encouraging that the Escort ran without a hitch and Roy was pushing each time out. Clearly his experience at the venue was valuable. However the afternoon saw the sections reversed which proved certainly different for all the drivers. SS10 we were a little slower due to traffic - in fairness the only time we had been held up all day. It was the same on SS11 and SS12 however all we were concerned about was getting to the end and recording a finish for the first time in YUJ.

When we crossed the line at SS12 it was with great relief and joy that everything went to plan, the car was faultless and Simon (our service crew) had nothing to do but pour us coffee at each service! This the first of many finishes for YUJ hopefully although for Christmas at least the plan is to give the car a rest as reward for a finish. The place for those interested was 29th overall and 8th in class although in truth, the crew were not paying much attention - listening to YUJ growl its way round the small track was enough entertainment for anyone!

Thanks

Firstly many thanks to Simon who made the trip to not do too much! With the car running so good, it was an easy day watching the rally from the service area. Also a big thank you to all the marshalls and organisers - it is something we read often in write ups for various motorsport events and not just rally, however we really would be lost without the enthusiasm of those volunteers who give up their days to watch us do what we love. Also thank you to Adgespeed Subaru preparation. Sponsors are a rare commodity now a days and to have a headline sponsor for an event should absolutely be celebrated.

For Roy and YUJ it is the end of the season but on the lookout for suitable events in 2018. For Mark, this is the first of three events in three weeks with three different drivers! Next up is Roberts Garages Jersey Rally with Dave Longfellow then Keldine Autos Cheviot Stages with Neil Andrews both driving Subaru Impreza.

Roy Wadsley (Lightning MCC) and Mark Broadbent (Airedale and Pennine MCC)



Photo Courtesy of George Jennings



TOYO TIRES



Wigan racer Tony Lynch achieved his aim of a top three finish in the Supernational Class standings despite a tough Toyo Tires British Rallycross Championship finale at Croft. Tony went into the weekend with an outside chance of defending his title but was aware he would need luck on his side to overcome the drivers ahead.

Maintaining third was therefore the main target for the Lucas Oil Team Geriatric driver, and the weekend started well with victory in the opening qualifying heat.

Heats two and three would prove to be more troublesome however, with contact in heat two and then driveshaft failure in heat three preventing Tony from repeating his earlier success.

A top four finish in his semi-final ensured that Tony sneaked onto the back row for the all important final.

His hopes of ending the year on a high would unfortunately end when he was forced into a tyre stack mid-way through the race, although he would manage to pick up seventh place in his battered Ford KA.

The points scored ensured Tony ends the season in third place in the Supernational standings; a remarkable result after engine issues in the opening rounds of the year left him playing catch-up with his rivals.

"Croft wasn't the way we wanted the season to finish, but we managed to take third in the points which was our ultimate aim," he said. "It has been a difficult season and the final round pretty much summed it up.

"The first heat showed that we have a quick package but from there, things didn't go our way. Having made it to the final, the aim was take it steady and get the points we needed so it was frustrating that we came away with damage to the car that wasn't needed.

"Overall, I feel we can be proud as a team of the way we have battled back from our problems earlier in the year to finish third in the standings. If someone had told me we'd do that after round two, I wouldn't have believed them and it's a mark of how hard the team has worked that we've fought back in the way we have.

"As ever, I have to thank my team for their efforts and also the sponsors who have stuck by us during some difficult spells. To have maintained our record of picking up some championship silverware in every season we have raced – bar one – is a record we can be very proud of and it is thanks to everyone involved that we have managed it.

"Now we will evaluate our options for next year in terms of car and championship before deciding which way to go, but we are determined to come back stronger in 2018 and fight for silverware."



TOYO TIRES



Llewellyn Takes Sensational Swift Victory At Croft

2017 MSA British Junior Rallycross Champion Tom Llewellyn made the step up to the Suzuki Swift Championship at Croft on Saturday and continued on with the seniors where he left off with the juniors by taking a sensational victory in the final round.

Llewellyn, son of double British Rally Champion Dai Llewellyn, clinched the junior title with seven victories out of the eight rounds contested in his first full season of Rallycross and was offered the chance by Peter Gwynne Motorsport to move up to the senior class for the final round. Having safely navigated himself through the tricky heats, he finished second in the opening semi-final, from where the teenager living at Haverfordwest in Pembrokeshire went through to the final with the established names of the Swift Sport Championship.

Lining up on the front row of the grid alongside championship protagonists Simon Ovenden and Rob Shield, Llewellyn was in good company but wasn't fazed and romped to a sensational victory by six seconds ahead of Morgan Bailey with Ovenden in third.



Photo courtesy of Tony Todd.

TOYO TIRES**MSA**
BRITISH RALLYCROSS
CHAMPIONSHIP

GEORGIA BATTLES WITH THE MUD AND MECHANICALS AT PEMBREY TO TAKE 5TH!

University of Bolton engineering student, Georgia Shiels, competed in the 7th and 8th round of the British Rallycross Championship at Pembrey this weekend, taking home 5th place on both days.

Shiels' weekend began with mechanical difficulties as unresolved steering issues from the previous round continued to take their toll on the young driver.

"I wasn't going to let the steering problem stop me again. I pushed through the physical pain as the steering became heavier and heavier after every heat." Georgia said. "I'm strong and I worked around it but ultimately, I lost time through the corners which meant I couldn't achieve the podium place I aimed for."

Georgia's first double-header event brought mud and torrential rain on the Sunday - a new experience for Georgia. After, arguably, her best weekend of the season setting times as high as third fastest in qualifying, Shiels' final didn't go to plan as she suffered contact with another buggy in the first corner, costing her vital time.

"I was gunning for a podium position so I was gutted to suffer contact on the first corner but that's all part of rallycross and I'm very happy with my performance over the day as I raced in the most difficult conditions I have ever experienced. It was also so cool to compete against World Rallycross driver Andreas Bakkerud. To be directly battling with a world driver proves the fast pace in this championship. Bring on the final round and bring on the trophy."

Georgia's next event will be at Croft Race Circuit on the 21st October. This is the final round of the British Rallycross Championship 2017. Georgia is currently 4th overall in the RX150 Championship standings.



FINAL ROUND : CROFT

TOYO TIRES**MSA**
BRITISH RALLYCROSS
CHAMPIONSHIP

Georgia Shiels, has taken home a very impressive 4th place in her first ever season in British rallycross. The RX150 Championship is arguably one of the most competitive classes in the British Rallycross Championship.

Shiels' race at Croft Race Circuit on Sunday began with a small crash into the tyres in free practice due to slippery conditions which were catching out even the most experienced drivers. However, Georgia quickly recovered managing to finish 5th in Q2 while storm Brian took its toll, making visibility almost impossible in some sections of the track.

"This was my first experience of crashing in rallycross and I think it's so important to come back faster and braver, but in the right places of course! I put it behind me and focused on keeping my driving smooth in the difficult conditions as I struggled for grip. It was a great learning curve but I'm looking forward to coming out next year and winning that trophy."

Georgia was in grid position 5th for the final. The lights went green and Georgia's buggy jumped out of gear costing her precious time. She quickly made her way from 8th to finish in a competitive 5th place against former rallycross champions.

"This year has been such a huge learning curve and I can't believe the championship is over for 2017. I've loved every minute of it... even the disheartening parts which have motivated me even more to go out there and win next year! I'm excited to start testing over the winter and get some much-needed seat time. Thank you so much to all of my sponsors for their support in my career and I know that this is just the beginning."



Gemini Communications Motor Sport Team



Neil Howard Memorial Rally

4th Nov

Bolton le Moors Car Club

Oulton Park

Glyn Memorial Trophy Stages

Sat & Sun 25/26th Nov

C and A MC

Ty Groes, Anglesey

Hall Trophy Stages Rally

Sat 25th Nov

Clitheroe & DMC

Blyton

First on Scene Training

Sat 2nd Dec

Darwen Services J4 M65

tracey.ams@hotmai.com

**20th Gemini Awards
Presentation Afternoon**

Wednesday 27th December

The Dressers Arms

Golden Microphone Trophy 2017

Following Gareth Hall Stages

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



Previous Championship Winners

1998 - Dave Crosby
1999 - Keith Lamb
2000 - Ian Davies
2001 - Tony & Avril Lee
2002 - Keith Lamb & Adrian Lloyd
2003 - Stuart Dickenson
2004 - Dave Crosby
2005 - Chris Jarvis & Stuart Dickenson
2006 - Tony & Dan Turner
2007 - Tony & Dan Turner

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

Forresters Car Club
Patriot Stages

October 1st 2017

**Floods Burst pipes, Bouncing off Curbs,
Bent rear beam, Overshoots, Cancelled Stages**
The weekend pretty much threw everything it could at us!!

We were having a great run on SS1 having caught and passed our 30 second man until two thirds of the way in we were caught out on a very slippery right hander and as usual with Caerwent there was a curb waiting. We thought we'd just knocked the tyre off the rim as the car was still drivable although somewhat mishandling on right handers but when we returned to service it became clear it was worse but we still had managed 6th fastest time and fastest Micra by 13 seconds! With no beam as a spare we did what little we could in the time we had, thanks to those that we begged and borrowed hammers off, some advice from Lee Tindall & Simon Hewitt we managed to knock it 'straighter' and when the Team Boss goes 'do you want to be run it?' We weren't about to throw in the towel. With a somewhat mishandling car but somewhat predictability we set off into SS2 trying to conserve the time loss to stay within a shout of the 03 Trophy for the rest of the day.

About 2 miles in, for one of the very few times ever in a rally car, I questioned my sanity! What was I doing?! Encouraging a 16 year old to drive 10.5 miles of greasy, slippery Caerwent with curbs everywhere with a wonky wheel?! My respect for Rob went to a whole new level, he put in a drive that rates with some of the top displays of car control I have had the pleasure of witnessing from the co-drivers seat and he only went on to catch, pass our 30 second man and set a time 11 seconds quicker than SS1!!

Unnerved, impressed, mindblown!

We had managed to keep the 03 Trophy lead by a slender 2 seconds and now armed with a portapower borrowed from Team Banks, a welder from Eddie Lewis and his service team we managed to straighten and repair (also see def. bodge) the rear beam to enable us to continue with a full health car. Unfortunately a small overshoot in the quarry where we had to reverse meant we dropped some time in SS3, but still managed to retain the 03 Trophy lead after an unlucky off for Rob Wilson meant he dropped time.

Halfway through the day we had a 31 second advantage and were battling for 6th... SS4 got cancelled, SS5 went the same way so one final stage to hold on, 7 seconds from the top 5... One final big push we managed to make 6 seconds back.

Great drive from Rob Cotton showing maturity and car control beyond his years, pleasure to be there, surrounded by a great team in Cotton Competition, the Micra never missed a beat. Huge thanks to Steve Cotton & Daniel Pickup for service. Massive thanks to Forresters Car Club, Keryl Williams team for a well organised event and Andy Culley and rest of the squadies cheering us on! Finally everyone who helped keeping us in the rally. The pace is coming with every mile!

6th Junior, 1st Pre 03 Trophy, 2nd Rookie

Next up Cadwell . . .

Then Anglesey, in something, erm . . . , different . . . maybe?



Chris Williams : VBMC

Rob Cotton : CDMC

Warrington & DMC

WERN-DDU GRAVEL PCA

Sunday October 1st



Another entertaining and successful day at Wern Ddu Quarry, Corwen. A brilliantly run event by Stephen Ellison, Clerk of the Course and the team from Warrington and District Motor Club with help from Wigan & DMC. Weather was kind, tests were very slippery and conditions challenging. The event was run in two halves, each competitor having four runs each in both directions of the course route. The distance seemed irrelevant as everyone got stuck into the intricate but flowing tests that were approximately 1 mile long, taking an average of 2-3 minutes to complete. Trying to avoid cones, gates, rocks and logs was the main objectives, the venue is a disused stone quarry and has its own unique landscape to navigate through. Due to the venue having plenty of detail and multi- surfaces it feels like a mini Targa test. All the teams involved seemed to have a great time, not too many hairy or scary moments and left the competitors "Buzzing" for more.

The event was won with a huge margin, nearly a minute by Alistair Dodd in a Nissan Micra with his mum Jilly Adamson sat alongside. This is the second time the pair have competed at this venue and his mum was ecstatic at the end due to her son's achievement. The rivalry between Alistair and second overall Rob Jones was one of friendly and supportive banter, Rob is one to beat at this event and was really trying hard all day, a courageous effort. Young Tudor Evans competing in the same car as his dad finished ahead of him by a mere five seconds. Maybe it was the one cone Alun Evans hit that cost him a place just missing out on 3rd in Class B.

The top lady driver was Claire Steadman. Still not sure if the squeals of delight in the car came from her or Lauren Hewitt, was great to see you both out giving the blokes a run for their money!!!

Results were as follows-

- 1st Overall, Alistair Dodd, 116 Car Club, Nissan Micra
- 2nd Overall, 1st Class A, Rob Jones, C+A Motor Club, M.G
- 3rd Overall, 2nd Class A, Carwyn Griffiths, C+A Motor Club, Nissan Micra
- 1st Class B, Paul Kay, W.D.M.C, MX5
- 2nd Class B, John Boggs, W.D.M.C, MX5
- 1st Class C, Phil Jennings, W.D.M.C, Toyota Starlet
- 2nd Class C, Nick Clitheroe, 116 Car Club, MX5

Cone killer of the day went to Nick Clitheroe as he managed to hit several, one of which ended up being flattened in a very enthusiastic manoeuvre that was almost beyond repair!!!

Alistair Dodd 116 CC



Alistair Dodd



Alistair Dodd 1st O/A



**Rob (Chicken) Jones in the MG
The Bridesmaid Yet AGAIN
2nd O/A for the 4th Time**



Photos Courtesy of George Jennings

UniRoyal Variety Show!

The Uniroyal has always been one of my favourite Ilkley events because it is a car trial and autotest which requires the competitor to use the same car and same tyres for both disciplines and really appeals to me as it is an indication of a good all round competitor. My first attempt was many moons ago in my trusty 1.2 Antibes Nova, which was far more competent than I was, and Mark Smith and I had a superb time blasting around the fields and tackling the slippery slopes. I can't remember where we finished in the results but it was towards the back end of the entry!



Time has moved on and so has the event which is now located at one venue and in the past has run with the autotest in the morning and car trial in the afternoon. Clerk of course, Henry Kitching, has had several years of frustration trying to stop competitors from cleaning all the hills due to the land drying out through the day and offering tarmac like grip. So this year the car trial was the first challenge with the autotest being run with full tummy's after lunch! And the change around worked with a heavy dew greeting us, finding the holes in my high fashion Asda George's!!

Henry had tried the hills first thing and had struggled so was confident he had it sorted. However, he wasn't alone in the field, Mother Nature was messing with him! The sun was pushing its way through the mist and had managed to dry enough of the field out to allow several of us to clean every hill on the first round! I have never achieved a full round of zero's on a car trial before! I think Henry's frustration was picked up on the Menwith Hill early warning system which could be seen in the distance! That was it! The gloves were off, well actually put on, and Henry set to changing the hills. His frown soon turned to a smile as we struggled to conquer the modified hills. He had managed to set some really interesting hills which required different car trial skills to get round each one. However, Stephen Waddington had one skill I'd not seen before. He was revving the little Mini with gay abandon and while he was making a bit of progress forwards he was also sliding down the hill sideways towards a post. So mid A Series thrashing he leant over, wound the window down and tried to tuck his wing mirror in to miss the post! Good effort but he only managed a lot of laughter from his fellow competitors and promptly hit the post!

Claire and I were driving the trusty Saxo and enjoying the challenges set by Henry. Ian Waddington was also in our class and turned out to be the man to beat with his blue Corsa seamlessly trickling up the hills. When my turn came to attempt the hill Ian had cleaned again, being marshalled by IDMC car trialer extraordinaire Malcolm Rainforth, I surprised myself by cleaning it as well. Malcolm was extremely complementary of the trialling abilities of the Saxo but when I told him it was all down to the driver he simply laughed as loud as I have ever heard him!! And this really was the tone of the day! Lots of laughter and excellent competition amongst the entrants. I think Bryan Kitching had been locked in a dark room for a week because he was reeling off witty comments and jokes faster than Tommy Cooper and when the different classes overlapped during the autotest the ribbing continued!

Ian and I had a very close fought class battle in the car trial with an unlucky stall dropping Ian a few marks but he picked that back up on an excellent climb two hills later. Fortunately though I managed to keep my nerve to win by a single mark which is unusual as I normally find a post to hit or a wrong line to take! Lunch was served and Henry turned his attention to burning all the poles and waving his fists towards the sun, which by this time had cleared off!

The autotests in the afternoon were met with much discussion. Firstly how to approach the two revers flicks and secondly, and with huge variances in execution, how to drive on very slippery muddy grass! Most people were finding they were actually getting slower as the runs went on with each class attempting each test four times in a row. It was the strangest thing because when the next class took to the test they were immediately setting faster or equal fastest times!! It was very odd. It was like the field was getting really wet then drying out within 5 minutes of being used.

Henry had set out three excellent tests which again required different autotesting skills to get round and on Bryan, it's the way I tell 'em, Kitching's test you had to be able to control a car at speed and then your car trial skills were required to get back up the hill after some tight turns to slow you down. Then back on the power to get you to the end. Brilliant tests and when you got it right it felt superb! The times were close and the slightest bit of over enthusiasm would see precious seconds being wasted as you slid gracefully past the cone you wanted to go round and then scrambled away like a dog on a lino floor trying desperately to get back to where you should have been 5 seconds ago!!

Continued on Page 39

UniRoyal Variety Show! **Continued from Page 38**

After a year of being fairly inconsistent I concentrated on getting the tests right and keeping away from the cones. I can set very quick times but then throw all my hard work away by collecting cones or making up my own test part way through! Fortunately it was a very clean and very smooth autotest for me and I managed to post some very competitive times and find some grip on the ice like surface.

A much more relaxed Henry kept an eye on the deterioration of the field to make sure we didn't make too much of a mess and enjoyed watching us all try and find the optimum lines and when we'd finished he sped round and had the field cleared in a matter of minutes. All that was left was to change wheels, load the cars up with all the weight creating debris removed before the event and wait for the results. Now then, index. Are you sitting comfortably? Good, because I'm not going to even attempt to explain something I don't understand myself but it's on the syllabus at Hogwarts and even Sooty's magic wand would struggle to keep up! Fortunately Karen knows a thing or two about being secretary on the event although she emerged from the car looking like she had tried the Countdown number challenge after 15 cans of Redbull! Fortunately a result had been generated from the nuclear warm laptop and the overall winner was.....you've guessed it.....me! Ta daaa! Chuffed to bits covers it!

Thank you to Karen and Henry for a great event and to the Black Sheep for getting the land for us to play on. To the marshals who were all in excellent spirits and made the day for me and to chief scrutineer, Mr John Spencer, who nearly choked when Claire told him our yellow tape to identify the battery earth had 'blown off' on the way here! Again high spirits and lots of laughter. And of course to the competitors who were all there to win but also to have a great day's motor sport. The 2017 Uniroyal turned out to be a memorable one in lots of ways and a very special one for me.

September Cycle week Kept Me Moving!

Commuting on a daily basis on my bike is something I have done for several years. I cover about 100 miles a week on tow paths and back roads to get to work and enjoy the odd weekend in the Yorkshire Dales on the bike as well. Since taking to the bike for my commute I have also used my extra fitness levels to take part in other disciplines, triathlons, open water swimming and bike sportives which are excellent fun!

As you may have guessed I am easily led and can be talked into doing daft things! So when I was asked if I fancied doing an ultra-marathon around the Snowdonia National Park of course I said yes! Then thought gulp! It's a biggy with 58 miles and 10,000 feet of climbing, which is a lot of up, and just as much down! This was back in April and the run was 9th of September. My cycling gave me the fitness but my body would need to know how it feels to run that distance and the furthest I had run was 17 miles so I had a bit of training to do.

I combined my running with my cycling to work and even though cycling still requires effort I felt much better after cycling the next day following a run. If I had been sitting in a car or on a train the day after a 15 mile run home I think I would have seized up but on the bike everything was moving and helped my recovery. I also find the extra fitness helps my concentration in another one of my hobbies, rallying. Fighting with a car over 50 miles of rough stages can take it out of you and even though it is clubman level the classes are split by mere seconds so the smallest mistake can be the difference between first in class and 5th !

The training went well and I got my maximum distance up to 26 miles. My partner, Claire, joined me on a run in the Dales and she went on my mountain bike and I ran. It was a baptism of fire for her as the route was far from smooth! Disappearing up to the axles in a bog was her highlight and carrying the bike up and over large rocks was the bit I got in the neck! But we both finished it and she treated herself to a full suspension bike on the back of that. We are both looking forward to exploring the local trails through the winter.



Continued on Page 40

September Cycle week

Continued from Page 39

So September, it was a busy one. On the 3rd I had a rally which was also the final round of a championship then the following weekend I was running the Snowdonia 50 (the organiser actually measured it incorrectly and it is 58 miles but he thought it was 50!) And on the 24th I had another motorsport event with my local car club which was another opportunity to win a competition which had eluded me for many years despite my best efforts!

The rally went well and I kept the driving fast and smooth, listening to my navigators instructions all the way. We ended up 3rd in class and because of our consistent results through the year we won the overall championship which was fantastic! Then I was able to focus on the ultra-marathon and the impending pain and suffering I was about to endure! Claire and I decided to make a mini holiday of it so set off on the Thursday and rode the Monsal trail in Bakewell which if you haven't tried I can wholly recommend. It's a disused railway line which use to transport lime and people through some stunning countryside and the unique part of it is the fact that the tunnels are still open and lit so you can ride through them which is a bit weird at first but once you get used to it great fun! We got a taste for the weather as it rained most of the ride but we are waterproof so didn't mind.

The Friday we had a steady drive to Wales stopping off at the Pontcysyllte Aqueduct and took some very tentative steps across it! Again, a must see for a wonderful experience. Then we drove on to the Evo Triangle which as the name suggests is a triangle made up of three roads and is a fantastic driving experience. Googling it is probably the best thing to do and if you are in North Wales it's well worth the diversion but I wouldn't try it on a bike as it is a fast car route.

All this sightseeing and enjoyment brought us to our final destination, the Betws-y-Coed primary school, the start, finish and camping venue for the run. It all got a bit real a bit quick! We were greeted by Henry, the organiser, and the whole event was a very friendly and very relaxed affair. We pitched our tent, went for a meal (the last supper!) then bunked down and listened to the rain bouncing off the tent!

My 5.30am alarm made me jump and swear a lot! The day had come and I had to get myself around the route within 24 hours carrying a full set of clothing, waterproofs, foil blanket, food and water! I had no idea what to expect but knew it wasn't going to be easy and I wasn't disappointed! The rain lashed us for the first 30 miles and while we had a map and some of the course was way marked I managed to get lost a few times and added an extra 5 miles to my route! The views were stunning, footpaths became waterfalls, I found myself at one point saying only 24 miles left to do and then in the dark of night took 2 hours to run / walk 5 miles! It was brutal.

We had 24 hours to complete the run in and I did it in 18. The winner took just 11 ½ hours and finished in daylight. I spent 7 hours in the dark with a head torch for company and was exhausted at the end. The support at the feed stations was superb and everyone was full of praise for our achievements. 100 people entered, 77 started and 55 finished. I got a shower, some food then started to learn how to walk again!

Sunday we drove home and on Monday I was commuting to work on my mountain bike again and what a relief to get back on the bike! My body is used to cycling and it is mostly downhill to work; I needed that extra help! I felt so much better for the ride in and the ride home was steady and very enjoyable. I was still tired but keeping the legs moving and getting plenty of fresh air really helped my recovery. The rest of the week's commute went fine and I tried a very short run, 3 miles, and all was working well. It was a fantastic achievement but I don't think I will be doing another one anytime soon!

The next event was the local club car trial and autotest called the Uniroyal. A car trial is where you drive a standard car, in my case a Saxo, up a grass hill of varying steepness through a series of poles marked 12 to 1. The idea is to get as far up as you can, 1 being the best score, and it's all 1st gear stuff. An autotest is where you drive against the clock as fast as you can around a course marked with cones which has to be memorised. This is a bit quicker but was also on grass so a light right foot was required to prevent the wheels from spinning and losing grip.

In preparation for the event Claire and I rode from Leeds to Sheffield on the Trans Pennine route the day before. 60 miles of mostly disused railway lines and tow paths made for a fascinating journey and I think we had about 8 miles at the most on quiet country lanes. We did get lost a few times as we interpreted the signs incorrectly but we made it just before our phones died! A train journey got us back but we will be doing it again as it was a great adventure and a journey back through time as there are plenty of information boards along the way and a steam railway to visit as well. The Uniroyal was also a success and I won the event after another consistent drive on both disciplines. It was a hard fought battle though with just 1 mark separating me and the next competitor on the car trial and 6 seconds between us on the autotest. And the following day I was back on the bike commuting to work and enjoying the scenery and tranquil canal side ride in to Leeds.

Apart from the financial and environmental benefits of cycling the health and wellbeing are huge aspects which have really improved my life and made lots of things I thought weren't possible very achievable. The fitness also helps stamina so more can be done and wonderful experiences had and memories made. September has been a busy month and the cycling has been a huge part of it both in terms of helping me achieve my goals and recover from them!!

Neil (Basket Weaver) Raven : Ilkley & DMC

Airedale & Pennine MCC

Rock & Heifer

October PCA

With several date clashes we were lucky to have five entries but the cream rose to the top and we all had a good time.

Notably we had five fast drivers and very few washouts.

Dave set out a series of entertaining tests and there was plenty of enthusiasm for the next event to be held on Sunday the 12th of November.



*Oops !
Photo courtesy of Jez Turner*

Calder Rescue

Update on New Unit.

Since getting the vehicle, it has absorbed all my free time getting things ordered sorted sized removed etc, the tail-light is off. It now weighs a trim 3.9 ton. By the end of this week the underneath work should be done and our lifelong supporter and sponsor Riverside Garage, Sowerby Bridge has just messaged me they are going to do some work on it, 7 nobblies here in two weeks so things are progressing.

The old unit tries to Soldier on, the Manx entertainment saw us attending to the two incidents and completing the rally in 2nd 4th and reverse. Riverside fitted new cables and the gear change has never been so good.

We did The Heroes rally and the old girl never missed a beat. Then on the way to the Trackrod we were in full swing on the A64 when the EDC light came on and we stopped dead. No amount of coaxing with sniff by various mechanics worked so it was back to the lockup on a breakdown truck.

Its fixable, its happened twice before in the last ten years, the first time it was an o ring, the second time it cost £1400 in parts alone.

The Unit is out every week until December more or less. We need the new one out before the RAC mega road trip.

Finances? Breakdowns cost us dearly, in loss of two days units donation and cancelled hotel bills etc even before repair cost. If this is now making your Heart bleed with sympathy please remember our GoFundMe account is still up and running. And stands at £5325 raised towards our target of £8000

Thank you for your time and hopefully a donation.

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

‘Every Little Bit Helps’



BLMCC

Inter-Club Quiz

Thursday 12th October Hosted by BLMCC

Was CANCELLED

It clashed with Mull

It has now been re-arranged for

Thursday 7th of December

Horwich RMI, BL6 5NH

Teams of 4

8:00pm

Teams can enter by emailing

Jack Mather

bulldozer.123@hotmail.co.uk

The month started with a ride on Kirkby Lonsdale MCs Devils Own Classic Rally sat in the Blue Viva of David Alexander. I have done a report on that (*pages 57 to 59*) so there is no need to waffle on about that here. Then on the Sunday after the Devils I was Chief Marshal on the Adgespeed stages for Wigan & DMC down at Three Sisters.

Alan Bibby had posted on the Wigan & DMC Facebook page that he was after a Chief Marshal for the Adgespeed. I foolishly replied saying that if he was desperate then I could be available for the job and added a rider saying that I would be out competing on the Devils on the Saturday which included a night section and I might be a bit cream cracked on the Sunday. Alan jumped at the offer and said that once I had everyone signed on and allocated to a marshalling post that I could catch up on my 'Beauty Sleep'. (*much needed : and not just because of the Devils!*)

Sorted - simple enough job and after I had done my bit I could watch a few rally cars and also grab a bit of shut eye if I started to wilt and wilt I did

Nothing is ever as simple as it seems. In the week leading up to the Adgespeed I was suddenly inundated with emails from Tony Jones and Alan Bibby regarding the running of the Renault Zoe. For those who don't know - the Adgespeed Stages was going to be the first ever British Rally to run an Electric Car.

The MSA had issued 'Guidance for organisers of Speed events : Electric & Hybrid Cars' on the weekend before the event. (*see the Guidance on pages 68 to 70*). To allow the Zoe to run Alan now had very little time to get everything in place and was probably jumping through hoops.

The easy answer would have been to reject the entry with an excuse saying that there was not enough time to put everything in place but Alan persisted and the Zoe got its run. Got to take your hat off to Alan for that. I think I might have taken the easy option and left it to someone else with more time to jump through those hoops. We will now all be going on a training course for Electric Cars in the New Year I suppose. Like it or lump it there will be more Electric cars competing in the years to come and as battery technology improves it might eventually be exciting to watch but can they add a sound track of a BDA and external speakers please or would that be too much of a drain on the battery?

The run out on the Solway Classic & Targa was a bit of a disaster. Out of 16 tests we got six wrong tests. Of the remaining 10 tests we hit at least one cone on each test and the one test we got right we managed to do a 360 spin, not once but twice (but didn't hit any cones or girders though)

On WRCGB I was paired up with Chris Jarvis (Gemini 12) We did Stop Line on Dyfi on the Saturday and then on the Sunday we were inputting Data as part of the 'Positive Reporting' Tracking System. Sat in a Forestry commission storage shed listening to the Cars on Brenig and seeing none of it.



Grumpy Old Git

Still Wittering On & On & On



OWN GOAL ?

The MSA in their wisdom referred the case of 'mooning' by Jock Armstrong to the National Court. He was found guilty of bringing the sport into disrepute and punished with a £1000 fine and his competition licence suspended for 6 months.

I can understand the rationale behind taking this particular case to the National Court in light of the current climate for Health & Safety in the Rallying world.

However, in my opinion, the punishment does not fit the crime. A £1000 fine to Jock is probably the equivalent of me being fined £50. Affordable and I would whinge about paying £50 just about as much as Jock would paying £1000, but to suspend his Competition Licence for six months was well wrong and over the top. Suspend his Marshals ticket but not his Competition Licence.

The outpourings of condemnation for this decision are all over social media and it was even reported in the national press

If the fine and punishment were meant to send a message out that clowning about when you are a marshal was the intention it has certainly achieved its objective but at what cost?

A whole army of 'marshals' have stated that if this is the way they are going to be treated then they won't be going out to marshal in the future. I don't believe that all these 'marshals' shouting the odds are regularly marshals, despite their claims, but some of them will be and we need every one of them out there. Starving Clubs of Marshals for their Stage Rallies will only hurt the clubs running the event. I suppose in the long run if we didn't have marshals then we couldn't run Stage Rallies and consequently the MSA wouldn't get their Permit Fees. But do we really want Stage Rallies to stop altogether. I doubt it.

I rather like the idea (Perverved sense of humour perhaps) that has been put forward of every marshal mooning the Safety Representative's Car as it comes round on the WRCGB, not that I am putting that forward as something that should be done, I won't be doing it by the way, but imagine the publicity that would give and what would or could the MSA do about that? Cancel every Stage? Take every marshal to the National Court. I don't think so. I now can't get the image of hundreds of bare backsides mooning the Safety Delegate out of my mind.

It now appears that Jock is not going to appeal the National Courts ruling. I, for one, had hoped that he would and at the very least got justice and his Competition Licence suspension lifted



NORTH WEST RACERS

With Dave Williams, and Rachel Bourne

XR CHALLENGE TITLES DECIDED

The 2017 Electrovape.co.uk XR Challenge concluded with a Triple Header at Anglesey and Double Header Oulton Park this Autumn.



©Rachel Bourne

Justin Roberts penultimate race winner

23rd/24th September: Anglesey

In the drizzle of qualifying, Michael Heath set a best lap that was 4 tenths quicker than Mark Robinson could manage. Justin Roberts made it a trio of Fiesta drivers in the first 3 despite a failed head gasket while the fourth car was the Escort of Michael Blackburn.

When the lights went out at the start of the first of 3 races, Heath and Robinson ran side by side through Target and around The Banking with Blackburn moving up to third. On the exit of the latter 180 degree corner Robinson had a twitch of oversteer which allowed Heath to carry more momentum down the fast stretch next to the sea to establish himself in the lead.

Roberts, meanwhile, slipped back before pulling into the pits on lap 2 because, having replaced his head gasket after qualifying, the cam-timing was incorrectly set. Having challenged Blackburn on the entry to Rocket on lap 6, Greg Speight got a better run coming out of the complex and moved his Fiesta up to third but then a few circuits later Speight slowed due to a loss of power.

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NORTH WEST RACERS

With Dave Williams

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Blackburn was able to get back into third but by this stage Heath and Robinson were 10 secs down the road.

The problem with Speight's engine couldn't be identified until he returned home at the end of the meeting when he discovered that the second choke in his carburettor had stopped opening and he was effectively running on part throttle. This put him out of contention for the remaining 2 races and was a source of much frustration as he felt his car was handling really well.

Race 2 on Sunday morning was held in very wet conditions. Heath and Robinson ran first and second but as the contest unfolded it was Blackburn who coped best with the lack of adhesion. A great run out of Church saw him take second from Robinson down the back straight on lap 5 before the XR3i driver outbraked Heath at Rocket two circuits later. Blackburn locked up entering the same corner shortly afterwards. As he ran wide Heath was able to draw alongside and even get his nose ahead exiting the second part of the complex but Blackburn dived down his inside at Peel and went on to take the win.

For the final encounter, Blackburn pulled away as Heath tried to hold off Robinson. His rear-guard action was unsuccessful however and Heath would later spin down the order at the Corkscrew allowing Steve Poole to make his only visit to the podium of the weekend in third place.

Once clear of Heath, Robinson reeled in the leader with the saturation levels of the track having reduced to damp from being extremely wet earlier. Once again, Blackburn outbraked himself at Rocket but, unlike Heath in the earlier race, Robinson was able to hang on around the outside at Peel and take the lead into the Corkscrew.

After a few oversteery moments, Blackburn closed in on the leader in the latter stages. Having tried to pass round the outside at Rocket to no avail, he successfully completed a move up the inside at the same section of track next time through before going to take his second victory of the weekend.

14th October: Oulton Park

Although the other races on the programme were held on the full length International Layout the XR Challenge opted to use the short Fosters Circuit to the delight of competitors and spectators as it promotes close, exciting racing.

This was underlined in qualifying when the first 3 were covered by 0.7 secs with the Escort of second place Michael Blackburn sandwiched by the Fiestas of Mark Robinson and Justin Roberts.

Robinson converted pole into the lead of race 1 as Blackburn temporarily ran third behind Roberts but soon he was battling for the lead. This came to a head a couple of laps from the finish when Blackburn ran slightly wide exiting Cascades dropping a wheel off the tarmac and on to the grass. This caused him to spin and collect Robinson.

By the time the accident had ended, both cars had reached Fosters corner and Roberts was able to pick his way through the melee to take the victory with Greg Speight's Fiesta following him home as Robinson and Blackburn recovered to take third and fourth.

Speight's second place put him on the front row for race 2 and in position to lead every lap of the final contest of the season. It was always a very slender advantage however as Robinson, Blackburn and Roberts (who finished in that order) all took turns at filling his mirrors.

When the points were totted up, Mark Robinson was declared as the Overall and XR2 Champion – amazingly this was his sixth title. Michael Blackburn took the honours in the XR3i Class and is the only driver to have taken titles in both the XR2 and XR3i categories having won his first Championship way back in 2003.

Mark Noble was the only driver to race in the Si and he ended the season in fine style with fifth and sixth place finishes overall at Oulton Park.

Michael Heath leads Mark Robinson & Michael Blackburn



Report by Dave Williams,
Photos : Rachel Bourne



PRESCOTT 2017

INTERESTING PEOPLE AND CARS AT ANOTHER SUPERB PRESCOTT AUTUMN CLASSIC

According to the poem by Keats "Autumn is a season of mists and mellow fruitfulness" this is certainly true at Prescott in rural Gloucestershire but more importantly for many motorsport enthusiasts it is the season of the Autumn Classic, the American themed extravaganza when Prescott UK could easily be mistaken for Prescott, USA. In 1864 Prescott USA was so important it was the capital city of Arizona. Not a lot of people know that!

The American Classic transforms the very genteel surroundings of Prescott with its idyllic setting into a venue just as worthy of motorsport as Indianapolis, having a permanent race track together with superb associated facilities all set in wonderful orchards full of fruit trees. Here on this weekend blazers are replaced by leather jackets, Bugatti's are outnumbered by Buicks and Pontiacs, Harley Davidsons are there by the score, even the clubhouse restaurant serves "fingerlickin" chicken and apple pie. The tricolour French flags are replaced by the Stars and Stripes, the Yanks have definitely arrived!

However, fear not, all the magic that makes Prescott what it is still there, it's just that on this weekend there is even more variety to enjoy. Where else could you see small block Chevy's, Model T Fords, Hot Rods, Rat Rods, Cadillacs, Al Unser / Mario Andretti's Chevrolet Camaro" Black 7", Roger Penske's 790 BHP PC22 Indianapolis racing car plus Indian motor cycles from the 1920s being ridden around the vertical and aptly named wall of death. Jugglers walk amongst the cars on stilts so high they could clean the top windows of a double decker bus; scantily dressed dancing girls wander about before dancing on stage to groups playing Beach Boys type music. The Lady and the Sax are a young couple that are great musicians as are individual guitarists playing as well Phil Collins with voices that could be mistaken for Elvis or Buddy Holly, all this is included in the price of the very modest entry fee of £15 on Saturday, £20 on Sunday, great value indeed

This year the weather wasn't quite so kind as it has been in previous years with a bit of rain on Saturday and a very odd light shower on Sunday but when the sun came out it was pleasantly warm, and the track dried quickly. Well it did dry until we were lining up for the start of our second timed runs when another shower suddenly arrived and made the track feel as if I was driving on ice, no chance of a personal best. Still there's always next year.



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Prescott Classic ***Continued from page 45***

The real heroes of the weekend were the marshals, ambulance and recovery crews plus the clerks of the course, these individuals had the busiest time I've ever seen on the Saturday as for a while every other car seemed to go off. Each incident involves quick action by marshals on every single occasion, ambulance crews are on the scene very rapidly if there is any remote chance of injury due to an impact and the clerk of the course is almost as quickly on the scene as well to assess the situation, check

the track conditions for oil or problems, the integrity of the Armco, polystyrene bales and tyre walls if any contact has occurred. Fortunately, all incidents were medically of a minor nature although some cars wouldn't be out competing again for some time.

The commentators are brilliant, if an incident occurs they keep on talking to give reassurance as far as they can to those that can't see what's happened. If it's an accident rather than just a car sliding into the gravel trap they may say "the driver is out of his car", or "the driver is chatting to marshals" to paint a picture of what's happening. If they can't give such reassurance they chat about all kinds of things just to give an air of calmness, they are walking encyclopaedias and know many facts about the cars that the drivers don't even know because many cars are three times or four times as old as their drivers.

Because of MSA regulations regarding track and competition licences, fireproof clothing and helmets everyone involved in the event cannot have timed runs or take part in the competition. Those cars that aren't allowed timed runs may do demo runs at lunchtime or between batches as appropriate so that spectators can really appreciate what a Hot Rod or a genuine 1993 Indianapolis car sounds and goes like when 790 BHP at 14,000RPM is unleashed. It goes like a rocket taking off from Houston Texas, simply breath-taking and truly awesome.

The whole venue is owned by the Bugatti Owners Club so as you would expect there are quite a number Bugatti's competing in their own class. As the various Bugatti models are in different states of tune and engine capacity these results are decided on a proven handicap system that works very well indeed. The Bugatti Museum and spares department is adjacent to the track this is certainly worth a visit, the cost of admission to the museum was included in the entrance price. If you would like to see a Bugatti Veyron in the flesh so to speak there is often one or more of those parked nearby. If you have 2 million quid you could just afford one of Bugatti's new models but unless you are one of the chosen few, a pop star or an Arab Sheik you won't be allowed to buy one. Currently they are producing almost two of these cars per week and you can see how they assemble them if you look at the video on U Tube



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Prescott Classic Continued from page 46

To be a member of the Bugatti Owners Club doesn't mean you have to own a Bugatti or be a millionaire, you can join for the very reasonable cost of £78 per year plus a joining fee of £20 this gives you free entry to all BOC events, a quarterly newsletter and a quarterly magazine plus invitations to lots of social gatherings. To test the water, you can apply for associate membership at £45 but after a year you MUST join as a full member. A junior member, someone under 16 years of age can join for only £15 per year so anyone living within reasonable distance these fees are an absolute bargain.

You may be asking what happened at the two completely separate one-day events over the weekend. Well both days had classes for various championships including one for Bugatti Owners Club members holding no higher than a National B licence which is the starter licence you need to take part. This is designed to encourage new members to take up hillclimbing which is a great idea with all manner of road cars entered. Other classes comprised of one make clubs such as MGs. Reliant, mainly Scimitars but an SS100 and a Sabre also entered. Many Lotus's of almost every model made are in the Paul Matty Lotus championship, Paul is a Lotus dealer from Bromsgrove who started the long running championship in which both he and his wife June compete with beautifully prepared racing cars. It would be impossible to meet nicer people than the Matty's no wonder they have such happy customers that speak so highly of them and keep returning to buy cars and having work done at their garage at Bromsgrove.

Big Healeys, Bentleys, 500cc owners club members, not Fiat 500s but Cooper or other 500cc racing cars with JAP, Norton, Triumph motor cycle engines from the 1960s or earlier. These are the type of cars in which Stirling Moss started his career, often running on methanol or the fabulous smelling Castrol R.

American marques and invitation class had many Allard's, a Chaparral, Chevy Camaro and a Saker GT which looks like a LeMans Porsche or a Jag XJ220 to my way of thinking. Morgan's, Pre- 1971 racing cars had a Lotus, Elva, Cooper- Daimler 2500cc V8 and a Nike Formula Ford all driven by ladies with just as many male drivers in the class as well. One lady Pheobe Rolt lives in central France yet I meet her at Shelsley, Prescott and other venues she is still so keen despite having competed at all the venues for very many years.

My class of "Flatheads" relates to the cylinder heads on the car rather than the shape of our own heads! Our cars have side valve engines mainly American V8 Mercury's, but this year two Bucklers competed, mine and another one driven by former Mallock racer Carl Talbot with 1172cc four-cylinder motors designed in the 1930s. A 1954 Ford Pop "Sit up and Beg" saloon was also entered using the same power unit driven by Prescott regular Ian Moss. Ian currently holds two Prescott hill records in other classes and Carl Talbot was beaten about twenty years ago to one of Prescott's premier trophies by 1/100 of a second by his younger brother, I wonder if the following meal times were tense family affairs?

Derek Bucklers grandson Simon Ambrose and partner Sian came to see us and cheer us on so when it threw a shower we rigged up a Greenham Common lookalike shelter and it worked very well although only a very odd shower tested the integrity of our shelter but it was like insurance, if you haven't got it you will certainly need it.

A lady driving a 2500cc Cooper Daimler asked Simon and I to give her a bit of assistance pushing her racing car across the wet grass a couple of times as wide slicks have very little grip on wet grass. It was Gillian Goldsmith. She is not only a hillclimber but a very famous racing driver too., her day job is an ARDS Grade "A" senior racing driver instructor at Thruxton, she is former horse racing jockey and the very first Ladies National Hunt champion over jumps in 1976. Among the very varied number of cars she has driven she drove a 1950s HWM Alta belonging to Terry Grainger and is a well known competitor at Shelsley not only holding ladies and class records many times but also put up FTD in 1985 with a time of 28.8 secs in a borrowed V8 Anson.



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A “works” drive for Ford was hers under Stewart Turners reign in the 1970s in the Mexico challenge races in the 1970s against Gerry Marshall, Jody Scheckter, Barry “Whizzo” Williams and Andy Rouse now she specialises in racing Aston Martins and suchlike quality cars that their business prepares for various customers.

Gillian has raced at Classic Le Mans many times in Astons DBR1, DBR2, Project 214, Lightweight DB4 and others also at Goodwood Festival and Revival, Silverstone Classic to mention just a few famous meetings. It is amazing how many talents people have yet not big headed or pushy in any way at all. She invited Carol and I to go to a hill-climb at Gurston Down fairly near to where she lives, when I said it was too far she invited us to her place near Stonehenge if it was any of help, a very kind offer from her indeed.

Carl went out on his first practise run but broke down with no spark which was very strange as it had run well on the journey from Stroud. We fitted a spare coil of mine and all seemed ok so off he went for his second practise, here it petered out near the finish but freewheeled over the finish line so that was at least a complete run.

We then swopped all the parts such as points, condenser etc from my spare distributor as the bakerlite in the points had melted this seemed to cure the problem so Carl rocketed up the hill for a very fast run which was a great relief. However the engine was losing water at the thermostat connection on the cylinder head for some reason so bearing in mind a shower was making the track very greasy and the fact that he had to drive all the way home he didn't take his second timed run so set off for home. He made it back to Stroud but on the journey he used up all his spare water, he didn't quite get to the stage where he need to pee into the radiator !

At home a problem again with a cylinder head was found to be the culprit, Carl is now working on this problem.

Our class was run on handicap and won by Clark Devey from Chingford in Essex in a 1936 Ford Coupe with its 4500cc V8, a great drive by Clark.

Impeccable organisation on both days, a spectator car park full of unusual vehicles almost an event itself, trade stands selling car related items as one would expect, others were selling outdoor clothing, scarves, food, books, sculptures and ice cream there was something for most people its difficult visualise how to better this formula.

The event was oversubscribed as many similar “Revival” events have been this season but for those thinking about having a go I would recommend it strongly. If feasible join the Bugatti Owners Club, take part in other events at other venues of which this is a counter in a championship but above all get your entry in early to maximise your chances of being accepted.

A full list of entries, times and results are available online, go to Resultsman Timing, check out MMR events then select the dates and venues you require. You will find even the split times and sector times are available from your armchair with your tablet or laptop just like F1.

They say a picture is worth a thousand words so look at the photos it will give you a good indication of the great entertainment this event provides.

Will you be there next year?

Keith Thomas

EVANS AND BARRITT WINNERS AT WALES RALLY GB

Elfyn Evans and Daniel Barritt secured their maiden win in style. Claiming nine stage victories, the pairing dominated their home event and were in a class of their own through the tricky conditions.

As the first British pairing to win the event since Richard Burns and Robert Reid in 2000, Evans is also the very first Welsh driver to win the British round of the FIA World Rally Championship.

Elfyn Evans (1st) said: “I’m feeling pretty good, and just about managed to keep the tears away at the podium. It’s been a really long and difficult weekend, so this one feels good and it was made all the more special when you combine it with everything the team has achieved today.

“Already after Shakedown, we knew if the conditions played into our hands then the speed was there to challenge for the victory. As the weekend went on, I felt that it was always in my reach, but this is an event you can never predict. A clean run with no punctures, spins or mistakes is very difficult. It’s all about finding the right balance and I think that’s what we managed to achieve this weekend.



A reunion with Tong Park

(Thanks to Hippo Motor Group)

It was in 1991 when I last competed in Tong Park on the 7 Dales Rally. So it was with delight that I was invited by the Hippo Motor Group to join Tom Preston on a test day on 28th Sep 2017, 26 years since my last visit.

In 1991 I was with Rod Brereton in the Renault 5 Turbo, a newly acquired vehicle which unbeknown to us was set up on tarmac/circuit suspension which resulted in a very busy day as with Tong Park, being a forest/rough track surface, resulted in us having to change the rear shockers many times as we kept on breaking them. It is no fun riding round a forest track with no rear shockers and the car bouncing all over the place. I also remember one part of the stages being behind the woods on a track between the trees and a wall, which was to say the least three ply. We were travelling down it all the way on the sumpguard and some of the mini's were really struggling to maintain grip as their wheels were almost off the ground.

Anyway, we survived to finish the day and learnt a lot about the suspension and quick changes of rear shockers. One of the best photo's we have of the Renault 5 was taken here at the water splash/river bed. When walking round last week I didn't see that spot but maybe I didn't walk far enough. Getting old.

Well, what can I say about the day with Tom and the Skoda R5 modern day rally machine?

There is no comparison. The Skoda is a totally different modern machine. (See car specifications at the end.) It was set up on the right sort of suspension first of all, as it was due out in the Yorkshire forests on Rally Yorkshire on the following Saturday. The car sat fairly well off the ground with lots of movement available it certainly looked the part.

Inside it was once again designed for its role with the long shift lever for sequential gear changing and large levered hydraulic handbrake. There was also the centre panel for setting up things like max rpm and different driving modes, as well as the centre steering wheel panel for wash/wipe, mainbeam, indicators, launch control etc..

Right, onto the serious part. I was also given the privilege of having a ride around Tong Park with Tom. Having been strapped in to the harness and helmet plugged into the intercom we were ready for off. A steady ride from the service area into the forest where Tom stopped and introduced me to the setup panel in the middle. RPM up to 7500, no we will drop it to 6500, "That is the drive mode button". Asked if I was ready, "Yes". Then the comment "I will take it easy for the first lap and then we will speed it up for a couple more". Do not believe it. Stage mode on. Launch control set. Into gear and holding onto handbrake. RPM's rise and we are off.

"Bloody hell", or other similar expletives firing off in my brain. We shoot forward, acceleration like that I have not experienced before in a car, maybe on a fairground ride but not in a car. The trees are flying past, gears being changed super rapidly and we are heading downhill towards trees and a ninety right bend.

Good job Tom knows the route as there are no pace notes or arrows, not that I think I would have been capable of reading them, or wanting to, all I wanted to do was look out the front or side window, depending on the angle of the car to the road, and enjoy the ride.

Braking hard, fantastic retardation and initially going sideways towards the bend the wrong way, we flick the other way and accelerate round the first bend. Expletives in my brain again. Sweeping bends, short straights and tight hairpins take us down to a hollow which forms a water splash,



1991 TONG PARK.



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Tong Park Reunion

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Tom points to the buttons on the foot plate in front of me and says "Next time round hit the middle one", I think it was the middle one, which is labelled 'Wipers' and on we continue round the stage. I cannot remember all the straights and bends but it was a fantastic journey. We end up at another hairpin left and accelerate uphill back towards where we started and fly into further laps.

Entering another lap and I now slightly believe him when he said that he would take it easy on the first lap. The downhill right hander comes up even faster and more sideways.

Further round the stage I did remember to press the wipe/wash button as we hit the water and we continue around to the next lap and eventually the ride is over.

What a great day and experience and one I am unlikely to repeat. Thanks to Tom Preston, Hippo Group and the service crew which of course has to include Suzanne Preston, who provided brews and a superb buffet lunch. Would I go again? I would gladly go again given the chance.

Alan Shaw : Pendle DMC

Skoda Fabia Technical Information

(Courtesy of Skoda Motorsport)

Base Car ŠKODA FABIA III

Length 3,994 mm Max. width 1,820 mm. Min. weight 1,230 kg

Bodyshell. Modified for 4x4 drivetrain

Engine. Turbocharged 4-cylinder - 1,620 cm³ - Direct injection.

Max. power - 205 kW (app 275bhp) Max. torque - 420 Nm (app 300lbft)

The mass-produced engine, from which the racing engine of the ŠKODA FABIA R5 is derived, was originally introduced in the Volkswagen Lamando and ŠKODA Superb cars for the Chinese market. In comparison to the mass-produced version, the engine in the rally car is different in the following ways. Due to the reduction from 1.8 l to 1.6 l, there is a completely new crank mechanism, specially developed for rally conditions. The valve distribution and cylinder replacement system has been completely redesigned in order to ensure ideal conditions for replacement and cylinder filling. The fuel system (high-pressure pump and injection nozzles) was also adjusted. The racing engine is equipped with a modified turbocharger from the Audi S3 to ensure the necessary supply of air

Due to the new engine position in the car, the oil system and the engine ventilation system have been completely redesigned and optimised. The power of the engine is limited by FIA rules, which means there is a prescribed maximum operating pressure in suction pressure of 1.5 bars or a 32 mm diameter restrictor. For a considerable number of parts used in the engine, there are price limits or a requirement that parts must come from a mass-produced car.

Drivetrain - 4x4 5-speed gearbox. Manual sequential shifting. Mechanical differentials (front and rear) The 4x4 drive is designed with 2 axle differentials. The front one is located in the same place as the gearbox. The rear transmission is connected to the gearbox by a Cardan shaft. The car does not have an inter-axle differential. However, for the correct operation of the handbrake, a disconnecting clutch is needed, which disconnects the front and rear axles when pulling the handbrake. The Differentials are mechanical and self-locking with no electronics. The ŠKODA FABIA R5 has a 5-speed, sequential, manual gearbox. The maximum speed is derived from gear selections with the overall maximum speed being around 200 km / h (approx. 125mph). Toms car was set for approx. 115mph max. A rally driver is able to change gear in tens of milliseconds.

Chassis

Suspension - Front and rear – McPherson

Both axles have a McPherson suspension designed for extreme conditions that cannot occur in regular traffic. On jumps, the force on every wheel equals to multiple of the weight of the car.

Brake discs for tarmac - Ø 355 mm / width 32 mm. Brake discs for gravel - Ø 300 mm / width 32 mm. Different surfaces do not only mean a change in the use of brake discs.

In view of the greater roughness of the gravel, the clearance height of the car for this surface is several tens of millimetres higher. There are also other parts, used only for a given type of surface (e.g. wheels, dampers, springs, brakes), and adapted for surface specificities (e.g. spring stiffness, shock absorber characteristics, stabiliser stiffness, etc.)

Fuel system. The ŠKODA FABIA R5 needs special racing fuel developed directly for rally cars under FIA compliance conditions. Special Fuel Tank - Volume 82.5 l (approx. 18 gallons) Consumption - 0.6 l / km (approx. 4.7 mpg) of a special stage. PS hope my conversions are correct)



Photograph by Tom Irvin Photography



September New Car Sales “Slump”

Last month I speculated that the industry was struggling to get close to the desired number of sales/registrations for September. This is the second most important month of the year bringing the new 67 plate. In the end the final result even with reportedly massive pre registration of unsold cars at the end of the month was even worse than many had feared.

Total new car registrations in the month were over 9% below last September. Around 43500 less new cars, that's a lot and a bitter pill for manufacturers and dealers. And as well as pre registrations just about all volume manufacturers were running expensive scrappage schemes offering extra discounts to those customers trading in an old high emissions car against a cleaner new one. The discounts offered range from £1350 to an eye watering £7000, normally in addition to other offers available. These were generally thought to be very successful so goodness only knows where the sales figures would have been without them?

Diesel sales were down almost 22% against last year, petrol just over 1% down while alternative fuelled cars were up over 40%. As ever there were winners (not many) and losers. Ford had a very bad month despite being first to announce a scrappage scheme. They ended up 19% down on last year and for the first important month for a long time lost the top selling model spot. This went to the Nissan Qashqai followed by the VW Golf with Fiesta and Focus trailing in 3rd and 4th. Peugeot were 21% down and Vauxhall over 25%, shocking figures in a new plate month. Nothing compared to Fiat's 42% drop of course. Audi and BMW were both only about 4% down and Mercedes under 2% so good numbers in a market almost 10% down.

Sales have now been down against 2016 every month since March and the figures for the year to date now down by almost 4%. And there's little sign of any change to this trend with most dealers and manufacturers expecting further falls for the rest of the year and into 2018.

Dealers Feel The Pain

The slowdown in new car sales is hitting the dealers hard. Not only are volumes falling but profit margins are reducing significantly. Cars that were sold at full retail price or close to (e.g. most Range Rovers) are now being heavily discounted so the dealer's margin may reduce by well over 50%. With many of these dealers absorbing the cost of very expensive new showrooms built at the manufacturers' insistence this hits hard. Pendragon, Britain's biggest car dealer trading under the Stratstones and Evans Halshaw brands this week announced a serious profit warning. In the 3rd Quarter their new car profits were over 20% down on last year and used cars similar. The company said it had traded at break even in the quarter, which must mean heavy losses in the weaker final quarter of the year. One financial journalist described the warning as “spectacular” and suggested that “the bottom has just fallen out of the UK car market”.

The one thing that is certain is that Pendragon isn't by any means the only one to be suffering. No doubt similar announcements will follow from other public company dealers in the near future. Two thirds of car dealers now expect their 2017 profits to be below 2016, most quietly admit 2018 could well be worse again.

Credit Supply Another Worry

The Bank of England continues to express concern about the amount of credit being offered to new car buyers. Banks are very exposed to any drop in used car values as they are underwriting these values in millions of contract purchase and contract hire deals. With a rise in interest rates now nearly certain and a probable reduction in the availability of easy car credit, the monthly cost of a new car purchase is almost bound to rise further depressing sales.

Where's The Used Car Market Going?

With new car sales down dealers inevitably turn to used cars to make up the deficit. Just how the used market will play out over the next 6-12 months is therefore a subject of intense industry speculation just now. The last few months have been best described as “patchy”. From April there was a significant drop off in interest in diesel used cars, but that has now largely recovered particularly in rural areas. Certainly the value of used diesels has dropped so they now offer good value particularly to the fuel conscious buyer. These downward adjustments were severe in the cases of some larger more expensive models with near new Range Rovers dropping by around £3000 in one month in Glass's Guide. This partly explains Pendragon's problems with several hundred such cars in stock they'd be writing off millions every month.

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The used market is a pretty perfect example of supply and demand. Certainly there will be plenty of supply in the next year with well over 2 million new cars sold in 2015 coming to the end of 3 year finance contracts. If the economy weakens and consumers have less to spend due to rising interest rates then less people will have the means to change their cars so we could face rising used car supply and falling demand, which means bargains all round. One thing that does seem certain is that large franchised dealers like Pendragon will seek to increase their used volumes to make up for the drop in new profits, which will put the independent dealers under pressure.

Vauxhall Name To Stay

Now the dust is beginning to settle on the Peugeot/Citroen takeover of Opel and Vauxhall likely consequences are beginning to emerge. Firstly it seems the Vauxhall badge will stay rather than being replaced by Opel. Less certain is the future of the two Vauxhall manufacturing plants in the UK, Ellesmere Port near Liverpool making Astras and Luton Vivaro vans. Their survival depends on them being cost competitive with other Peugeot/Citroen plants which they currently aren't with one PSA boss describing the differences as "significantly big". So while the British badge looks safe British jobs seem anything but.

Volvo Owner Cuts The Dealers Out

Chinese company Geely who own Volvo have announced the launch of a new high performance brand "Polestar". This will enter the UK market in 2019 although the first model has just been launched in China. The hopes Volvo dealers had that they would be selling this new brand have been dashed by Geely. The cars will be sold 100% online. And you won't actually be able to buy one, all will be on a 2 or 3 year "subscription" which will include all servicing etc. One crumb of comfort for Volvo dealers is that they will be doing that servicing work, but their big fear must be that if this sales approach works for Polestar how long before Geely apply it to Volvo. As I've said many times before the biggest cost reduction motor manufacturers can achieve is to get rid of the approximately 20% margin they give to their dealers.

Cars Under Attack Everywhere It Seems

This week saw the introduction of the new "Toxic Tax" in London where the owners of older high emission cars are charged an extra £10 on top of the normal Congestion Charge for entering Central London.

Halfway across the World Singapore announced that the number of cars on their roads would be frozen from next February. In Singapore to own and use a car you have to have what's called a Certificate of Entitlement. These are auctioned by the Government and last for a limited number of years. As a result cars in Singapore including the Certificate cost about 4 times more than the same car in Europe. With the number of Certificates frozen these prices can only go one way.



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

Paul Gilligan

Octobers Quiz : Answers

Question

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

Answers

October It has an extra hour when the clocks go back

Door Numbers

Driving in reverse

Catherine of Aragon

Capillaries

Blackpool

Pastry

24

Shipbuilders (Swan Hunter Cammel

Laird Harland & Wolfe)

£1 Still issued by Scottish & Irish Banks

Dirty Fingernails Club

Great turnout for this meet up despite a few members unable to make it for various reasons. Dick Smith turned his Landrover into a boat rather unexpectedly and almost ended up in the Solway Firth so needed to brush up on his seaman-ship skills tonight in case it happens again, Simon Riley is assisting him with charts and tide tables I gather.

I am sailing in a competition at Bassenthwaite this weekend but Dave Nicholson who also has a boat there got a phone call at the meeting to say the lake level is rising very rapidly tonight and boats may float away, tomorrow I need to nip through and see if my boat is still at the club if not I'll approach Dick and see if his Landrover is available for a couple of days sailing.

Kirk Rylands has just returned from a mammoth endurance trip taking in Spain, Andorra, France in his XK140 so is now saving up for a few more gallons of petrol so that he can get down to the golf club for next month's meeting.

Harold Blair hadn't had any e mails from me for a month or two which I've told him is Terry Richardson's fault as I've asked people to check the circulation list for ages to check that their mates are on as our old computer decided to go on strike, it didn't want to send out notifications to everyone so kept deleting email addresses. New computer is fine although having same operator pressing the keys could cause untold problems.

I told you about a guy called Mike Ward with the Bugatti's who is still racing and working at 83 years of age, a great role model indeed. Well it's a small world indeed as Simon Riley tells me his Dad is a friend of Mikes and lives fairly near to him in the Sheriff of Nottingham's country, Simons Dad is 90 years old and still driving his Lotus Super 7, he too is now a hero of mine.

Edwin and Richard Cook are up at Mull this weekend although the MSA wouldn't grant a permit I gather for the closed road rally which is very fast and to avoid the need to transport laxatives the little island has some rather big drops into the Atlantic Ocean if you get it wrong. This lack of permit is due to the repercussions of people being killed on the Jim Clark Rally a couple of years ago so although there is no rally as we know it I've been told the club are putting on a Targa type of event to give people a reason to go and keep the islands economy in the black. There may be an odd dram or two consumed over the course of the next few days and no doubt the Cook & Co catering and hospitality unit will be there with duty chefs Edwin and Richard dispensing bacon butties as they do on events such as the forthcoming Lakeland Trial.

If VSCC Lakeland competitors manage to get to the end of the section aptly manned by the "Cooks" a bacon buttie is thrust upon you and one gets the chance to delve into a Roses or Quality Street tin for a sweet, If current news regarding some former MPs is anything to go by this could almost amount to the culture known as "grooming" so careful Edwin who you give them to.

Talking of trials the VSCC Lakeland Trial is on 11th November based as usual at the Wheatsheaf in Lorton, and the action takes place in the nearby forests, above are a few photos I took on the Lakeland about three years ago the roads resemble some typical roads in Cumbria.

Next meeting is 8th November so just a few days before the Lakeland but don't forget the Solway Classic rally is this coming Sunday based near Workington, Chris Spencer and Chris Hunter are the guys to speak to about this event.



Becky takes on the boys!

Becky Kirvan-Rodgers is one of the few female drivers competing in stage rallying, having recently made a comeback on Rally Yorkshire after five years away.

Becky has been interested in cars for as long as she can remember. She watched rallying on tv when she was young but, coming from a family who were not in the least bit interested in the sport, it wasn't until she did a rally driving course as a birthday present that she got her first real experience of it. She caught the bug and from that day on made it her mission to get involved in the sport.

She started off by marshalling at events but, in 2006, she moved into the driver's seat when she entered, and won, the national Lady Quest rally driving competition at Silverstone Rally School. The prize was a scholarship where she tackled a series of events in an MG ZR which culminated in a class win on the Swansea Bay rally in 2007.

After selected events in a VW Polo, Becky contested the BTRDA championship in 2010 at the wheel of a Nissan Micra, winning the Ladies championship title. Following that she was ready for a bit more power under the bonnet so she entered the British Rally Championship (BRC) Challenge in an ex-M-Sport Ford Fiesta ST and finished second overall in her class as well as winning another Ladies title. She rounded off her season by winning her class on Wales Rally GB.

Since then she has taken time out to get married and have children but, after agreeing a sponsorship deal with Hull-based software development company APD Communications, she returned to the stages at Rally Yorkshire in her Fiesta ST, achieving a good result despite gearbox problems.

So how does she feel being one of the few females who drive in rallies?

"Rallying is one of the friendliest sports I've ever come across," said Becky. "Whilst it's very obviously male dominated at the moment, I have never experienced anything other than being made to feel like part of the group and like any other driver. We all have a passion for the sport and that is what drives us, regardless of whether we are male or female, driver or co-driver, mechanic or marshal. We love rallying and we all put our heart and soul into it, whatever our role or gender."

"It's always been a goal of mine to inspire and encourage more females to get involved in the sport - there aren't enough of us! There are definitely more females involved now than there were some years ago - certainly in the roles of co-driver, marshalling and rescue and recovery. However we are still seriously lacking female drivers which is so sad and there is no good reason for it in my eyes."

"There are a few really inspirational girls on the rally scene at the moment though – for example Sara Williams and Jade Paveley are two drivers that are doing an amazing job of flying the flag for us girls and they are really excelling in the sport."

"There must be plenty of other girls out there who have a passion for driving just like I have, so my message to any females thinking of getting involved in rallying is do it – you will not regret it!"



Please visit www.beckykirvan.co.uk or www.facebook.com/beckykirvanrallying for more information on Becky's rallying.

BOULTBEE-BROOKS BAGS VICTORY DOUBLE AT CASTLE COMBE CLASSIC

Thankfully, the Castle Combe Autumn Classic did not clash with the Trackrod Rally in 2017 and this was all the incentive I needed to make a first visit to the relatively little used Wiltshire Circuit. Now in it's sixth year the 2017 running of the Autumn Classic included 7 excellent races, headlined in many respects by the wonderfully diverse field of machinery taking part in the 1 hour long GT & Sports Car cup; 39 cars doing battle across many different classes around the 1.85 mile circuit a mouth watering prospect if ever there was one!

After a soaking wet morning, the clouds began to lift as mid-day approached; the damp track proving quite a challenge for the Formula Vintage Pre War Sports Car runners in the first race of the day. Indeed, the safety car was required as early as lap 2 after Trevor Swete just failed in his attempts to keep his Invicta out of the Camp Corner tyre barrier.

Once the track returned to green however, there was really only going to be one winner; Patrick Blakeney-Edwards putting on a fantastic sideways display as he headed home a Frazer Nash Super Sports 1-2. Mark Gillies in his Aston Martin had managed to jump both Blakeney-Edwards and the second Frazer Nash of Edward Williams at the re-start (illegally as it turned out) but was back in third by the end of the lap, such was the pace of the eventual front two. Tim Kneller would in the end round out the podium positions in his Riley TT Sprite following a 30 second penalty for Gillies' re-start infringement.

After a lengthy break for tyre wall repairs at Camp corner, the second race of the day for the 500cc F3 cars would commence in fully dry conditions. And whilst Sir John Chisholm had been mighty in the wet to claim pole position he quickly fell behind the leading machines at the race start. In fact it would be the 2 Starides of Xavier Kingsland and Darrell Woods who would break away from the field; Woods eventually passing Kingsland at Tower on lap 3 before going on to record a comfortable 10 second victory. Stuart Wright in his Cooper MK11 would round out the podium positions.

Qualifying in very wet conditions had produced a topsy turvy Pre-66 Jaguar grid with Kevin Zwolinski in his XK140 finding himself sharing the front row of the grid with the Jaguar MK2 of Peter Dorlin. It wasn't long before the E-types rose to the fore during the race however as Grant Williams lead from Harry Wyndham by the end of lap 2.

In fact Wyndham, after starting on the fifth row of the grid, would find himself in the lead of the race by the end of lap 5 and whilst not able to break away from his local rival, a great performance from Wyndham saw him maintain the lead right up until a red-flag brought the event to a slightly premature end on lap 18. Chris Milner in another E-type rounded out the podium positions whilst Richard Butterfield claimed the Saloon class win, in his Jaguar MK2, with fifth position overall.

In the John Gross Memorial Race for Aston Martins, Steve Boulton-Brooks and Martyn Corfield would quickly break away from the rest of the field, with Boulton-Brooks in his glorious DB3s just having the edge over Corfield's Frazer Nash as he went on to record a relatively comfortable 5 second victory. The front two really were in a class of their own however with Chris Woodgate in his DB MK3 almost a lap in arrears as he rounded out the podium positions.



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Classic Castle Combe **Continued from Page 55**

The Formula Junior machines were in their element around the fast Wiltshire circuit and, having won for the first time at Oulton, Benn Tilley would again find himself standing on the top step of the podium. Following an early safety car, Westie Mitchell in his De Tomaso, had looked a strong candidate for victory as he quickly passed Peter De La Roche and was on the tail on the leader. A spin at the far end of the circuit put pay to Mitchell's challenge however leaving Tilley to wrap up another victory in his Lotus 22; 3 seconds to the good of pole sitter Peter De La Roche in the BMC MK2 with Richard Smeeton in his Wainor 63 completing the podium.



Making it's debut at the Autumn Classic, the 1 hour long, GT & Sports Car Cup centrepiece would be the penultimate race on a busy schedule and again the morning rain produced a somewhat unconventional grid. Indeed earlier in the day Nigel Greensall had produced a stunning lap to place the GT3 spec E-type shared with Chris Milner on pole position but as anticipated Milner could not keep the higher specification cars behind on a dry track. Instead it was Philip Walker in his Lotus 15 who lead the early running from 4th row starters Mark Williams in a Cobra and Ben Adams in his Lola MK1.

But after initially breaking away, Walker soon had the chasing two on his tail and sure enough on lap 7 both Williams and Adams had snook by. Williams' lead was short lived however as a mix up with a back marker would drop the Cobra pilot back to fourth; thus leaving Ben Adams to develop a reasonable lead before his pitstop.

Tackling the event on his own, Adams would find himself disadvantaged in pitlane (having to endure a 1 minute minimum stop) and this allowed Miles Griffiths, taking over the Lotus 15, to emerge in the lead as the race entered the second half. In fact, the Chris Wilson/Nigel Williams Cobra had also managed to jump Adams in the stops but Adams' superior pace soon saw him back in second. There was absolutely nothing the Lola pilot could do about Griffiths though; the Lotus 15 man now setting the track alight as he and Walker went on to record a very comfortable 53 second victory. Even without the pitstop disparity, Adams would have struggled to match the pace of Griffiths; second place and top spot in SP1 therefore a great result for the little Lola.

Indeed the Barry Dye / Richard Fores driven Lotus even had a spell at the front before slowing in the second half of the race. And despite Boulton-Brooks emerging from his stop with a healthy lead, he would find the margin evaporate over the remaining laps as Robin Ellis, in the second Elite, closed the gap to just over 3 seconds by the time the chequered flag was waved. There was no stopping Boulton-Brooks on the day though; 2 pole positions, 2 fastest laps and 2 victories from the 2 events entered represented a great day in the office!

Elsewhere, Mark Williams was able to reel in the ailing Wilson/Williams Cobra to claim GT4 honours with third position overall whilst pole sitter Greensall just managed to hold off a late challenge from Patrick Blakeney-Edwards to claim an excellent fourth and top spot in GT3 for he and Milner. Malcolm Paul and Rick Bourne meanwhile came out on top of the TVR Grantura battle to claim GT2 top spot with 16th position overall.

In the final event of the day, Steve Boulton-Brooks would again take his Aston Martin DB3s to victory in the FIS-CAR Historic Intermarque race. The win was a little less clear cut on this occasion however as the Aston Pilot was required to fend off not 1 but two very rapid Lotus Elite's in order to claim top spot.

There were many things to enjoy about my first visit to Castle Combe but what stood out the most was the sheer simplicity of the venue; the uncomplicated nature of the track (essentially just three corners with very limited run-off) creating some of the best racing witnessed all year, viewed from the excellent circuit wide spectator bankings. It felt like a throw back to my childhood, even more so when the winners were taken on a lap of honour by the open top bus; something which I do not remember seeing in a long time! I have a feeling this will not have been my final visit to the Wiltshire Circuit.

Paul Commons

Paul Commons Motorsport Photography

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

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

Product

- JPEGs, prints, press releases and reports.
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Or visit the website

www.paulcommonsmotorsport.com





DEVILS OWN RALLY



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Around about April I was chatting to David Alexander at a Kirkby Club night. Davids regular navigator was moving back to Newcastle and wouldn't be as readily available for events in the future. Would I be available for the Devils Own Rally on the 7th of October? Too right I would be. Not a lot of communication between us until a week or two before the event. Neither of us received a copy of the Final Instructions so whilst we knew our start number and the start venue we did not have details of the scrutineering nor the trip calibration route/location. When we met up at the start venue we scrounged a spare set of Finals from another competitor and set off to calibrate the trip. The trip in Davids car was brand new. We wasted too much time getting the thing spot on and when we got to scrutineering there was an enormous queue. Through Noise and Scrutineering with no problems but because of the delay meant that we had less time after Signing On than I would have liked and the Pre-plot information for Regs 1-3 was a little rushed and we left MTC 1 already one minute late. (good start !)

The first test 'Demolition Derby' was at Millhead, just a couple of miles from home and was on an factory unit that had been demolished and the site cleared. I must admit to briefly casting my eye over this site when going round to Ian Joels Garage at Millhead and thinking 'That could be an Autotest site' but never took it any further. Running at Car 54 meant that we could follow the lines of previous cars around the cones but I still called them - just in case.

Out of Test 1 and through Carnforth, Nether Kellet, Caton and Brookhouse to Regularity 1. Reg 1 took us up to Crossgill and hairpin left at the entrance to the Duke of Westminsters place at Little Dale Hall and then over Haylotts to end of regularity South of Butt Yeats. Nice and steady through Horby and Gressingham to start Reg 2. The route instructions looked deceptively easy. A series of spot heights followed by an instruction to go Over, Under, Over etc. The Over Under bit was tricky with the M6, the Lancaster Canal, the West Coast main Railway line and Power lines all in a maze of roads that gave a lot of options and to complicate things an instruction that said 'The correct route only passes through three gradient arrows' which meant a diversion around the triangle at Crow Trees and then cope with 5 speed changes. Its some 18 months or more since I did a proper regularity and was very rusty indeed.. (I knew what I should be doing but knowing and doing were not very well co-ordinated! - Sorry David)

Another gentle run up the A6 to Test 3 'Elm Tree Enigma'. Went well on this test and then it was through Warth and Old Hutton to Test 4, 5 & 6 in Old Park Forest. Test 4 'Savage Encounter' went without drama but on Test 5 'Finches Frenzy' we put the Viva off on a 90°R and got well and truly beached.

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Test 2 : 'Quarry Bashing' Holme Park Quarry

Photos above Courtesy of Tony North



Test 5 : 'Finches Frenzy' : Old Park Killington



Beached in the Ditch !

Devils Own

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After the closing car came through we got towed out after a lot of attempts. At one point I thought it was Rally over. Because the Closer had gone through we were now OTL for Test 5 and Test 6 and also Regularity 3 'Killington'. So we cut to TC2 at the Punch Bowl at Barrows Green and collected the route instructions for Regularities 7 to 11. The original plan had been to plot Regularities 4, 5 & 6 at the Coffee break at TC2. With the off on Test 5 this was modified to go from TC2 direct to Test 7 at the Heaves Hotel. But when we arrived at Reg 4, on our way to the Heaves we thought why not give it a go. I made one cock up that screwed the timing on the regularity.

Test 7 at the Heaves Hotel 'Final Fling' was a very short affair. Now a run down the A590 to Lindale for Test 8 'Christmas Tree' and took the opportunity to get Regularity 6 'Holker' plotted. Loved Test 8. Regularity five was a pre-printed map using the roads around Cartmel Maze. All going well until I missed a slot left (long way round a triangle). Came back and got it including the code board. At the slot right (near the Race Course) Sue Shoesmith disappeared up the road marked 'Cul-de-Sac' and the car behind opted to follow us up the road to High Gateside. Join the B 5278 at Stribers and head South towards Holker for our Evening Meal (and another set of Handouts). The problem on this bit was finding the correct white slot off the B road. Slot found far easier than I thought it would have been but not everyone got it first time.

Book into TC 3 and grab something to eat before getting down to plotting Reg 6 'Grizebeck'. Book out of Holker and David asks 'Where is the next Petrol?' There isn't one. We passed the last Petrol halt back on the A590 at Witherslack. So a quick nip up to Newby Bridge and we fill up but this diversion gives me time to plot Regularities 7, 8 and 9. Regularities 10 and 11 are pre-printed maps of the two Grizedale tests. Thankfully Regs 7 & 8 are just cross gridlines and are quickly sorted however Reg 9 needed a little more thought. Whilst plotting these I notice a note on the bottom of the instruction for Reg 9 saying that Fuel was available in Coniston Village (hadn't got the heart to tell David). Before I got to these route instructions I was positive we would be using Wrynose pass but we don't. Instead we go up to Fell Gate and turn right then down to Woodland and Raisthwaite finishing Reg 7 on the Yellow at Lower Hawthwaite and somewhere along this regularity I missed a code board.

Regularity 8 took us up Dunnerdale, down Stainton Ground to the easy to miss slot left up to Jackson Ground and then slotting into Broughton Moor Forest. The problem I was having was juggling the Maps, Speed tables, Stop watch, Poti and trip with only the poti for illumination. Got the timing all wrong virtually all the time. Following the off on Test 5 we had no intention of doing it again and there were no heroics in the woods. In Broughton Moor I spotted, out of the corner of my eye, the floor pan of a car that was upside down, off a bridge. David had seen the OK board so we carried on only later to discover that it was the Clan Crusader of Simon and Niall Frost. The Clans shell could be a write off but looking at the photograph of it being recovered on the Sunday morning by Bryan and Jonathan Hoggarth who had trailed the telehandler all the way from Capenwray - it might just need a lot of fiberglass.

**Photo Courtesy of Paul Whitlock :
motorsportmugs**



Photos below Courtesy of Phil James



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Devils Own **Continued from Page 58**

Four Regularities to go and two of them are in Grizedale. Through Coniston and the open Fuel station and next up is Blea Tarn which is cut short because a farmer is objecting to using the B.O.A.T. off the B5343. Turn left at Chapel Stile and into Reg 9 'Drunken Duck'. The navigation is a little more difficult than the previous two regs and we almost miss a code board at the grass triangle as we re-join the B6343 at Mill Brow. We then head back through Skelwith Bridge and onto the A 593. We slot left off the A593 and then past Bull Close turning right to the Drunken Duck Pub then right again before slotting right again and round Tarn House. Left at High Water Head and into end of Reg

Just the two Grisedale Regularities to go and we will have a finish that in Hall Park (after the off) I had not thought possible. On Regularity 10 'Hawkshead Moor' there are far more roads than there are on my map and I am never sure if we are on the correct bit of forest road or not but the Intermediate Controls keep cropping up. Regularity 11 'Satterthwaite reads far better and I know where I am most of the time and get to the end with no problems. Just need to find MTC 3 at Newby Bridge and we can head back to Greenlands for something to eat and wait for the results - not that we were going to be in the running for any awards other than the wooden spoon. Results seem to be taking a long time so as I am Chief Marshal at Three Sisters on the Adgespeed Stages on the Sunday I head home.

Cracking event with, in my opinion, the right blend between tricky (might say sneaky) navigation, good tests, fantastic use of roads, good documentation and well marshalled,. Thanks to all those marshals that I didn't say thanks to on the event - my excuse - too busy working out (or otherwise seeing I won that award) where I was and where to go next.

When I got round to look at the results it seems that I have won an award (not one that I will be bragging about though) The 'War and Peace Award' for Most Penalties on the night section

The biggest thanks though must go to David Alexander for being great company all day and putting up with this idiot

Maurice Ellison : Clitheroe & DMC



Now is the time to start planning for

28th/29th September 2018



Wigton Motor Club
Solway Classic & Targa Rally

Sunday 15th October

Oldies bit (cars not crews!)

Wigton MCs Solway rally has been for us the most distant event we usually do being about 100 miles away and requiring an early start at about 5.30am. I'm really not a morning person but it's always been worth it as it's never failed to be an enjoyable, well run event and this year was no exception.

On the drive up to Energus near Workington it all nearly came to an early end just a few miles from home when, after all the rain the day before we hit what could best be described as a small lake in a dip. We aquaplaned across with water going every which way including inside the car and got to the other side expecting a dead car. But surprise surprise and to our relief all was fine! And I thought old British cars died at the first sign of moisture! If I was half asleep before I wasn't any more!

The rest of the drive to Energus was uneventful thankfully and gave us time to dry out! Noise and scrutineering out of the way successfully we headed inside to signing on and a very welcome coffee and bacon butty. Ever noticed how much better a bacon butty tastes early in a morning?

The drivers briefing a short while later revealed a surprise in the new test venues Wigton club had secured the use of. Several of the test diagrams had rows of Xs marked on them along with the usual lettered cones etc. we were used to. These turned out to be roof supports! The buildings were disused Alcan site with concrete floors and quite a bit of standing water which proved to be quit slippery for the most part.

The first test was in the Energus carpark around cones and although not too complex I still almost got it wrong. Thankfully David was on the ball and quickly pointed out the error of my ways!

A short run of a couple of miles or so brought us to the Alcan site. It's perhaps not possible to imagine how slippery a wet and quite dirty concrete floor can be when you're trying to drive on it as fast as you can. We found it both challenging and very entertaining! The way the tests had been laid out guided you between the metal roof supports at right angles and into quite open areas where getting very sideways without fear of hitting anything was perhaps not the fastest way but very grin inducing!

Talking to the Jude's in the V8 TR7 Ray had checked his back tyres for a puncture at the end of an early test such was the amount of wheel spin he was getting. Occasionally having a small engine and relative lack of power can be an advantage!

After the Alcan tests was the longest run of the day to Maryport where unfortunately one of the test venues, due to be used twice, had to be cancelled because of being occupied by gypsies. A bit of re-planning by the organisers saw another test re-run to make up for it.

Back to the very modern Energus building for lunch gave us a chance to see the results so far and gauge how well or otherwise we were all doing. A combination of the lack of grip, some challenging tests, and my getting carried away meant that we'd had to stop and back up more than once so it was a surprise to find out we were doing better than we thought.

Dave Short and Roy Heath were leading, 62 seconds up on us. John and Marian Sloan in a similar car to ours and leading our class were second, 40 seconds in front. Us in third, David Agnew and Alan Jackson only 2 seconds behind in 4th and David and Paul Garstang 5 seconds behind them.

62 seconds seemed out of reach but 40 seconds looked vaguely possible as it could only take one wrong test. 2 and 7 seconds didn't look enough to guarantee 3rd though! Time to stop messing about then!

As I write this I can't remember us putting a foot wrong on the six afternoon tests. I tried my hardest to be tidy yet quick and David was on the ball following the diagrams and guiding us round. Spritely ran almost faultlessly except for a bit of fuel vaporisation when the engine bogged off the line at the start of a couple of tests.

The result? Well despite our best efforts and setting the fastest afternoon times the top three positions remained the same. We managed to pull back 19 seconds on the Sloans to finish 3rd overall and 2nd in class in the historic, and, taking the times of the Targa as well we were 6th quickest on the event overall so we were quite pleased with ourselves! Congratulations to Chris Hunter and Fiona Tyson on winning the Targa section of the event and to all the award winners.

If any of the people involved in the organizing, marshalling and sponsoring of the event are reading this I'd like to voice our thanks. It really is appreciated.

Well, that's probably it for competing this year for us. A few small jobs to do on Spritely over the winter but nothing major. We should venture further north and have a go at the events just north of the boarder we keep being told are very good. If we do I'll let you know.

Happy competing. Stephen and David Byrne (Clitheroe & DMC)



Wigton Motor Club Solway Classic & Targa Rally

Sunday 15th October

Wigton Motor Club ran their final round of the Gates Tyres Historic Rally Awards on Sunday with the Solway Historic and Targa Rallies based at the Energus Centre in west Cumbria. Crews came from all over the north of England and Scotland for the event while three of the crews had been competing on the Mull Targa Rally on Friday and travelled down to Cumbria to compete again on Sunday.

From the excellent facilities at the Energus Centre the cars took part in fifteen tests during the day with the lunch and finish back at the Energus Centre. A last minute reroute was needed when a group of gypsies encamped at the entrance to one of the test venues. A brand-new venue was the former Alcan factory which proved some indoor tests thanks to the hard work of some of the WMC members who completely cleaned up the venue for the event. The event was supported by the Whitehaven development Corporation.

The event was led off by the oldest car in the event the 1937 Austin 7 of Dave and Pauline Nicholson while the most modern car of the Targa cars was the 2006 Toyota Celica of Nigel and Martyn Moffat.

The mixture of surface on the event provided a challenge for the drivers while some of the more complex tests taxed even the best of the navigators.

The Historic Solway was won by the experienced Escort crew of Dave Short and Roy Heath who had a 39 second margin over Lorton's John & Marian Sloan in an MG Midget. The similar Austin Healey Sprite of The Byrne brothers were third overall.

In class H for the Pre- Historic cars Jim Hendry and Graham Couser from Fife were the winners in their Triumph TR2. Windermere's Dave Alexander and Mark Humphries on the Historic H1 class in their Vauxhall Viva and H2 for the bigger engined cars was won by Egremont's Dave Agnew and Alan Jackson.

The Post Histories class P1 was won by the Sloans in their well crewed MG Midget. And P2 was won by Andy Beaumont (fresh from his Mull win) and Tom Hutchings in their Sunbeam Rapier.

C1, the Classics up to 1400cc was won by the Garstang brothers in a Ford Fiesta and C2 was the father and son Jude family (Ray and Ben) win in their spectacular Triumph TR7 V8.

The final class for the Post Classics saw Start Wilson and Sam Colman win in their Triumph TR7.

The Solway Targa Rally was closely fought with just a handful of seconds separating the winners. Harrington's Chris Hunter and Fiona Tyson won in a Mazda MX5 from John Hill/Michael pears in a Corsa who won Class T2. Class T1 was won by the Corsa of Helen Harkness and Barry Lindsay from Brampton. Second in T2 were Simon Jennings and Clive White in a Peugeot 106 and third in T2 were Paul and Esther Bowness from Gilcrux in an MX5.

The event raised money for the Wigton Motor Club's nominated charities, West House and Hospice at Home.

Graeme Forrester : Wigton MC



Wigton Motor Club Solway Classic & Targa Rally

Sunday 15th October

Using a revamped and totally innovative format, Wigton Motor Club's Solway Historic Rally proved to be an excellent event to bring the curtain down on the 2017 NESCRO season, victory going to the rapid MK2 Escort of Dave Short/ Roy Heath while a cracking drive from John & Marion Sloan in the little MG Midget netted them an excellent runners up spot while pre-event favourite Andy Beaumont, fresh from his triumph on Mull, was unexpectedly back in 4th place.

The organisers had promised something different for this year's Solway and they certainly produced the goods with the bulk of the events tests based on, around and even "In" the giant disused Alcan smelting plant situated on the outskirts of Workington where the club members had worked long and hard making the site fit for use and clearing mountains of detritus to create some very interesting tests indeed although they were forced to re-locate one test when a party of travelling people pitched up and camped in the test entrance. The rally was based just up the road in the excellent Energus facility, a very well appointed building complete with cafe and acres of room for pre-event plotting. Scrutineering was held in the adjacent trailer park where the excellent 52 car entry was reduced by one when the Cowan brothers MK1 Escort was deemed ineligible owing to having big wheel arches.

The opening test, with Short/Heath quickest, was in the Energus main car park and then the field, led off by the 1937 Austin Special of Dave & Pauline Nicholson, headed down to the Alcan site where they promptly disappeared inside a huge, cavernous building for the first of seven tests on this venue, some drivers took a while to get accustomed to the gloom and Dave Alexander/ Mark Humphries lost ground when their rapid Viva GT sustained a puncture. The site gave the opportunity for a whole variety of tests, some inside the giant buildings, some running round the tarmac access roads and some using a combination of both which was very interesting indeed, especially for Beaumont who picked up a "Wrong Test" penalty, very unusual for him while Jim Hendry/ Graeme Couser, another crew who had been competing on Mull, picked up two wrong test penalties in their well used Triumph TR3, they would recover and go on to take a well earned class award.

From the Alcan site a short run took crews up to a quarry test near Maryport where Beaumont and Sloan were the only drivers to get under the minute mark, then a meandering run brought the field back to Energus for another car park test to round off the mornings action. And Short/ Heath headed for lunch with a useful 20 second advantage over the Sloans with Byrne/Byrne (A-H Sprite) , Agnew/ Jackson (Porsche) and Garstang/ Garstang (MK1 Fiesta) the best of the rest.

The afternoon session started off out in the Energus car park and Beaumont posted the first of a series of quickest times, the amazing Sunbeam Rapier flashing round the bollards at some intriguing angles and without the mornings errors the NESCRO front runner would have been well in contention. The afternoon session featured return visits to all the mornings tests and, as a result, the number of wrong test penalties dropped significantly, navigators obviously having got their bearings and coping better with the gloom in the buildings although Agnew/ Jackson picked up a maximum on one test which was to cost them a couple of places.

Continued on Page 63



Photos Courtesy of Paul Hamilton



Solway classic & Targa Rally

Continued from Page 62

Despite Beaumont's late surge, Short/ Heath were in fine form and were quickest on one test and close enough on the rest to cement a fine victory, ending up with a comfortable 40 second margin from John & Marion Sloan who had performed well all day in the Midget while the final podium position went to the Austin Healey Sprite of Stephen & David Byrne. The Solway was a great way to end the NESCRO season and all credit must go to the Wigton club for producing a superb and entertaining event to round of the years competitive action.

With a large contingent contesting the Targa section of the event it was no surprise that these cars provided the fastest three runners of the day with the extremely fast Mazda MX 5 of Chris Hunter/ Fiona Tyson scorching round with tyres smoking to win the category from the neatly driven Corsa of John Hill/ Mike Pears while Simon Jennings / Clive White from Hexham & District Motor Club put in their usual clean and tidy drive to come home third which was sufficient for them to clinch the 2017 NESCRO Targa Challenge Series. One of the drives of the day came from Helen Harkness/ Barry Lindsay (Corsa) who took 6th place and a class win in the Targa section, this on the only the drivers 3rd event. As usual, the Wigton Motor Club were using the event to support good causes, in this instance the West House charity and Hospice at Home.

RESULTS :-

1 st .	Dave Short / Roy Heath	Ford Escort MK2	998
2 nd .	John Sloan / Marion Sloan	MG Midget	1037
3 rd .	Stephen & David Byrne	Austin Healey Sprite	1058
4 th .	Andy Beaumont / Tom Hutchings	Sunbeam Rapier H120	1110
5 th .	David & Paul Garstang	Ford Fiesta MK1	1129
6 th .	David Alexander / Mark Humphries	Vauxhall Viva	1177
7 th .	David Agnew / Alan Jackson	Porsche 911	1192
8 th .	Simon Boardman / Matt Broadbent	Volvo 131	1200
9 th .	Jim Hendry / Graeme Couser	Triumph TR3	1202
10 th	Rob Iveson / Jaqui Raine	Morris Mini	1202

Class Awards :

- P2. Beaumont / Hutchings,
- C1. Garstang / Garstang,
- H1 Alexander/ Humphries,
- H2. Agnew / Jackson,
- F2. Hendry / Couser,
- D2. Wilson / Colman (Triumph TR7).

Ed Graham : Hexham & DMC



Wigton Motor Club

Solway Classic & Targa Rally

Sunday 15th October

When Mull Rally got cancelled Pete Whitaker and I decided that we would do the Solway. So instead of me going up to Marshal on Mull I would be out competing on the Solway. Then along came the problems with the Lotus Cortina as we set off to the start for the Doonhamer and after our very short trip up the A6 Pete declared that he was not sure if he would bother again this year. Then Andy Ritchie gave me a call to ask what Targa rallies were still to run this year I said there was either the Mull Targa or the Solway. Andy opted for the Solway.

Andy had never seen a Targa never mind competed on one and on our way up the M6 to the start I was telling him how I would call the tests and it soon became clear that this might be a tough day.

Through noise & scrutineering, sign on and get our pack. We have a road book with Tulips. Problem is that our only trip is the odometer and it does not work. I have a word with the Clerk of Course and he says he can not give me the route because there are code boards on it but it only uses main roads. Not to worry we will just have a skid about on the tests and to hell with the code boards.

There are 16 tests on offer (a couple of tests got cancelled because Gypsies moved onto these sites during the week leading up to the Solway) The remaining 16 tests are contained within three sites. The redundant Alcan Factory at Salterbeck, Workington hosting 12 of these within the derelict building and beside dodging cones we had to avoid the steel columns holding up the roof. Two tests at the Start venue 'Energus' and a further two on spare land next to Maryport Karting Centre.

First test we hit a cone and got a wrong test. This continued throughout the event. Out of 16 tests we got wrong tests on six of them. On the remaining ten tests we hit at least one cone on nine of them (frequently more than one cone). On the one test that we got right and didn't hit any cones but we still managed to do a 360 (not required) twice. Andy was flat out from the start and we suffered from that and a little less pace would have been of benefit

Maurice Ellison (exciting ride, but not always in the right direction) Clitheroe & DMC



And another cone bites the dust



Wigton Motor Club Solway Classic & Targa Rally

Sunday 15th October

After we had recovered from the fantastic Clitheronian Road Rally myself and my dad, Chris Hewlett decided to finish the year off with the Solway Historic and Targa rally which sounded like a good laugh.

So, the day came and we arrived at the start venue and got signed on. With a bit more experience on this sort of job after doing the Doonhamer I was fairly confident and sat down with our usual bacon butty and a brew to have a look through the road and test book.

Our start time came round and we queued up ready to start the first test which was on the Energus car park which I managed to get us lost on due to the maize of lines criss-crossing over the diagram which wasn't the best start to the day as we got a test maximum.

A short drive to the Alcan factory where we spent most of the morning doing the various tests before moving on to the Maryport test missing out the Solway test which had been cancelled because the Gypsies had occupied the entrance to the test.

Back to Energus for another go at test 1 before dinner and then back to Alcan for the test that was added in but the information didn't seem too clear unless I missed something, because a lot of people went to the Maryport test and then realised they had to go to Alcan first we managed to get it right after being told by another crew.

After that the afternoon was fairly uneventful but we got to the finish handed our time card in and found we had finished 18th out of the Targa cars. Finally I would just like to say thanks a lot to all the marshal's and organisers of the rally and say how smoothly the event ran on the day despite the few problems with un invited guests.

Matthew Hewlett : Clitheroe & DMC



Us : hiding behind the Mazda MX5



End of Year NESCR0 Challenge Report

Andy Beaumont/Andrew Fish finished top of the 2017 NESCR0 Historic Challenge using their Sunbeam Rapier H120, winning 6 of the 9 events they entered. John Bertram finished as second driver using his Ford Escort Mk1 1600 and David Short (Ford Escort Mk2 2000) claimed 3rd driver whilst his regular navigator Roy Heath finished 2nd Historic Navigator. Marion Sloan finished 3rd Historic Navigator whilst partnering her husband John in the 1293 MG Midget.

Simon Jennings and Clive White using their 1600 Peugeot 106 claimed a tightly contested 2017 NESCR0 Targa Challenge. Second, only 10 points behind, were Chris Hunter and Fiona Tyson in the 1800 Mazda MX5. Third were Geoff and Maggy Bateman who campaigned their 1900 Peugeot 205 GTi. Philip Hodgson and Ian Giles (Mazda MX5 2000) claimed 4th only 0.8pts in arrears.

Just to prove as the NESCR0 Challenge is popular in the North, 103 drivers and 119 Navigators scored points in the Historic section of the Challenge. Amazingly 152 drivers scored points in the Targa Challenge together with 164 navigators. Twelve different events ran in 2017, some were only Targa events and some only Historic.

Bob Hargreaves



2017 NESCR0 Challenge : Top 10

Historic Driver's Challenge

Driver	Car	Rds	Total
1 Andy Beaumont	Sunbeam Rapier H120	7	702.7
2 John Bertram	Ford Escort Mk1 1600	7	489.6
3 David Short	Ford Escort Mk2 2000	5	398.8
4 Peter Metcalfe	Austin Mini	4	330.6
5 Jim Hendry	Triumph TR3	5	325.6
6 John Sloan	MG Midget 1293	5	285.0
7 David Agnew	Porsche 911	4	268.0
8 Ray Jude	Triumph TR7 V8 3528	5	265.6
9 David Garstang	Ford Fiesta Mk1 1300	5	254.8
10 Brian Bradley	Rover Mini 1275	7	228.8

Historic Navigator's Challenge

Navigator	Rds	Total
1 Andrew Fish	7	702.7
2 Roy Heath	5	398.8
3 Marion Sloan	5	285.0
4 Alan Jackson	4	268.0
5 Ben Jude	5	265.6
6 Louise Whitelaw	4	264.9
7 Mike Garstang	5	257.5
8 Michael Marsland	7	228.8
9 David Byrne	3	209.3
10 Tom Hall	2	197.4

Targa Driver's Challenge

Driver	Car	Rds	Total
1 Simon Jennings	Peugeot 106 1.6	7	597.1
2 Chris Hunter	Mazda MX5 1.8	6	587.1
3 Geoff Bateman	Peugeot 205 GTi 1.9	7	416.0
4 Philip Hodgson	Mazda MX5 2.0	7	415.2
5 David Winter	Ford Fiesta Mk3 1.7	6	343.9
6 Joe Harwood	Impreza/Scimitar	5	330.9
7 Craig Wallace	Toyota Carolla G6R	4	301.0
8 Robert Short	Proton Coupe 1.8	4	294.4
9 Kevin Savage	Suzuki Ignis	4	279.1
10 Grainger Robertson	Ford Fiesta ST	3	257.1

Targa Navigator's Challenge

Navigator	Rds	Total
1 Clive White	7	597.1
2 Fiona Tyson	6	587.1
3 Maggy Bateman	7	416.0
4 Ian Giles	7	415.2
5 Kirsty Thompson	4	294.4
6 Phillip Savage	3	279.1
7 Michael Pears	5	266.8
8 David Robertson	3	257.1
9 Tom Howe	6	255.3
10 Geoff Fletcher	4	238.5

MSA Extra

THE  NEWSLETTER FOR BRITISH MOTOR SPORT



FINAL CALL FOR VOLUNTEER AND CLUB AWARD ENTRIES

The motorsport community has until the end of the month (31 October) to nominate candidates for the JLT MSA

Volunteer and Club of the Year awards.

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

Steward / Clerk of the Course

Technical Official (Scrutineer, Timekeeper etc.)

Marshal

Medical / Rescue / Recovery / Safety

Other, for example non-licensed club officials, committee members or unsung heroes.

A winner will be declared in each category and the best overall entry will be named the JLT MSA Volunteer of the Year. MSA-recognised Regional Associations, Clubs and Groups can submit nominations. Each winner will receive a trophy at the MSA Night of Champions at the Royal Automobile Club in January 2018.

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

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



INGRAM CLAIMS EUROPEAN RALLY TITLE

The MSA Academy congratulates Team UK's Chris Ingram on being crowned the 2017 FIA European U27 Junior Rally Champion and ERC3 Champion on Rally Liepaja, the final round of the championship (8 September).

Twenty-three-year-old Ingram and MSA Academy co-driver Ross Whittock sealed the title after class wins at Azores Airlines Rallye, Rally Islas Canarias and Rally Liepaja aboard their Opel Adam R2.

Ingram has been a part of the MSA Academy talent development pathway for six years, first joining the AASE programme aged 16 in 2011. Now a member of the Team UK national squad, he has access to a bespoke development programme under his designated Performance Manager, James Wozencroft.

Ingram said: "All of the hard work over the last four years in this class has paid off with this amazing title win. The MSA Academy has played a massive part in helping me achieve this success and I hope it will bring more opportunities in the near future and one day help me progress to the WRC. I would like to say a special thanks to my performance coach James Wozencroft for his passion and support over the last years working with me on Team UK!"

Twenty-six-year-old Whittock added: "What a great experience these last two rallies have been for me; I have learned so much. To help Chris win these titles is an amazing feeling. I cannot thank Chris and Opel enough for this opportunity."

Ingram's success capped a stunning weekend for UK talent on the international stage. Northern Ireland's Kris Meeke scored his fifth FIA World Rally Championship (WRC) victory on the Rally de Catalunya, while 19-year-old George Russell took a step closer to F1 by being crowned the GP3 Series


**MOTOR SPORTS
ASSOCIATION**
UNITED KINGDOM

Technical

Updates, clarification and advice



FRONTAL HEAD RESTRAINT MSA APPROVAL STICKERS

The latest regulation changes approved by Motor Sport Council (see page 12) include the introduction of an approval sticker for Frontal Head Restraint (FHR) devices. This label will provide the same function as the existing MSA helmet stickers and will be applied to the FHR following a detailed inspection confirming suitable condition and compliance with the regulations.

Competitors are advised that scrutineers will remove the sticker if the FHR is found to be damaged or not in compliance with the regulations, or if it is involved in a significant accident – in much the same way as with the helmet sticker.

The sticker is made of the same material as the helmet sticker, so if removed it will void and cannot be re-applied. Stickers are available directly from scrutineers at a cost of £2.50 – the same as helmet stickers.

FRONTAL HEAD RESTRAINT (FHR) GUIDANCE

Competitors may be interested to see FHR guidance documents handed out at scrutineer seminars, which are available on the MSA website. These documents can be found on the 'Technical: Car' page of the Resource Centre,

FIA SEAT HOMOLOGATIONS

Last month's MSA Extra detailed a seat that had had its FIA homologation withdrawn.

The MSA Technical Department wishes to take the opportunity to remind competitors that details of all FIA 8855-1999 standard seats that have had their homologations withdrawn are contained in FIA Technical List number 12, which can be accessed on the FIA website



HOW NOT TO DRY YOUR HELMET

An MSA scrutineer came across the helmet shown in the image while at an overseas event. The photo shows the helmet's foam, which is charred and melted. The explanation given was that the helmet had got wet and the competitor tried to dry it out; unfortunately, they decided to use a heat gun. The subsequent damage will have considerably affected the helmet's ability to perform in an incident.

Regulations for consultation

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

www.msauk.org/regulations

Keith Cronin and Mikie Galvin MSA British Rally Champions 2017



Jason Pritchard and Phil Clarke MSA British Historic Rally Champions 2017



Hybrid & Electric Cars

Guidance for organisers of Speed events

Electric vehicles rely on stored electrical energy to power an electric motor to provide propulsion. Hybrids are primarily powered by an internal combustion engine with ancillary power from an electric motor. Kinetic Energy Recovery Systems (KERS) are effectively a development of the hybrid and recover energy in a number of ways additional to those of the typical hybrid, e.g. exhaust flow and heat, brake heat etc.

The attraction of electric motors is they produce maximum torque at zero revolutions, thus acceleration performance is generally impressive. All major manufacturers now produce hybrid and / or electric cars which are eligible to compete in production car classes.

In order to run hybrid and electric cars in MSA permitted events as either competitive or demonstration / parade vehicles, organisers will be required to demonstrate that they have adequate measures in place to control the risks. The FIA series; Formula E, WEC & F1, run at UK venues and are subject to their own regulations.

Hazard Awareness

- The key hazards relating to vehicles equipped with lithium-ion batteries and power systems carrying a significant electrical current:
- Electricity at high voltages - a risk managed by insulation and control systems that result in the links between the individual cells being broken so there is only the cell voltage in the system. The control systems also automatically shut down the system if it senses current going to earth and there are features such as impact sensitive cut offs etc. Discharge and charge rates are closely controlled and monitored to minimise the risk of cells overheating.
- Overheating and fire - there is an exothermic reaction so while it flames, it is in itself not burning. It will ignite nearby combustible materials. No fire extinguisher will touch an exothermic reaction, the only way to deal with such a problem is to extremely rapidly get the temperature down. If a cell is punctured or squashed it will short circuit with the same result.

Acceptance of entries

Written permission is required from the MSA to run electric or hybrid vehicles at an event.

Prior to considering the acceptance of entries for hybrid or electric vehicles the event organisers must carry out a Risk Assessment to include the emergency arrangements for the safe handling and recovery of these vehicles.

For a hybrid or electric car to be accepted onto an event entry list they must either comply with National Type Vehicle Approval (running within road-going series production cars S11.1.1 or standard cars 11.9.1) or FIA Appendix J Article 253 (J5.1).

These cars are only eligible to compete on road surfaces for which they have been designed e.g. asphalt. Consideration must also be given to the physical restraints of the venue and any resource required for dealing with incidents and recovery (see below).

Electric or hybrid cars not currently licenced for use on the public highway must have been approved by the MSA and been issued with an MSA Vehicle Passport (S9.1.7).

Arrangements for Scrutineering

Where electric or hybrid vehicles are included in the competition, the organisers must ensure that they appoint a Scrutineer who is competent in scrutineering hybrid or electric vehicles. The Chief Scrutineer will identify the member of the scrutineering team who has experience of electrical engineering and/or electrical power systems.

It is essential to obtain the Technical Manual for the vehicle from the potential entrant well in advance of the event to be able to conduct a suitable risk assessment, establish safe systems and isolation procedures and identify the necessary resources for dealing with an incident. The MSA will require a copy of this manual before a MSA Vehicle Passport is issued.

Scrutineers should have the opportunity to review the potential entry and the relevant documentation that a garage would need before working on the vehicle.

The owner or suitable representative of the vehicle must be present during scrutineering to be available to answer any technical questions specific to that vehicle.

A Risk Analysis of the service history of the vehicle may be required. To ensure that the batteries and other items have been maintained in accordance with manufacturers requirements.

Venue requirements

Venues wishing to host hybrid or electric vehicles at their events must have the following provisions in place:

- Scrutineering personnel with competency in scrutineering hybrid & electric vehicles

- First on scene personnel – marshals, rescue & recovery – who have received manufacturers (or if available MSA) training in responding to incidents involving hybrid or electric vehicles & have knowledge on the hybrid & electric vehicles specific to an event
- Equipment to confirm safe status of electrical systems e.g. absence of voltage
- Personal protective equipment (PPE) for first on scene and scrutineers – electrical insulation gloves (Class 0 rated to 1000V), face shield and other items as specified in the manufacturer's Technical Manual
- Procedures to ensure that all first on scene personnel remove or cover metal items on clothing, jewellery and spectacles
- Training for first on scene personnel in correct use of PPE
- Firefighting measures for dealing with a high intensity lithium ion battery fire - adequate water provisions (typically 40,000 litres or more) to the manufacturer's recommendation for the vehicles entered to allow cooling of the batteries over prolonged periods
- Appropriate recovery vehicles to comply with manufacturer's recovery guidelines – note that towing of hybrid or electric vehicles involved in an impact is not permitted
- Provision of an exclusion zone for vehicles involved in an incident which may have destabilised the electrical systems and a procedure for dealing with the vehicle
- Appropriate signage to identify vehicles which may be in an unsafe state and suitable equipment to cordon off the area
- If multiple hybrid or electric vehicles will be on track at the same time the provision needs to cover multiple incidents

Emergency Management

Electric and hybrid vehicles typically have electrical systems running at voltages of 300 volts DC and higher with motors converting the power to AC. Any electrical system of 50v or more is considered as requiring specific precautions.

All electric and hybrid vehicles have technical manuals that detail the means of approach and recovery of the vehicle which must be supplied with the entry and followed studiously as each vehicle is different with different risks. A risk assessment should be complete for every potential vehicle rescue and recovery activity. See above for the venue requirements.

General guidelines for dealing with an incident

The following information is guidance which should be expanded upon, utilising specific information from the vehicle manufacturer, and developed into a safe system of work:

- If a hybrid or electric vehicle is involved in an incident, protect yourself with the appropriate PPE that has been provided to you including electrical insulation gloves and face shield. Leave any metal objects e.g. cutting equipment, clear of the vehicle.
- Approach the vehicle with care not touching any part of the vehicle, ideally remaining stood back from the vehicle. Take particular care if there is wet weather or ground conditions.
- If the driver is not impaired ask the driver to isolate the vehicle and to selfextricate.
- Should the driver not be responsive and clearly in need of assistance, locate and turn the identified isolator OFF, using gloved hand. Hybrid & electric vehicles have different systems for isolating the HV supply. Both HV and 12V supply must be isolated.
- Check the dash display and vehicle generally for light displays. Some vehicles have a 'system status light display' to indicate whether the system is active or isolated. If there is no such display then if there are no visible lights illuminated it is likely that the system is isolated. Check this against the instructions from the vehicle Technical Manual.
- Watch for signs of electrical current flow or battery damage, such as arcing, sparks, sizzling etc., particularly in wet conditions.
- HV cables are coloured ORANGE, do not sever or touch such cables or the components to which they are connected whilst the electrical system may still be live
- Only first responders who have received appropriate training and have the correct PPE should be working in the vicinity of the vehicle until it is confirmed as safe.
- Do not make contact with the car with any other part of the body until its status is confirmed as safe.
- When satisfied that the electrical systems are isolated, proceed with appropriate care.
- At all times monitor the vehicle for leaking fluids, vapour, smoke, sparks, unusual odours, popping or hissing noises.

- Noise emitting from a battery may indicate that there is ignition within the battery; such carries a risk of explosion or external ignition.
- Be aware that if a vehicle is in contact with such as a metal barrier that too may be 'live'.
- Once the vehicle occupant(s) have self-extricated or been extricated ensure all personnel remain back from the vehicle and arrange for the competitor or his/her technical team to supervise the vehicle's removal.
- Inform the scrutineering team that the Scrutineer with suitable experience of hybrid and electric vehicles is required to oversee the recovery operation and the return of the vehicle to the designated exclusion zone. (Many vehicles require the setup of an exclusion zone where the vehicle must remain for several hours or days. Check the vehicle specific recovery instructions – see Venue Requirements)
- Damaged vehicles should not be stored within buildings but in the open away from flammable structures and materials and cordoned off in such as to prevent unauthorised access and to create a safety zone around the vehicle. Allocate enough staff to police the exclusion zone until any risk has passed.
- Continually monitor the vehicle, particularly if there is visible damage to the battery unit, as there is a risk of ignition for a significant period after an incident.
- If a lithium-ion battery ignites, it is an exothermic reaction rather than a combustible fire. To deal with such ignition requires sustained large volumes of water to be applied for a prolonged period of many hours. It is unlikely that application of fire extinguishers will deal with such an incident. In this case ensure all personnel are suitably isolated from the vehicle by creation of an exclusion zone so that they are not affected by heat, gaseous emissions or any potential explosion.

Re-charging of vehicles and/or batteries

Where vehicles / batteries are being re-charged, only equipment specified by the vehicle / battery manufacturer is to be used. The vehicle / battery should be charged within a suitable isolated safety zone and the charging operation and safety zone monitored by a suitably experienced person.

Remember

- Exposure to high voltage electrical currents can kill or result in life changing injuries
- Modern battery systems are sophisticated and incorporate many control and fail safe systems to monitor battery condition, control charge and discharge, provide automatic shutdown if operating parameters are breached etc.
- Gasoline and similar fuels offer the potential for fire and explosion, the risk is managed by methods of storage and use, the same applies to electrical energy. Whatever the energy storage or energy application system risks are to be identified, managed and respected.

So Not 'Just' Rallying Then

The organisers of a mountain biking race in Denbighshire have pleaded not guilty to a variety of charges in relation to the death of a spectator.

Judith Garrett, 29, of Prudhoe, Northumberland, died after a bike hit her at the Borderline Downhill Series event in LLangollen in August 2014.

Two race officials and the British Cycling Federation faced health and safety charges at Mold Crown Court.

A four week trial is expected to take place in June next year.

Miss Garrett was airlifted to hospital after she was hit by an "out of control" bike as she watched her boyfriend Peter Walton compete in the race on 31 August, 2014 at Tan y Craig Farm.

She died the following day at the University Hospital of North Staffordshire in Stoke having suffered major head injuries.

The charge against the British Cycling Federation - which sanctioned the race - alleges that it failed to conduct its undertaking in such a way as to ensure the health and safety of people attending.

Race official Michael Marsden, 40, of Lancaster, is alleged to have failed to conduct the event in such a way that people including Miss Garrett were not exposed to risk.

It is alleged that he failed to ensure the safety of spectators at the competition and failed to provide marshals with adequate training regarding the safety of spectators.

The final charge against him alleges that he failed to report the death of Miss Garrett at the competition.

A marshal, Kevin Ian Duckworth, 41 of Accrington, Lancashire, is alleged to have failed to ensure that his health and safety duties as a marshal were complied with.

Mr Duckworth and Mr Marsden were given unconditional bail.

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



BW

ELECTRICAL AND MECHANICAL INSTALLATION & MAINTENANCE



Tel : 01282 696953 or Mobile : 07711 791631

Email : barry.wilkinson80@ntlworld.com

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

Championship Standings

In Brief (top 5 only)

Updated 24th October

Road Rally : After R18 Bro Cader

O/A	Driver	Club	Points
1	Jon Bossen	Matlock	755
2	Mark Lennox	Newtown	693
3	Steve King	WBCC	588
4	Mark Roberts	WBCC	566
5	POLLY	W&SS	480

O/A	Navigator	Club	Points
1	Rob 'Chicken' Jones	Clwyd Vale	741
2	Ian Beamond	Newtown	693
4	Peredur Davies	C & A	537
3	Sam Spencer	Malton	523
5	Michael Gilbey	Aberystwyth	487

Stage Rally : After R 23 Adgespeed Stages

O/A	Driver	Club	Points
1	Gethin Jones	Harlech	782
2	Eric Roberts	C&A	765
3	Mark Kelly	G&OMC	615
4	Mike English	Wigan	590
5	Stephen Ellison	Warrington	571

O/A	Co-Driver	Club	Points
1	Sarah Edwards	Harlech	911
2	Stephen Landen	Warrington	902
3	Tomos Williams	C&A	782
4	Mark Carter	Warrington	741
5	Catrin Jones	Clwyd	716

Stage Rally (Forest) : After R11 Trackrod

O/A	Driver	Club	Points
1	Ed Fossey	BTRDA	163
2	Carl Davies	WBCC	170
3	David Perkins	Clwyd	135
4	Hugh Hunter	NWCC	120
5	Ross Leach	WBCC	109

O/A	Co-Driver	Club	Points
1	Rob Fagg	Manx AC	160
2	Chris Sharp-Simkiss	Blackpool	157
3	Richard Jones	WBCC	147
= 4	Michael Gilbey	Aberystwyth	109
= 4	Simon Jones	B&B	109

Autotest : After R 12

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

PCA : After R 20 & R 21

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 9 & 10

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

Sprint : 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	Warsop Stages	N Humberdale MC
Apr 8	Lookout Stages	Trackrod MC
Apr 15	SMC Stages	Stockport 061 MC
Apr 21	Horiba D'Isis	Quinton MC
Apr 29	Harlech Stages	Harlech & DMC
May 11/12	Manx Nationals/Chris Kelly	Manx AS
May 13	John Overend	North Humberdale MC
May 13	Cetus Stages	Wigan & DMC
Jun 6	Keith Frecker Mem	Blackpool SSMC
Jun 17	Ranges	Rhyl & DMC
Jul 1	Enville Stages	Warrington & DMC
Jul 22	Twyford Stages	Mid-Derbyshire MC
Aug 12	Gareth Hall Memorial	Bala & DMC
Aug 26	Mewla	Epynt MC
Aug 26	Pendragon	Kirkby Lonsdale MC
Sep 7/8	Promenade Stages	Wallasey 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 Humberdale 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
Jun 17	Ranges	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 17	Cambrian	North Wales CC
Feb 18	Riparian	Ripon MSC
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 14/15	Nicky Grist Stages	Quinton MC
Jul 8	Greystoke	West Cumbria MSC
Aug 18	Red Dragon	Port Talbot MC
Sep 1	Woodpecker 60 & Worcestershire MC	
Sep 28/29	Trackrod Yorkshire	Trackrod MC
Nov 10	Wydean	Forest of Dean MC

ROAD RALLY CHAMPIONSHIP

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Feb 24/25	John Robson	Hexham & DMC
Mar 3/4	Tour of Anglesey	Caerns & Ang MC
Mar 17/18	Rali Llyn	Harlech & DMC
Mar 24/25	Primrose Trophy	Clitheroe & DMC
Mar 24/25	Moonbeam Rally	Telford AC
Mar 31/1	Night Owl	Aberystwyth & DMC
Apr 14/15	Kick Rally Derbyshire	Matlock MC
Apr 21/22	Border 100	Welsh Border CC
May 19/20	061 Road Rally	Stockport 061 MC
Jun 9/10	Eagle Rally	Newtown & DAC
Jun 16/17	GP Memorial	Garslang & Preston MC
Jun 23/24	PK Memorial	Bala & DMC
Jul 28/29	Morecambe Rally	Morecambe CC
Aug 11/12	Baroud Rally	Baroud MC
Sep 8/9	Colman Tyres	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 6/7	Rali Gogledd	Rhyl & DMC
Oct 13/14	Winter Challenge	North Wales CC
Oct 27/28	Cilwendeg	Teifi Valley MC
Nov 3/4	Powys Lanes	Epynt MC
Nov 3/4	Dansport	Matlock MC
Nov 24/25	Farington	Clwyd Vale MC

NORTH WALES ROAD RALLY CHALLENGE

Jan 27/28	Rali Mike Darowen	Dovey Valley MC
Mar 3/4	Tour of Anglesey	Caerns & Ang MC
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
Oct 6/7	Rali Gogledd	Rhyl & DMC
Nov 24/25	Farington	Clwyd 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 5	St Wilfrid's	Ripon MSC
Sep 1	Tour of Clwyd	Clwyd Vale MC
Oct 6	Devil's Own	Kirkby Lonsdale MC

TARGA CHALLENGE (sub to MSA approval)

May 12	061 Targa (CMI)	Stockport 061 MC
Jun 24	Tags (CMI)	Teifi Valley MC
Jul 15	Holms Targa (CMI)	Newtown & DAC
Jul 15	Northern Dales (NB)	Hexham & DMC

AUTOTEST CHAMPIONSHIP

Feb 18	Autotest	Accrington MSC/CSMA NW
Mar 11	Jon MacKenzie	Hagley & DLCC
Apr 1	April Autotest	Bolton-le-Moors CC
Apr 22	Autotest	Rhyl & DMC
Apr 22	Firefly Autotest	Whitchurch MC
May 20	Autotest	CSMA NW
May 20	Staffs Knot	Wolvton & South Staffs
Jun 10	Aberconwy	North Wales CC
Jun 24	Autotest	CSMA NW
Jun 24	Tim Sergeant	Knutsford & DMC
Jul 1	Autotest	Bolton-le-Moors CC
Jul 8	Autotest	Alwoodley MC
Jul 22	Autotest	Under 17 MC NW
Aug 5	Kenning's	Caerns & Anglesey MC
Aug 19	Autotest	Under 17 MC NW
Sep 2	September Atest	Bolton-le-Moors CC
Oct 6	Autotest	Rhyl & DMC
Dec 2	Autotest	Accrington MSC

PROD'N CAR AUTOTEST CHAMPIONSHIP

Jan 28	New Year PCA	Knutsford & DMC
Feb 17	PCA	Under 17 MC NW
Feb 18	PCA	Accrington MSC/CSMA NW
Feb 18	Ranges PCA	Bala & DMC
Mar 4	Wern Ddu	Warrington & DMC
Apr 1	April PCA	Bolton-le-Moors CC
Apr 14	Ranges PCA	Bala & DMC
Apr 15	Wern Ddu	Warrington & DMC
Apr 22	PCA	Rhyl & 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 1	PCA	Bolton-le-Moors CC
Jul 21/22	PCA	Under 17 MC NW
Aug 18/19	PCA	Under 17 MC NW
Sep 2	September PCA	Bolton-le-Moors CC
Sep 16	Wern Ddu	Warrington & DMC
Oct 6	PCA	Rhyl & DMC
Oct 14	Bright Sparks PCA	Owen MC
Oct 14	Blewmoch PCA	Bala & DMC
Oct 21	Wern Ddu	Warrington & 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 1	April Autosolo	Bolton-le-Moors CC
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
Sep 2	September A'solo	Bolton-le-Moors CC
Oct 28	Preston Autosolo	Preston MC
Nov 18	Autosolo	Knutsford & DMC
Dec 1	Autosolo	Under 17 MC NW
Dec 2	Autosolo	Accrington MSC

CAR TRIALS CHAMPIONSHIP

Apr 8	Roberts Trial	Caerns & Anglesey MC
Apr 22	Ernest Owen Trial	Owen MC
May 26	Derwydd Trial	Bala & DMC
May 27	MAS Trial	Caerns & Anglesey MC
Jul 21	Cymru	North Wales CC
Jul 22	HCC Wales	Clwyd Vale MC
Jul 29	Filbert Trophy	Ilkley & DMC
Sep 9	Gaby Mohr	Wolv & South Staffs CC
Sep 17	Filbert Trophy	Ilkley & DMC
Sep 22	Disgrth Trial	Bala & DMC
Sep 23	PCT	Caerns & Anglesey MC
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	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
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 15	Scammonden	Mid-Cheshire MRC
Aug 4/5	Loton Hillclimb	Hagley & DLCC
Aug 11	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.

Events in **PLAIN TEXT** are anniversary dates based on 2017 - they still need to be registered with ANWCC



2017 Cambrian Rally

We know most of you will remember the Cambrian Rally earlier this year, the fact that we had to abandon the event due to sheet ice.

We recognise that we had many disappointed spectators, who had travelled and paid £5 to park in the car parks (and an additional £5 for the programme). The organisers do not run the car parks, these are made up with local community football and rugby clubs, who rely on events like ours to keep funded.

However, the good news is that we raised thousands of pounds to local community clubs and this week we donated £1,000 to the Wales Air Ambulance.

On behalf of the North Wales Car Club and the Wales Air Ambulance we would like to say a huge thanks to all those spectators who supported our decision.

We now look forward to seeing you on the next Cambrian Rally in February 2018.

Thank you for your continued support.

Cambrian Rally Team.

MARSHALS Needed for MEM

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY SUNDAY 5th NOVEMBER

Calling all prospective Marshals . . .

We desperately require more marshals to attend and help CDMC run a successful **Cropton Stage** on the 5th November.

It will be an early start if you are not staying locally and it might not be shirts off weather (and the MSA will be watching!.....) but a great entry will help warm the cockles of your rallying heart . . . if you can assist at all please contact myself on email . . .

tonykart54@gmail.com



MEM

MELLORS ELLIOT MOTORSPORT MALTON FOREST RALLY SUNDAY 5th NOVEMBER

IN ASSOCIATION WITH SORT OILS

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

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

REGS & On-Line Entry

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

EVENT TIMETABLE

Regulations Closing date for entries: Friday 27th October

Final Instructions published: Monday 30th October

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

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

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

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

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

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

Awards Presentation: As soon as results are declared final

Chief Marshal : Mark Williams
Email : marshals@maltonmc.co.uk



POKER STARS RALLY

10/11th November

COMPETITORS

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

OFFICIALS

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

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

Entry Fee
£330.00
excl. travel
or £620.00
incl. travel*
Entries Open
1 August 2017



**SD34MSG
2017**



Awards Night

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

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

Tickets £5 each

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

Clwyd Vale Motor Club

Automark

Farrington Trophy Rally

25/26 November

Starting and finishing in the Ruthin cattle market.

We would like to thank Mark Jones of Automark for his continued support of the rally in its 6th year

The event will cater for experts though to novices and be straight forward pre-plot navigation over approx 140 miles on map 116 which has some of the best roads in the country.

To enter go to the Clwyd Vale Motor Club website

www.cvmc.org.uk

We look forward to seeing you on the night





Marshals

Marshal Registrations

Open 09/09/2017

The Neil Howard Stages

in association with Graham Coffey Solicitors

needs your help.

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

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

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

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

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

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

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

**Clitheroe
& District
Motor Club**



plastics

performance

HALL TROPHY Stages Rally 25th November

Photo Courtesy of Tom Murphy



**A round of the
Following Championships**
sd34msg Stage Rally Championship
ANCC Stage Rally Championship
AEMMC Stage Championship
RAFMSA Rally Championship
ANWCC Stage Championship
sd34msg League

REGS :

www.clitheroedmc.co.uk

MARSHALS

Please Contact

Matt Broadbent

07342 215686



On the B1205, Nr Blyton, Lincs DN21 3PE

Pro-Rally.co.uk

1



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Caernarvonshire and Anglesey Motor Club Ltd
THE PENTRAETH AUTOMOTIVE GROUP
GLYN MEMORIAL TROPHY STAGES
Saturday 25th / Sunday 26th November 2017
Anglesey Racing Circuit

The event is a round of the following championships:-

- JD Tyres Welsh National Tarmacadam Championship 18/2017
- Restruct Ltd Welsh Mixed Surface Championship incorporating the S P Challenge 20/2017
- ANWCC Stage Rally Championship 25/2017
- ANWCC North Wales Rally Challenge 26/2017
- ANWCC Ladies Rally Championship 29/2017
- ANWCC Allrounders Championship 35/2017
- Formula 1000 Stage Rally Challenge 83/2017
- Junior 1000 Rally Championship /2017
- Junior 1000 Ecosse Challenge with support from Lawrence of Kemnay 52/2017
- The Glynne Edwards Memorial Championship /2017

The event will contain a number of Special Stages, with a mileage of approx. 50 miles.

The first car will start at 11:30 and the last car will finish at 19:30 (approx) on Saturday 25th November 2017.

First car will re-start at 09:00 and the last car will finish at 16:00 (approx) on Sunday 26th November 2017

Enter online at www.camconline.co.uk

MARSHALS

As you can appreciate, we need a great deal of marshals to run the event and would appreciate if all competitors could provide the name and contact number of at least one person who could marshal on the event.

This person then needs to report to the Chief Marshall at signing-on between the hours of 9:00 and 10:30 on the Saturday morning.

Anyone who could offer some assistance with marshalling duties can contact

Ian Owen on 01248 422084/07801 498266 or Laura Jones 07760 994575

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.

HIPPO
MOTOR GROUP

Grizedale Stages Rally 2017

30th Anniversary



COVER PRICED
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MAGAZINE

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

REGULATIONS
www.grizedalestages.co.uk

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

For Sale

the late John Kirkland's
Buckler Mk 6
(94" wheelbase)
ORL 900.



John originally owned ORL between 1954 and 1957 and drove it in trials and hill climbs.

In 1992 John heard that ORL had survived and persuaded the then owner to sell it to him. Having been off the road for some 30 years before John re-purchased it John totally restored ORL to the condition shown.

ORL was last MoT'd in March 2010 and has had little use since then. It has been dry stored but will require re-commissioning.



ORL is located near Newquay, Cornwall.

Offers in the region of
£12,000
considered.

Please email
David Montgomery
bucklercars2@gmail.com
and I will pass on your details to the seller.

FOR SALE

Lucas Oil Team Geriatric British BMW Mini Rallycross Championship Winning, and BTRDA Over 2.0Ltr Rallycross Championship Winning **BMW Mini Cooper S.**

Maintained regardless of cost.

- 222 BHP (Chip Wizard Rolling Road.)
- The car currently stands on AVO 3 way fully adjustable suspension.
- AvonTyres on 14" wheels
- 6 speed Box
- Fly Off Hydraulic H/Brake
- All braided hoses inside
- Bias Valve
- Seat and belts
- Bespoke stainless exhaust
- Paddle Clutch
- Dural alloy Gaurd
- 100% Reliable and comes with Spares Package which includes.
- All general spares you would expect inc wheels, tyres, Etc
- ALSO Includes
- Full Set 3 way adjustable suspension. (Brand New)
- Cooper S engine.
- Cooper S Shell
- Straight Cut close ratio gear box. Rebuilt never used since.



**The car recently has just been used for shows and is stored in central heated garage so is in mint condition as you can see in photos.
Could easily be turned into Rally Car**

**If Interested. please contact Tony on 07813 579435.
Please only serious enquires because 1st genuine offer will own it.**



Lucas Oil Team Geriatric **Offer for sale the** **British Supernational Rallycross** **Championship winning** **Ford Ka**



Recently maintained regardless of cost

- Fully space framed. Built by Paul Waldron
- Julian Godfrey Engineering 2.3 Duratec Engine Brand New (Only 150 Miles ago)
- Pectel ECU (Brand new to suit new engine)
- Hewland sequential Gearbox (Rebuilt 150 Miles ago)
- Flat shift
- Launch control
- Reiger Fully adjustable suspension all round
- Hydraulic H/Brake
- Just in workshop now having full rebuild and check over for next season
- Comes with spares Inc All Panel Moulds
- Enough Wheels and Avon Tyres. (some still never used Brand New) For season racing

This is truly a very fast well handling car.
It has won at every Rallycross circuit in the UK

Serious enquires ring Tony Lynch on 07813579435



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
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Jokes, Photographs, Information, reports etc

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Duncan Littler Speed Sports Photography
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and last but not least, Chairman / Secretary
(& my complaints manager)

Les Fragle

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

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

SD34MSG Wednesday 15th November

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

ANCC



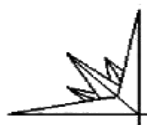
Monday 13th November

Date might change because of WRCGB

Cleckheaton Sports Club,
BB19 3UD

Just off Chain Bar Roundabout, Junc 26 of the M62

www.ancc.co.uk



ANWCC

Association of North Western Car Clubs

Monday November 13th

8.00pm

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

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

**Deadline for copy
for the December edition is
Tuesday the 28th of November
which is due out on**

Thursday the 30th November

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